VILLAGE OF BARTLETT

COMMITTEE AGENDA

JULY 18, 2023

BUILDING AND ZONING COMMITTEE, CHAIRMAN GUNSTEEN

1. Hawk Hollow Middle School

COMMUNITY & ECONOMIC DEVELOPMENT COMMITTEE, CHAIRMAN GANDSEY

2. Savoury Restaurant BEDA Application

PUBLIC WORKS AND GOLF COMMITTEE, CHAIRMAN DEYNE

3. ComEd Reliability Discussion

Agenda Item Executive Summary

Item Name Hawk Hollow Middle School

Committee or Board Committee

BUDGET IMPACT

Amount: N/A

Budgeted N/A

List what fund N/A

EXECUTIVE SUMMARY

As directed by the Committee of the Whole at their June 20, 2023 meeting, staff worked with School District U-46 to address the Committee's concerns regarding 1) the turning radius for buses at the Gerber Road/Army Trail Road, 2) the vacation of the Fair Oaks Road right of way, and 3) the safety of the Schick Road/Gerber Road intersection.

The Village's traffic consultant prepared an auto-turn exhibit for buses making a right hand turn northbound onto Gerber Road from Army Trail Road. Based on the analysis, a bus can turn onto Gerber Road without encroaching into the opposite lane. **Representatives from U-46 confirmed that buses currently make that turn without incident.**

Staff researched the history of the proposed Fair Oaks Rd extension in the Thoroughfare Plan. Based on staff's research:

- **the Fair Oaks Road extension was only recommended if a railroad crossing was built;**
- **the railroad will not approve an at-grade crossing and the cost of a separated crossing is estimated to be $25-30 million;**
- **right of way would need to be acquired from two property owners that are opposed to the Fair Oaks Road extension;**
- **a wetland delineation of the right of way would be required to determine if the existing wetlands are regulatory or critical - mitigation cost are $175,000/acre**

The Mayor and staff met with School District U-46 to discuss the Committee of the Whole's concerns and the impact of the Fair Oaks Road extension on the school. **The district is willing to keep the Fair Oaks right-of-way in order to keep the project on schedule.** The construction and realignment of Fair Oaks Road would have the following impacts on the school property:

- **decrease the amount of stacking for buses at the middle school from 21 spaces to 16 spaces; and**
- **the realignment of the Gerber/Fair Oaks/Jacaranda intersection would create more conflicts for buses entering and exiting the school site.**

School District U-46 submitted a draft intergovernmental agreement which includes a commitment to collaborate with the Village for the next two years on a traffic study and a cost sharing agreement for intersection improvements warranted by the traffic study

ATTACHMENTS (PLEASE LIST)

PDS Memo, auto-turn exhibit, Fair Oaks PowerPoint, Conceptual Improvement Plan, fence section exhibit, revised landscape plan, minutes of the P&Z Commission meeting, U-46 memo on school traffic, traffic study, cover letter, application, location map, Plat of Consolidation, Site Plan, Elevations, Floor Plan, Landscape Plan

ACTION REQUESTED

- ☑ For Discussion Only – *To review and forward to the Village Board for a final vote*
- ☐ Resolution
- ☐ Ordinance
- ☐ Motion

Staff: Kristy Stone, PDS Director Date: July 10, 2023

PLANNING & DEVELOPMENT SERVICES MEMORANDUM
23-40

DATE: July 8, 2023

TO: Paula Schumacher, Village Administrator

FROM: Kristy Stone, PDS Director

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
Plat of Vacation
Site Plan

MOST RECENT UPDATE

The attached ordinance includes the following two conditions:

A. The Plat of Vacation, the Plat of Consolidation, and the Plat of Abrogation for the utility easements must be revised to show that the portion of the Fair Oaks Road right-of-way that runs across a portion of the Subject Property, referred to as the Fair Oaks Collector, remain as a dedicated public right-of-way, and such revised Plats must be approved by the Planning & Development Services Director prior to recording;

P. The Petitioner must enter into the Intergovernmental Agreement with the Village, in a form substantially similar to that attached hereto as **Exhibit E**, regarding traffic studies and potential future intersection improvements at the intersections of Gerber Road and West Army Trail Road and Gerber Road and E. Schick Road.

UPDATE

At the June 20, 2023 Committee of the Whole meeting, concerns were raised regarding 1) the turning radius for buses at the Gerber Road/Army Trail Road, 2) the background of Fair Oaks Road right of way, and 3) the safety of the Schick

Road/Gerber Road intersection. Staff was directed to meet with the School District and prepare additional information on each of the three concerns.

The Village's traffic consultant prepared the attached auto-turn exhibit for buses making a right hand turn northbound onto Gerber Road from Army Trail Road. Based on the analysis, a bus is able to turn onto Gerber Road without encroaching into the opposite lane. **Representatives from U-46 confirmed that buses currently make that turn without incident.**

Staff researched the history of the proposed Fair Oaks Rd extension in the Thoroughfare Plan. The Village's traffic consultant prepared the attached Fair Oaks Road/Gerber Road Conceptual Improvement Plan. **Based on staff's research:**

- **the Fair Oaks Road extension was only recommended if a railroad crossing was built;**
- **the railroad will not approve an at-grade crossing and the cost of a separated crossing is estimated to be $25-30 million;**
- **right of way would need to be acquired from two property owners that are opposed to the Fair Oaks Road extension;**
- **a wetland delineation of the right of way would be required to determine if the existing wetlands are regulatory or critical - mitigation cost are $175,000/acre**

The Mayor and staff met with School District U-46 to discuss the Committee of the Whole's concerns and the impact of the Fair Oaks Road extension on the school. **The district is willing to keep the Fair Oaks right-of-way in order to keep the project on schedule.** The construction and realignment of Fair Oaks Road would have the following impacts on the school property:

- **decrease the amount of stacking for buses at the middle school from 21 spaces to 16 spaces; and**
- **the realignment of the Gerber/Fair Oaks/Jacaranda intersection would create more conflicts for buses entering and exiting the school site.**

School District U-46 submitted a draft intergovernmental agreement which includes a commitment to collaborate with the Village for the next two years on a traffic study and a cost sharing agreement for intersection improvements warranted by the traffic study. *The IGA under review by the Village Attorney.*

The auto-turn exhibit, Fair Oaks Rd PowerPoint, the Conceptual Improvement Plan and the previous background information are attached for your review.

SURROUNDING LAND USES

	Land Use	Comprehensive Plan	Zoning
Subject Site	**Vacant single-family lots, Municipal/Institutional & Public School**	**Suburban Residential**	**P-1 & SR-2 PUD**
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 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 22 lots established by the Jacaranda Subdivision, and is requesting a **Plat of Vacation and Plat of Consolidation** to consolidate the single-family lots with the school lot for the conversion of Hawk Hollow Elementary School into a middle school.

2. The petitioner is also requesting to **rezone** the property 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
Hawk Hollow	**Projected 750 Students**	**21 Buses**	**84 Cars**
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-up lane configuration serpentines 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 5th 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 the 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

1. 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 with 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 Planning and Zoning Commission held the required public hearing, reviewed the petitioner's request and **recommended approval** at their meeting on June 1, 2023 with the following additional conditions:

N. The Village shall closely monitor the intersection of Schick Road and Gerber Road;

O. The petitioner shall study the proposed north fence regarding grades and height;

P. The petitioner shall add screening at the end of Winston Lane to the end of the fence as far east as possible;

Q. The petitioner shall provide a safety monitor (crossing guard) at the proposed north entrance.

3. After the P & Z Commission meeting, the applicant has agreed to having a safety monitor (crossing guard) at the north entrance and has submitted the following which are attached:
   i. Fence section exhibit EX1 in which the fence has been moved further south and is now eight (8) feet from north property line (previously 5 feet);
   ii. Landscape Plan L2.0 which includes the addition of seven (7) Black Hill Spruce trees at the south end of Winston Drive to provide additional screening of the parking lot

/attachments

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CONSULTING ENGINEERS	USER NAME = jqiu	DESIGNED - JQ	REVISED -
		DRAWN - JQ	REVISED -
	PLOT SCALE = 40.0000 ' / in.	CHECKED - LMM	REVISED -

ARMY TRAIL ROAD AND GERBER ROAD

AUTOTURN EXHIBITS – SCHOOL BUS

F.A. RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
			1	1
		CONTRACT NO.		

Existing Road Network

- E. Struckman Blvd ends north of the railroad tracks
- S. Struckman Blvd ends south of the Forest Preserve property and railroad tracks and extends to the Gerber/Schick Rd intersection
- Fair Oaks Road ends at Army Trail Road
- Gerber Road extends from Army Trail Road north to Schick Road

Existing Traffic Flow

- E. Struckman Blvd ends north of the railroad tracks
- S. Struckman Blvd ends south of the Forest Preserve property and railroad tracks and extends to the Gerber/Schick Rd intersection
- Fair Oaks Road ends at Army Trail Road
- Gerber Road extends from Army Trail Road north to Schick Road

Thoroughfare Plan

GOAL: To create an additional north/south connection from S. Bartlett Rd to Army Trail Rd by connecting E. Struckman Blvd to Fair Oaks Road

Thoroughfare Plan Traffic Flow

- Increase traffic counts on E. Struckman Blvd in Silvercrest Subdivision
- Increase traffic counts on S. Struckman Blvd in Harmony Grove Subdivision
- Increase traffic counts on Fair Oaks Rd in Enclave Subdivision
- Increase traffic counts at the Gerber/Schick Rd intersection
- Decrease traffic counts at the S. Bartlett/Schick Rd intersection
- Decrease traffic counts at Gerber/Army Trail Rd

Thoroughfare Plan Components

1. Connect E. Struckman Blvd south across the railroad tracks

2. Extend Fair Oaks to Gerber Rd/Jacaranda Dr

3. Fair Oaks Rd & Gerber Rd Realignment

Thoroughfare Plan

1. Connect E. Struckman Blvd south across the railroad tracks

- August 8, 1991 – Chicago Central & Pacific Railroad Company letter stating their opposition to an at-grade crossing - *suggested an underpass to be paid for by the Village*
- October 7, 1991 – Illinois Commerce Commission letter recommended an underpass for the crossing
- September 17, 1999 – Pavia-Marting (Village Engineer) letter requesting CNIC Railroad discuss an at-grade crossing
- December 17, 1999 – CNIC Railroad letter indicates they would only consider a separated crossing at Struckman Blvd.

Thoroughfare Plan

1. Connect E. Struckman Blvd south across the railroad tracks

- Overpass considerations
  - Requires 23' 6" vertical clearance
  - Pavement would be 30+ feet above tracks
- Underpass considerations
  - Requires 14'9" vertical clearance
  - Structure would be approximately 25 feet below current crossing grade

Length of overpass/underpass improvement would be 1500 feet and any side street or facility next to that grade separation is cut off visually and physically.

Thoroughfare Plan

2. Extend Fair Oaks to Gerber Rd/Jacaranda Dr

- Right of way would need to be acquired from 2 private land owners
- There are wetlands within the both the existing and proposed Fair Oaks right of way – a wetland delineation report would be required to determine if the wetlands are regulatory or critical which may limit what can be constructed

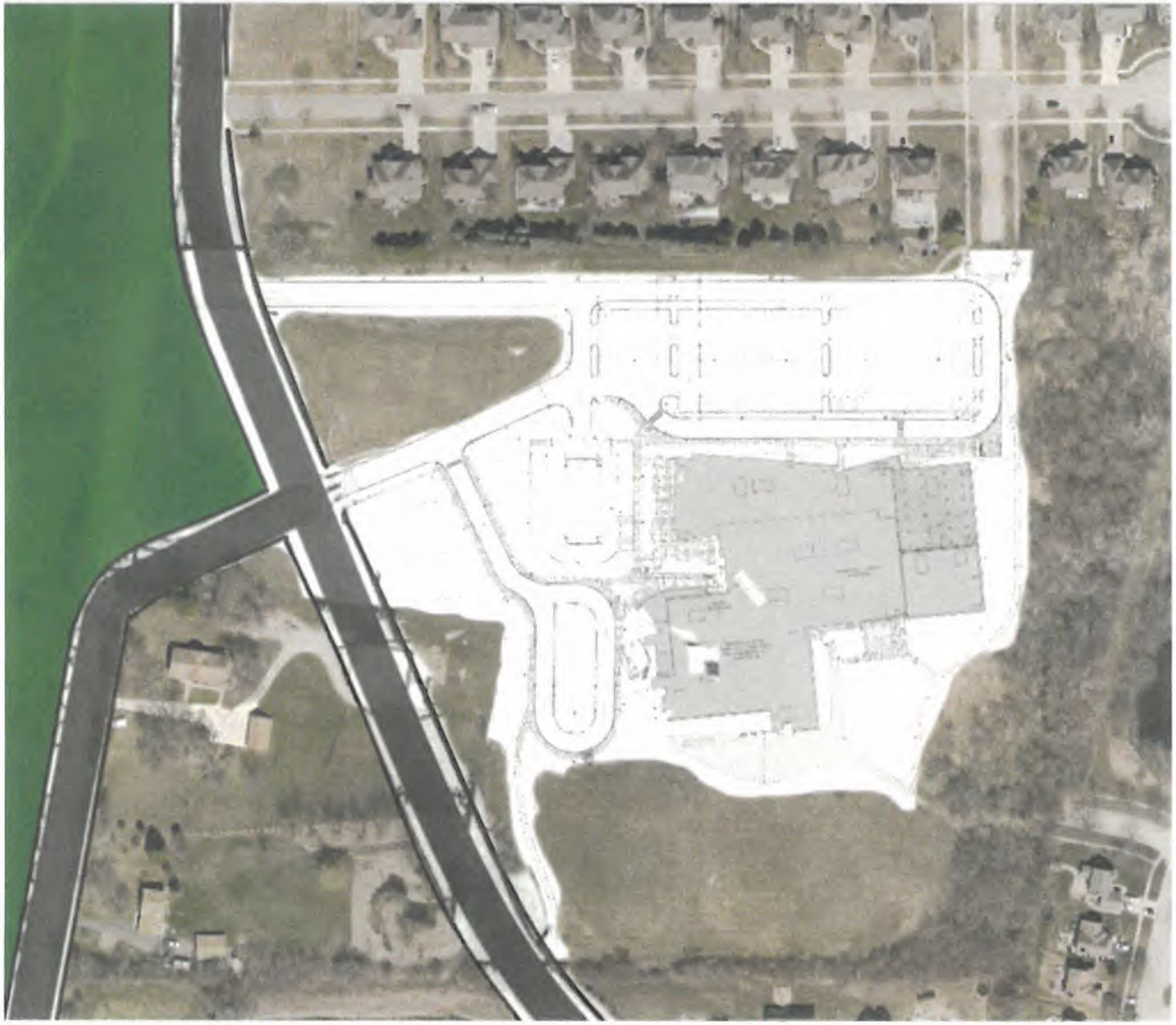
Thoroughfare Plan

3. Fair Oaks Rd & Gerber Rd Realignment

- Gerber Road ends at Jacaranda Drive
- A four way intersection is created along the Fair Oaks extension with Jacaranda Drive to the west and the school's drive aisle to the east
- Minor realignment of the Hawk Hollow Dr & Fair Oaks (formerly Gerber Rd) intersection is necessary

Hawk Hollow Site Plan without Fair Oaks Extension

- Hawk Hollow Middle School has two curb cuts on Gerber Road
- Curb cuts are approximately 300 feet apart
- Southern drive aisle can accommodate up to 21 buses *(18 buses anticipated)*



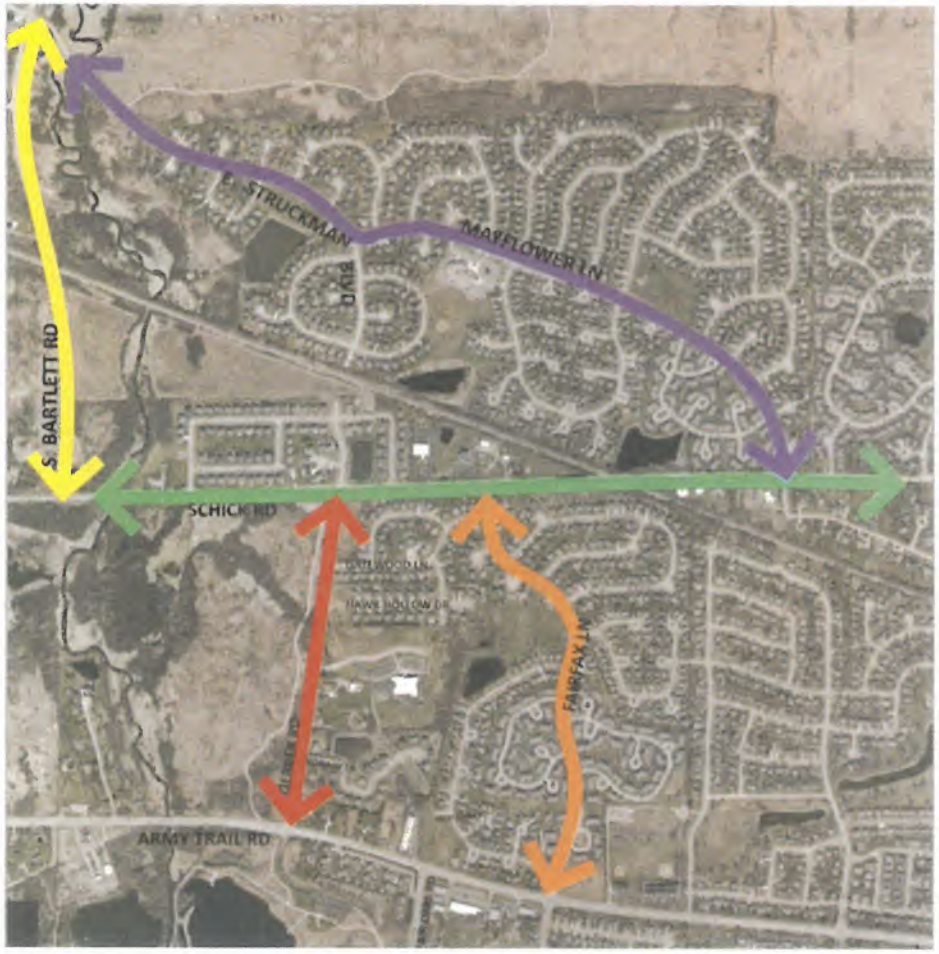
Hawk Hollow Site Plan with Fair Oaks Extension

- Hawk Hollow Middle School has two curbcuts on Fair Oaks Road, one of which creates a 4-way intersection with the re-aligned Gerber Road
- Curbcuts are approximately 225 feet apart
- Southern drive aisle can accommodate up to 16 buses *(18 buses anticipated)*

Thoroughfare Plan Estimated Costs

- Railroad underpass: $25-30 Million
- Roadway and realignment construction costs: $3,000,000+/-
- Wetland costs: $175,000 per acre
- Land acquisition costs: Unknown - need appraisals

Current Traffic Flows



Proposed Traffic Flows

(Fair Oaks extension w/out RR crossing)

Limited Fair Oaks Extension Option

- Kelly Farm Road intersects with Fair Oaks Drive providing additional access to Fairfax Commons
- The Enclave Subdivision would have a secondary access point
- The temporary curb cut on Army Trail Rd for the MTP Professional Building could be removed and replaced with curb cuts on the Fair Oaks Rd extension

Land acquisition, wetland mitigation, and Gerber/Fair Oaks intersection realignment are not necessary

SCHRADER PARK

HAWK HOLLOW SCHOOL

PENNY LANE

NORWAY COURT

FAIR OAKS ROA

PROPOSED ACCESS

GATEWOOD LANE

HAWK HOLLOW DRIVE

JACARANADA DRIVE

WETLAND 3

WETLAND 2

NORWAY DRIVE

ARMY TRAIL ROAD

SEGMENT TO BE REMOVED

GERBER ROAD

TRAFFIC SIGNAL MAY BE REMOVED

WEST BRANCH DUPAGE RIVER TRAIL

WETLAND 1

WEST BRANCH FOREST PRESERVE

LEGEND

STOP SIGN

WETLAND

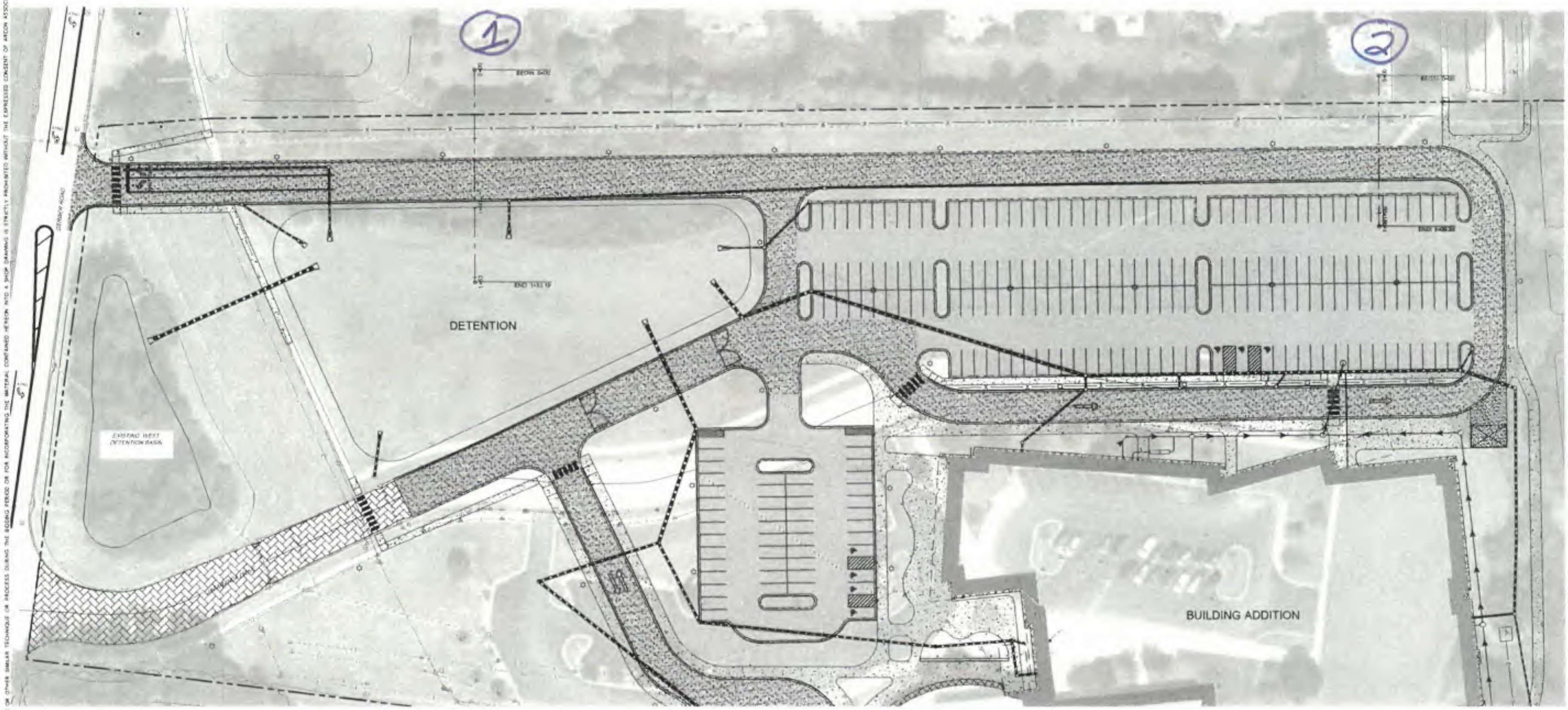
EXISTING TRAFFIC SIGNAL

BLA Inc	USER NAME = jqlo	DESIGNED - JQ	REVISED -
	PLOT SCALE = 200.0000 ' / in.	DRAWN - JQ	REVISED -
		CHECKED - LMM	REVISED -

VILLAGE OF BARTLETT

FAIR OAKS ROAD /GERBER ROAD
CONCEPTUAL IMPROVEMENT PLAN

F.A.U RTE.	SECTION	COUNTY	TOTAL SHEETS	SHE NO
		DUPAGE	1	
		CONTRACT NO		



ARCON
architects
construction managers
civil & masonry consultants
landscape architects

ADDITIONS
AND
RENOVATIONS

at
HAWK HOLLOW
SCHOOL
235 Jacaranda Dr
Bartlett, IL 60103

for the
BOARD of EDUCATION
School District U-46

355 E. Chicago St
Elgin, IL 60120

U46

REVISIONS

No.	Date

Project Number: 22004

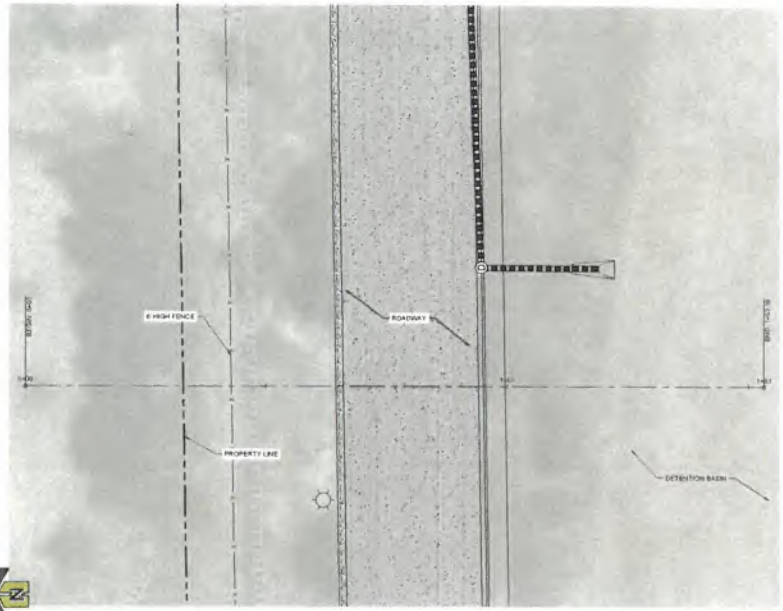
Issue Date: MAY 26, 2023

Drawn by: LES

Sheet Title: FENCE SECTIONS

Sheet Number: EX1

CAGE
CIVIL ENGINEERING

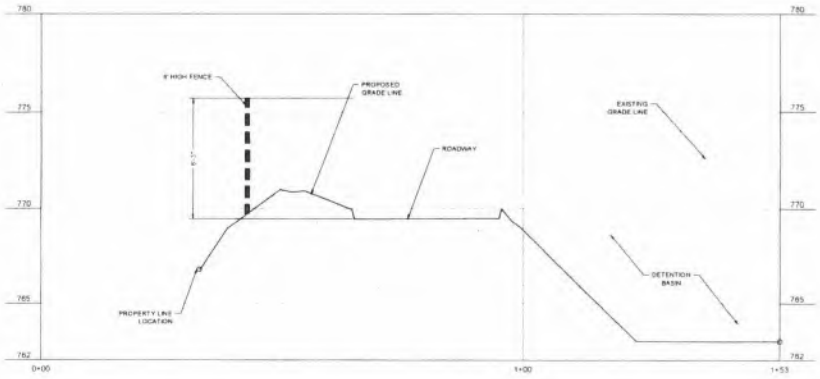


WESTERN FENCE SECTION - PLAN VIEW
STA 0+00 TO 1+53

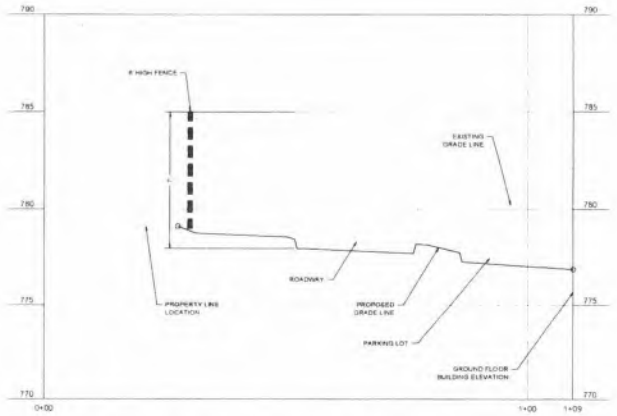
EASTERN FENCE SECTION - PLAN VIEW
STA 0+00 TO 1+09

1

2



WESTERN FENCE SECTION - PROFILE VIEW
STA 0+00 TO 1+53



EASTERN FENCE SECTION - PROFILE VIEW
STA 0+00 TO 1+09

CAGE CIVIL ENGINEERING

ARCON
architects
construction managers
roof & masonry consultants
landscape architects
2990 south finley road, suite 40
lombard, illinois, 60148
p 630.495.1900
www.arconassoc.com

ADDITIONS
AND
RENOVATIONS

at
HAWK HOLLOW
SCHOOL
235 Jacaranda Dr
Bartlett, IL 60103

for the
BOARD of EDUCATION
School District U-46

355 E. Chicago St.
Elgin, IL 60120

U46

REVISIONS	
No.	Date

Project Number
22004

Issue Date
MAY 26, 2023

Drawn by
cts

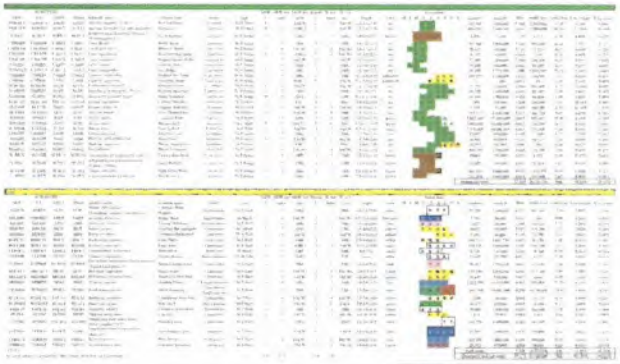
Sheet Title
FENCE SECTIONS

Sheet Number
EX2

PLANT LEGEND

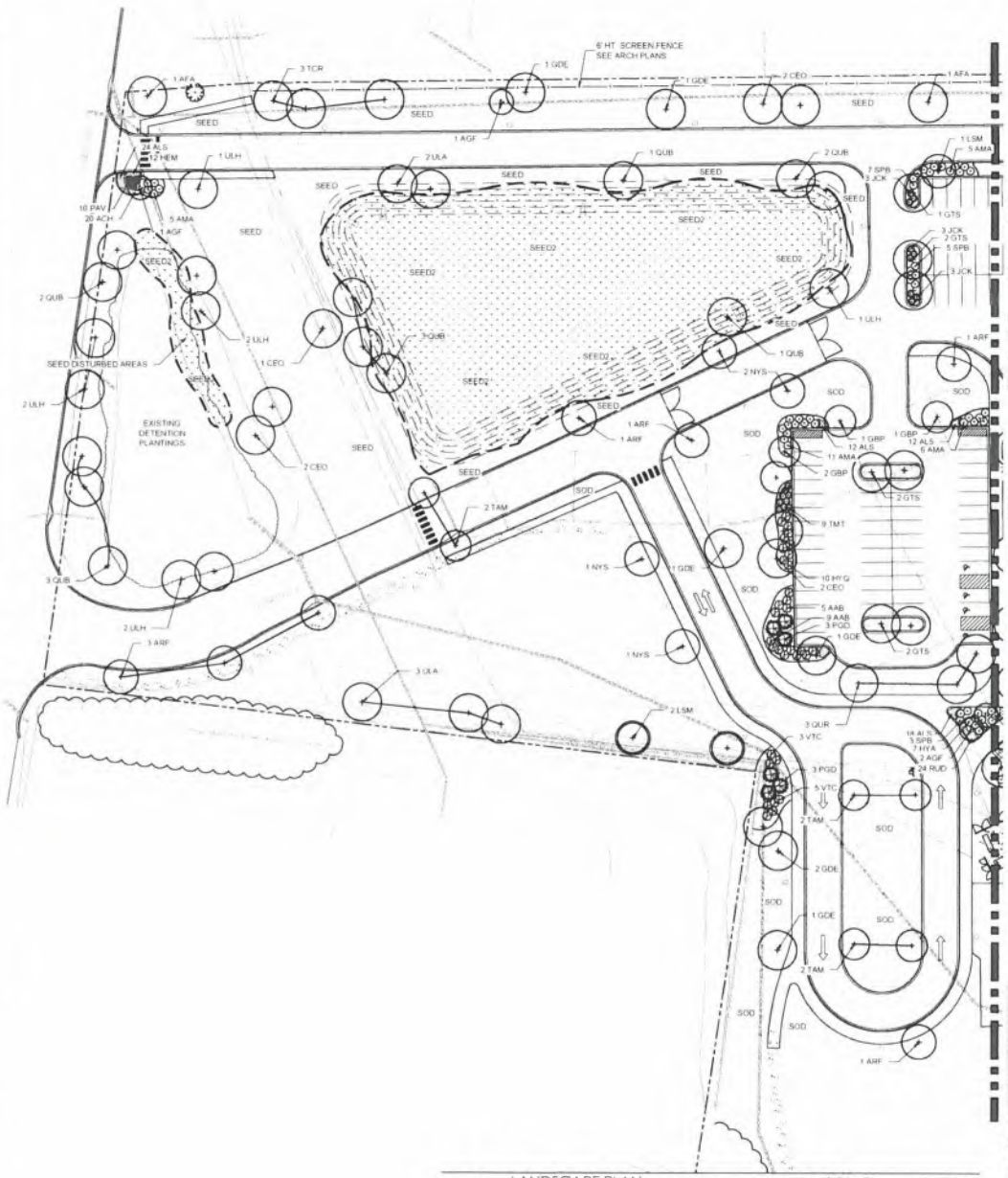
SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
AFA	2.5" cal	3	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	B&B
ARF	2.5" cal	7	Acer rubrum 'Frank Jr'	Redpointe Red Maple	B&B
AMM	2.5" cal	8	Acer miyabei 'Morton'	State Street Miyabe's maple	B&B
CEO	2.5" cal	8	Celtis occidentalis	Common Hackberry	B&B
GBP	2.5" cal	6	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	B&B
GDE	2.5" cal	7	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffeetree	B&B
GTS	2.5" cal	15	Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	B&B
LSM	2.5" cal	7	Liquidambar styraciflua 'Moraine'	Moraine American Sweetgum	B&B
QUB	2.5" cal	12	Quercus bicolor	Swamp White Oak	B&B
QUR	2.5" cal	9	Quercus rubra	Red Oak	B&B
NYS	2.5" cal	4	Nyssa sylvatica	Black Tupelo	B&B
TAM	2.5" cal	4	Tilia americana 'McSentry'	American Sentry Linden	B&B
TCR	2.5" cal	6	Tilia americana 'Redmond'	Redmond Linden	B&B
ULA	2.5" cal	8	Ulmus davidiana var. japonica 'Morton'	Accolade Elm	B&B
ULH	2.5" cal	10	Ulmus 'Regal'	Regal Elm	B&B
ORNAMENTAL TREES					
AGF	6' multi	6	Acer ginnala 'Flame'	Flame Amur Maple	B&B
AGP	6' multi	6	Amelanchier x grandiflora	Shadblow Servicetberry	B&B
EVERGREEN TREES					
PIS	6' HT	13	Pinus strobus	White Pine	B&B
PGD	6' HT	13	Picea glauca 'Densata'	Black Hills Spruce	B&B
DECIDUOUS SHRUBS					
AAB	36" ht	28	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	B&B
AMA	30" ht	42	Aronia melanocarpa 'Elata'	Elata Chokeberry	B&B
HYA	30" ht	34	Hydrangea arbor. 'Annabelle'	Annabelle Hydrangea	B&B
HYB	30" ht	19	Hydrangea macrophylla 'PIIHM-II'	Bloomstruck Endless summer Hydrangea	B&B
HYP	36" ht	17	Hydrangea paniculata 'Peegee Improved'	Peegee Improved Hydrangea	B&B
HYQ	36" ht	10	Hydrangea quercifolia 'Alice'	Alice Oakleaf Hydrangea	B&B
SPB	24" w	66	Spiraea x. bumalda 'Anthony Waterer'	Anthony Waterer Spirea	B&B
VTC	36" ht	24	Viburnum trilobum 'Alfredo'	Alfredo American Cranberrybush	B&B
EVERGREEN SHRUBS					
JCK	24" w	31	Juniperus chinensis 'Kallay's compacta'	Kallay's Compact Juniper	B&B
TMT	24" w	14	Taxus x media 'Tauntori'	Tauntori's Yew	B&B
TME	24" w	4	Taxus x media 'Everlow'	Everlow Dense Yew	B&B
ORNAMENTAL GRASSES					
CAA	#3 cont	9	Calamagrostis acutifolia 'Strictus'	Strictus Feather Reed Grass	
PAV	#3 cont	17	Panicum virgatum 'Shenandoah'	Shenandoah Red Switch Grass	
GROUNDCOVER / PERENNIALS					
ACH	#1 cont	44	Achillea Millefolium 'Paprika'	Paprika Yarrow	18" O.C.
ALS	#1 cont	93	Allium 'summer beauty'	Summer Beauty Wild Onion	18" O.C.
AAF	#1 cont	42	Astilbe arendsii 'Fanal'	Fanal False Spirea	18" O.C.
GEM	#1 cont	46	Geranium sanguineum 'Max Frei'	Max Frei Bloody Cranesbill	18" O.C.
HEM	#1 cont	60	Hemerocallis x. 'Stella de Oro'	Stella de Oro Daylily	24" O.C.
HEU	#1 cont	50	Heuchera villosa 'Caramel'	Caramel Coral Bells	15" O.C.
RUD	#1 cont	24	Rudbeckia fulgida 'Goldsturm'	Goldsturm Black-Eyed Susan	18" O.C.
SES	#1 cont	16	Sesleria autumnalis	Autumn Moor Grass	15" O.C.
SOD	sq. yd	4640	Sodded Lawn		
SEED	sq. yd	13776	Seeded Lawn - All slopes over 4:1 to receive Erofast S150 erosion control blanket or similar		
SEED2	sq. yd	2640	Diverse detention seeding - All slopes over 4" to receive Erofast S150 or similar		

SEED2 TO BE "NATIVE DIVERSE DETENTION MIX" AVAILABLE THROUGH GENESIS NURSERY, INC. TAMPICO, IL 1-877-817-5325. SEED RATE BY MANUFACTURER RECOMMENDATION



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 PLANTING
- SOD LAWN
- SEEDED LAWN
- SEEDED NATIVE DETENTION



1 LANDSCAPE PLAN WEST HALF

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

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steel & masonry consultants
landscape architects
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aurora, illinois 60502
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ADDITIONS AND RENOVATIONS

at
HAWK HOLLOW ELEMENTARY SCHOOL
235 Jacaranda Dr.
Bartlett, IL 60103

LG Workshop

SEAL

for the
BOARD of EDUCATION
School District U-46

355 E. Chicago St.
Elgin, IL 60120

U46

PROGRESS DRAWING – NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number: 22004

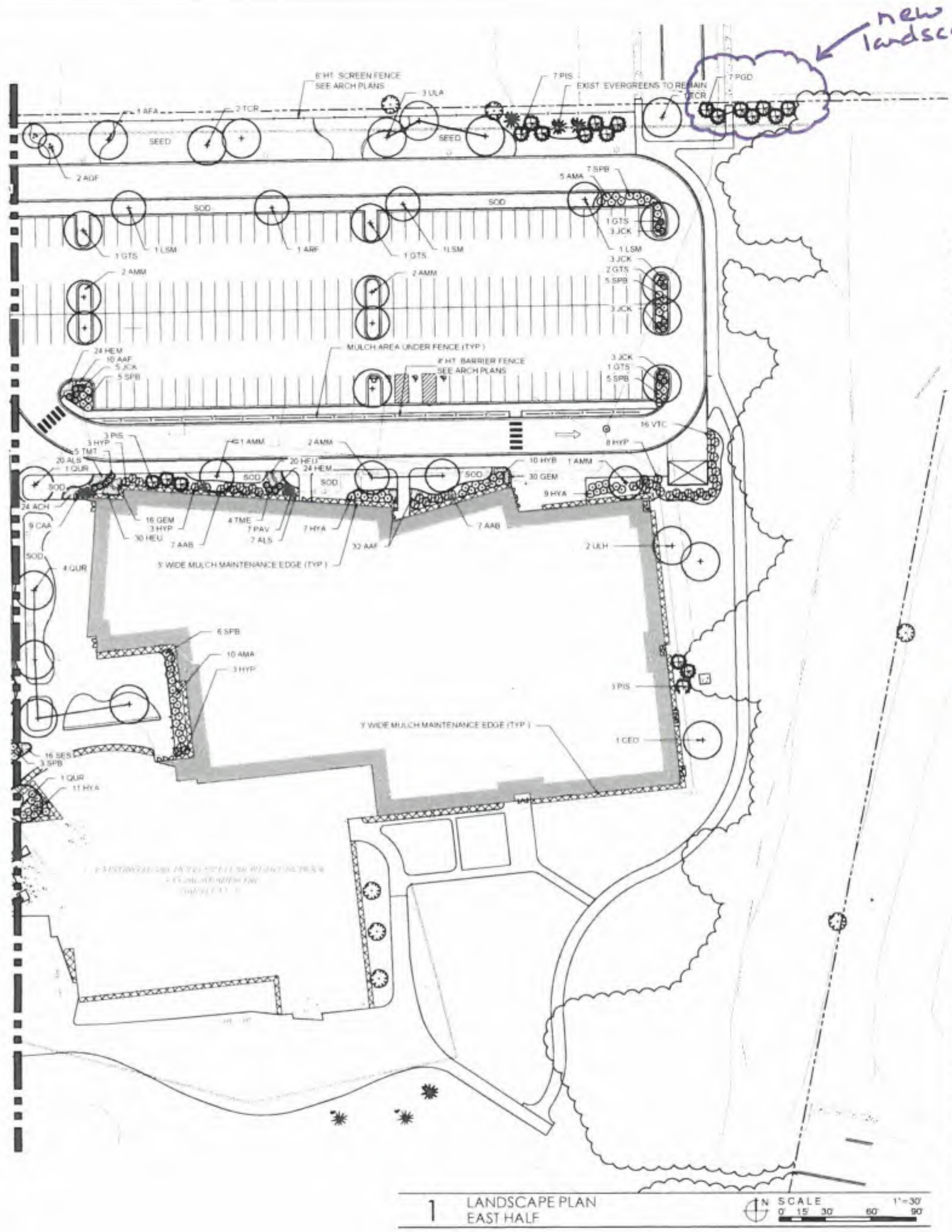
Issue Date: DEC 09, 2022

Drawn by: LCG

Sheet Title: LANDSCAPE PLAN WEST HALF

Sheet Number

L2.0



LANDSCAPE LEGEND

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PROGRESS DRAWING – NOT FOR CONSTRUCTION

REVISIONS	
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Project Number: 22004

Issue Date: DEC 09, 2022

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Sheet Title: LANDSCAPE PLAN EAST HALF

Sheet Number

L2.0

(#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

The following exhibits were presented:
Exhibit A – Picture of Sign
Exhibit B – Mail Affidavit
Exhibit C – Notification of Publication

The petitioners **Brian Lindholm,** Chief of Staff, School District U-46 **Patricia Waldau,** Director of Plant Operations, School District U-46, **Dr. Suzanne Johnson,** Interim Superintendent, School District U-46, **Dr. Ann Williams,** Deputy Superintendent of Operations, School District U-46, **Mark Moore,** Assistant Superintendent of Human Resources, School District U-46 and **Richard Bosch,** School Safety Coordinator, School District U-46, 1460 Sheldon Drive, Elgin IL, **Claudia Welp,** Project Manager, Cage Engineering 2200 Cabot Dr, Suite 325, Lisle IL **Kelly Conolly,** Sam Schwartz Engineering, 200 S Wacker Drive, Chicago IL **Jeff Huck,** Arcon Associates, 2050 S Finley Road, Lombard IL came forward and were sworn in by **M. Werden**. **B. Lindholm** stated that Hawk Hollow Elementary School will be converted to a middle school for the 2025-2026 school year. Looking ahead 5 years at capacity utilization of each of our buildings shows that in Bartlett, there are several elementary schools that are running at 50-60% capacity and Hawk Hollow was one of those schools as well as Prairie View Elementary. This is how we reach the decision that we had plenty of elementary capacity with almost no middle school capacity in this area of the district. Students in the area are traveling several miles to go to East View Middle School at the northern end of Bartlett or Kenyon Woods Middle School in South Elgin. Combined with the fact that Hawk Hollow is on a very large plat of land compared to other elementary schools in the district and that will give us enough space to do a sizable addition, green space, parking and athletic fields that a middle school requires. We have not yet finalized the boundaries for what students would attend this new school. There are a lot of moving pieces because another part of this plan is to move all of the 6th grade students out of elementary schools and into middle schools, which is another reason why we needed another middle school in the district. When we open this school in this area that will have a ripple effect on the other schools throughout the district and we will be redistricting the entire area to make sure that we are running all of the middle schools at capacity. **C. Welp** stated that the current zoning is SR-2 PUD. We are rezoning that to P-1 to be one lot. The existing Jacaranda Drive on the south is being maintained and we are adding an additional drive on Gerber Road to the north. The south drive will be for bus traffic only with gates to make sure it is closed to other traffic. The buses will loop around and exit Jacaranda Drive. The parent drop-off will be to the north. There will be a dedicated right turn, left turn and entrance. There will also be a fence 5' off of the property line that will be a 6' high Trex composite fence with landscaping. There will be a sidewalk along the west and north side of the building to access the building from any direction. **J. Kapadoukakis** will students be walking on those paths from the neighborhood? **C. Welp** yes. There is a paved pathway. **J. Kapadoukakis** are you adding trees? **C. Welp** yes, we are adding trees. The landscape plan includes shade trees, shrubs and ornamental grasses throughout the entire site and the pond is going to be

planted with native detention seeding. **J. Kapadoukakis** at the Gerber Road entrance pedestrian walkway, what will the visibility be like at the new entrance? I am concerned about the close proximity from that main road. **K. Conolly** we recommended that the crossing is at an intersection because you are expecting a crossing at an intersection. Otherwise, you are cutting through the queue of cars. The cars will be queued at a stop sign that exists on the proposed access at Gerber Road. Cars exiting the site will be under stop control. Those cars will be queued internally heading out bond from the site. We do not want students cutting across. We are also recommending that this intersection is monitored to help students cross and also to make sure that the queued cars are exiting efficiently onto Gerber Road. **M. Hopkins** when does the parking lot lighting turn off? **P. Waldau** the parking lot lighting will be tied in with the building's automated systems. The lights will turn on automatically at about 5 am and are timed to go off at 9 pm. **M. Hopkins** how are the lights controlled with regard to lighting spilling onto adjacent property? **C. Welp** the lights are designed to shine south. There will not be excessive light shining to the north. **M. Hopkins** what is the criteria for the photometrics that will be reviewed by staff? **D. Harper** typically, we want to keep light from exceeding a 0.2 candle foot. The petitioner has provided a photometric plan that I have reviewed and we do not see any light spillage over 0.2 because of the LED directional lamps that are proposed for the northern property line. Another helpful aid is the screening fence and the existing trees on the neighboring property to prevent light spillage onto the residential homes. **M. Hopkins** with regard to the separation between the new access drive and the north property line, what is the distance between the edge of the pavement and the north property lines? **C. Welp** that is about 25 feet. **M. Hopkins** there is a retaining wall on part of that property line for the residences. What is the height differential between the 2 grades and top of the fence? **C. Welp** we can look at that. We left at 25-foot buffer to try to give as much space as possible between the residence, but we can move the fence if that becomes an issue. **M. Hopkins** I would like you to look at that and make sure it is operating all the way across the property line.

J. Huck the existing Hawk Hollow building will remain as part of the new middle school. The addition will double the size of the existing building. Since we are converting this school from an elementary school to a middle school, we need to add a number of things appropriate for that grade level including competition spaces, a large cafeteria, and a music wing. You can see on the elevations that the top of the building is very close in height to the existing building. We are going to match the existing bricks. We are not proposing anything that is out of character to the look of the existing building.

K. Conolly I would like to walk through how we conducted the traffic study and what our findings were from that study. Our process starts with existing traffic data collection. We did observations at the school as well as camera traffic counts that give us information about volume of traffic on the roadways. Those counts were conducted in March on a typical school day from 7 am to 9 am and from 2 pm to 6 pm, the peak hours of traffic at Gerber Road and Hawk Hollow Drive and Jacaranda Drive and Gerber Road. During those observations, as is typical with schools, there is more traffic during the morning arrival periods, but it is more spread out over a longer period of time. There is less traffic during the dismissal periods, but longer queues because those parents are arriving earlier and waiting in a pick-up line for a longer period of time. We then determine the volume of the new site generated traffic using engineering standards. We use published information from across the country at similar sites. We do a selection of sites of middle schools that have similar characteristics to the site we are

studying and project based on the number of students and staff how much traffic that site will generate. We then assign that traffic to our intersections based on a directional distribution. The distribution that we use is heavily based on the boundary areas of a school. There are some small differences that may come about based on what the final boundary area is. We assume 60% will come from the north and 40% from the south, which is a similar distribution as the existing Hawk Hollow Elementary School. We also add background growth to account for other area development to year 2030 to look at what the impacts are. We do traffic analysis and queueing analysis at our study intersections. We give recommendations based on those standards as well as site plan commentary. Some of the recommendations that came out of the study are new striping on Gerber Road for the southbound left turn lanes. The capacity analysis indicates that the length of storage on Gerber Road will accommodate the projected queues. We also made a traffic management plan to accommodate traffic during peak arrival and dismissal periods. We do not need as much queue space for the peak morning arrival so there is less intervention that needs to occur in the morning. Traffic will enter the north drive and follow the in-bound route using a typical drop-off area along the north side of the building. For dismissal periods, we expect more of a queue. For that operation, we will implement a more robust traffic management plan. That traffic will need to circle through the parking and picking up along the north side of the building. We are recommending traffic control personnel for that to monitor queues occurring outbound. The out-bond traffic will be under stop control. There are 2 out-bound lanes with barricades that the school will set up prior to dismissal. One lane will be striped as a right turn lane and one will be striped as a left turn lane that provides about 450 feet each to accommodate outbound queues with additional queueing space around the parking lot without interfering with the inbound circulation. In bound bus activity will be exclusively on Jacaranda Drive, which is an improvement on the current conditions. This area can accommodate up to 21 buses at any one time without spilling onto the roadway. The school district is expecting approximately 16 buses based on their projections and those buses will be staggered. We are proposing 236 parking spaces to meet Village code. About 70 to 90 of those spaces will be used on a typical day by staff. There is a significant amount of excess parking on a typical day. The extra parking will accommodate a large event. **B. Bucaro** our Village traffic consultant recommended that a plan should be considered for events when there is higher than typical attendance (400 or more persons) is anticipated. **K. Conolly** I have worked with the Village traffic consultant and we looked at vehicle occupancy and attendance levels at the other middle school events and that is included in our study. It is typically 200 to 300 persons with an occupancy of 2 to 3 persons per vehicle so that is still way below the 230 spaces. Also, the area for buses not used during off peak hours so the width of that area can actually be used for additional on-street parking because there is no need for all that space for buses during those events. **J. Kapadoukakis** I am concerned about the walkway at the front entrance along Gerber Road. The students will have quite a bit of a walk to get to the school entrance. Is there a way to reroute the students to the back of the property? **K. Conolly** we can look at that. We do want to keep a sidewalk along Gerber Road for the public also. That sidewalk cuts through the property and continues. Having a crossing there for the public is important too. **K. Stone** there is a connection currently on the east side and that is going to continue. **J. Kapadoukakis** I assume most of the students will be coming from that neighbor and could use that entrance. **D. Harper** there are 2 existing sidewalks and those will be connected to the Hawk Hollow subdivision. **B. Bucaro** has the school district accepted your recommendation to have traffic control personnel at Gerber Road and how will that personnel protect those students? **K. Conolly** yes, they have and that personnel would also monitor

the outbound traffic and radio back if operations need to change. We are also recommending staffing the area to help with loading. There will be a crossing guard. **J. Kapadoukakis** could there be more traffic control with the Bartlett Police Department also? **C. Welp** it is my understanding that if it is on Village property, we would work with the Village to see what those options would be and if it is on school district property, the school district would have staff handle that. Our school safety office would work closely with the Village on that as needed. **M. Hopkins** this traffic study only looks at traffic up to Hawk Hollow, but the intersection at Schick Road is going to take 60% of these cars, does it warrant a traffic light? How do you take that into consideration? **K. Conolly** we worked with the Village to determine what the scope of our study should be. This school was originally built for close to 600 students. Based on the difference in enrollment, we determined that we only needed to study what was in close proximity. **M. Hopkins** I see that the numbers are low in terms of the number of trips per day even anticipated into the future, but at peak times, how will that operate? **K. Stone** our traffic consultant is here and can answer questions about that. **Lynn Means, BLA Inc,** Senior Transportation Engineer 333 Peirce Rd, Suite 200, Itasca, IL stated we were asked by the Village Board to look at how the operations are currently at Schick Road and Gerber Road. We pulled historical data as well as Village traffic volume data to look at how that intersection currently operates. We also reviewed historical DuPage County data, IDOT data as well as the current traffic counts that were performed along Gerber Road. Based on the current and projected volumes during the school morning and afternoon peak hours, that currently does not warrant a traffic signal. We did look at the pm peak hour and those counts did go up until 6 pm and during those higher evening peak hours when Schick Road volume is higher, which is very close to satisfying a traffic control at that intersection. We looked at crash data and there is not a significant history. There were 9 crashes at that intersection over a 5-year period. We did that during the higher timeframe when Schick Road is at the higher volumes, school traffic is relatively low during that time period with about 15 vehicles coming out during that time frame, which is less than 10% of that traffic. The school traffic even as it contributes to higher time periods, the peak is at around 2 pm to 3 pm when the adjacent street traffic along Schick Road operates at about 70% of what the peak timeframe is so that even with this additional traffic from the school it does not warrant a traffic control signal. **B. Bucaro** who would make the decision about when a traffic light is needed there? **K. Stone** the Village would make the decision and the Village is committed to monitoring that intersection. Once it meets the warrants for a traffic signal that is when it would be installed. **G. Koziol** Gerber Road and Schick Road concern me. I travel it often and find that intersection to be dangerous. The traffic on Gerber Road does not give you a break. You are saying that intersection does not warrant a light today. I have had experience with other traffic lights and traffic signs. The statement is often made that it is not warranted and we have to live with it. If a light cannot be placed there, what about a 4-way stop? **K. Conolly** those have specific warrants too and it is often much less efficient. There are higher delays that you have to balance with additional gaps in traffic. There would have to be a study conducted for placing that intersection under an all-ways stop. **G. Koziol** will it take a major accident there to warrant an improvement? **K. Conolly** no it would not, it is volume based. **K. Stone** that is just one thing that a study would look at. The study would look at the traffic count, turning movements and delays. There is a lot that goes into those studies. It is not just a single factor. The Village Board did discuss this concern. It is the Village's jurisdiction and the Village would be in control of when that light would go in. Again, the school peak traffic is not at the same time as the peak traffic at that intersection. That is why the petitioner is not looking at intersection improvements as part of this project. **J. Batterman** in your report, for the southbound

turning, you recommended that the turn lane is extended. Is there a possibility that the turn lane would fill up and cars would be in the lane of traffic and block flow? **K. Conolly** that was part of the capacity analysis that takes into account the volume of traffic turning and the volume of traffic opposing that turn (northbound Gerber Road). We are providing about 115 feet of storage, which is approximately 4 to 5 cars. The max queues there from the capacity analysis are about 2 cars. **M. Werden** you have addressed things internally very well, but I am concerned about the regional issues. Gerber Road has a slight slant to it and we have addressed that, but at the other end there is a very narrow intersection at Army Trail Road with a sharp decline. There is a vision problem at Army Trail Road and with school buses leaving and blocking traffic. My problem with this plan is vacating Fair Oaks Road. This was an issue years ago. The planners wanted to connect Fair Oaks Road with Gerber Road because of the intersection at Army Trail Road. The Oak Trail Professional Center at the north side of Army Trail Road at Fair Oaks Road where there is a dedicated right-of-way was only supposed to be a temporary entrance, which was going to be vacated once Fair Oaks Road went through. We are inviting more problems by vacating that at the shopping center and at the Gerber Road and Army Trail Road intersection. I feel that is going to be a problem in the future especially with Gerber Road lined up with traffic at the north and south. We will need a light eventually at Schick Road. **K. Conolly** one of the things that the Village can look at is traffic signal timing. **M. Werden** I just wanted to bring up the point that I do not like vacating Fair Oaks Road.

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

DeWayne Burris 5N151 Gerber Road, Bartlett IL came forward and stated my property is adjacent to property that is being developed. I have no issues with the proposed u-46 project. I am in favor of vacating the Fair Oaks thoroughfare. Originally that was supposed to only take place if there was a grade crossing at Struckman Boulevard and a temporary light at Army Trail Road. This does impact my property a great deal and my wife and I have been dealing with this for over 23 years. I have been a resident for 40 years and with that being on the map it makes a big impact on my property value. With this proposal, I do not see the need to have the Fair Oaks thoroughfare on the map and through my property. **Kathy Andeway** 233 Hawk Hollow Drive, Bartlett IL stated when we bought our homes on Hawk Hollow Drive, we were told that the property behind us was zoned for residential homes and not a parking lot or a 3-lane road. Our main concern is the safety of our residents from any type of accident from moving vehicles directly behind our houses. In addition, there will be car fumes, noise from vehicles, parking lot lights, street lights and vehicle headlights shining in our backyards. To keep our residence safe, reduce lighting glaring into our homes and buffer the noise, it is requested that an 8' fence, not a 6' fence is installed with a row of tall shrubs or evergreens. We are also requesting that the home owners of Hawk Hollow have input on the style of the fence. We see parents rushing in the park lot now and we are going to have twice as many cars and that 3-lane road is going to be right behind our property lines. That scares me. **Kevin Andeway** 233 Hawk Hollow Drive, Bartlett IL stated that my concern is that since you are building a 200-car parking lot, where will the water drain? Will the water drain into our back yards? Is the retention pond going to be able to handle the volume of water? That was not talk about at the Village Board meeting last week so I have no idea what that plans are for the water drainage. Also, you talked about the traffic earlier. I leave every morning and it takes me about 10 minutes to pull out of my street on Hawk Hollow because cars are going 45 miles an hour down the street and I cannot get out. There are cars trying to pull into Hawk Hollow that

cannot make the left turn because cars are coming one after another. You are going to have 6 to 8 buses coming now and waiting to turn in. How will that be controlled for people who want to pull out and go left or right? You are going to have stoppage. No one is going to go anywhere. No traffic control. No safety control person. Cars are going to be jamming out and cutting cars off. Take into consideration for that. **D. Harper** the Engineer did review the petitioner's engineering plan. All rainwater will shed toward the 2 rainwater retention ponds and would be sufficient to handle the added impervious surface of the new parking lot. **K. Stone** the detention area is located in the large area between the 2 access roads. **K. Andeway** if you are making a road 3 lanes wide so cars will exit out 1 line and pull in, what is controlling the people that want to turn left on Gerber Road when cars are coming the opposite direction? **K. Stone** it is as stop sign just like it is on your street. **K. Andeway** what about Gerber Road? Those cars are going to be backed up and waiting to pull out especially if there are 700 students and 500 are bused. You are going to have the same problem with the buses. The buses are going to be trying to pull out too. This is not a good idea. I would redesign that. **Caroline Hausl** 241 Hawk Hollow, Bartlett IL asked, what is the distance from our property line to where the fence will be, not from the back of the homes to the fence, from our property lines? **D. Harper** that is 5 feet. **C. Hausl** what will be the hours of the school? **C. Welp** school starts at 9 am and we will have support staff and access before 9 am. **C. Hausl** we are also concerned that if there is not adequate parking at the school during events that will negatively impact parking on Hawk Hollow Drive because of the proximity to the school. The traffic signal at Army Trail Road and Gerber Road is very long. We can sit there for 3 minutes and if you have buses and parents in the morning trying to turn left onto Army Trail Road that will stack up. How many cars will stack up there to turn left? That is going to be an issue for everybody at least twice a day. Also, where will the garbage be located? **D. Harper** there is a screened enclosure on the plans with solid gates. **Steve Jiskra** 254 Hawk Hollow Drive, Bartlett IL stated that in the planning documents is states that the lighting is used for safety and will be placed as such to not disturb adjacent properties and it was stated that the lights will be facing south and will not impact us to the north on Hawk Hollow. **M. Werden** yes, that is correct. **S. Jiskra** it was stated that the fence line will stop before the end of the last house and there will be 1 tree planted on the northeast corner. I would request that several bushes and trees are planted there since myself and my neighbors will be looking at the parking lot and there is nothing that will block our view. **M. Werden** how close is the proposed fence to the path that goes into the neighborhood? **C. Welp** a few feet **S. Jiskra** right now, the northeast corner where Winston ends, people dump shrubbery there, which I assume will be cleared out because it looks like the parking lot will extend east of that road. I assume the school will own that property. Myself and several of my neighbors are asking that landscaping is added to that area because there will not be a fence there. **M. Hopkins** will there be a staff report tonight? **D. Harper** the petitioner is requesting an amendment to the future land use plan, rezoning the property to P-1 (public lands) and a plat of consolidation and site plan. On the location map, you can see the existing lots and the existing right of ways for Fair Oaks Road. The proposed site plan includes 2 parking lots with a total of 236 parking spaces. 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's addition will consist of masonry utility brick veneers with a finished aluminum curtain wall for the canopies. 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. The final plat of consolidation would create a single lot for the conversion of Hawk Hollow

Elementary School into a middle school. The proposal is to change the designation on the future land use plat to public lands and to remove the right of ways that are being vacated by the plat of consolidation and to rezone the entire property to public lands. There will be trail connections as part of the pedestrian infrastructure with a sidewalk that will come out to Gerber Road to provide visibility for students and any other pedestrians that are crossing. That crossing provides visibility for drivers on Gerber Road and there is a stop sign on the school drive that will stop traffic from that direction that will be monitored by a crossing guard. That sidewalk continues to an existing trail south of the property. On the east side of the property there is an existing trail system that will be connected and repaved. There will be an 8' wide sidewalk connecting to the existing residential subdivisions. There is proposed 6' fence 5' from the property line with landscaping. The western entrance would be the main entrance for guests and staff. **J. Kapadoukakis** is there anything that could be considered for landscaping where the fence ends to provide more screening for the residence? **K. Stone** you could add a condition for that. **M. Werden** I want to thank everyone for the comments. I was vehemently opposed to vacating Fair Oaks Road, but I think a lot of the other issues have been addressed and as **D. Burris** stated, it has been a drain on his property value and he would benefit from vacating because if not, access would go onto the corner of his property and take out his barn if it ever went through.

M. Hopkins made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#23-02) Hawk Hollow Middle School** for the Plat of Consolidation, rezoning from SR-2 PUD to P-1, the site plan, and an amendment to the future land use plan subject to the findings of fact outlined in the staff report and these conditions:

The Village will closely monitor the intersection at Schick Road and Gerber Road, the petitioner will study the proposed north fence regarding grades and height, the petitioner will add screening landscaping at the end of Winston Lane to the end of the fence as far east as possible, and for the petitioner will provide safety monitoring of the proposed new north entrance.

Motioned by: M. Hopkins
Seconded by: J. Miaso

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

Roll Call
Ayes: B. Bucaro, C. Deveaux, M. Hopkins, J. Kapadoukakis, G. Koziol, J. Miaso, J. Battermann, M. Werden
Nays: None

The motion carried.

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

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 16th, 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

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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.

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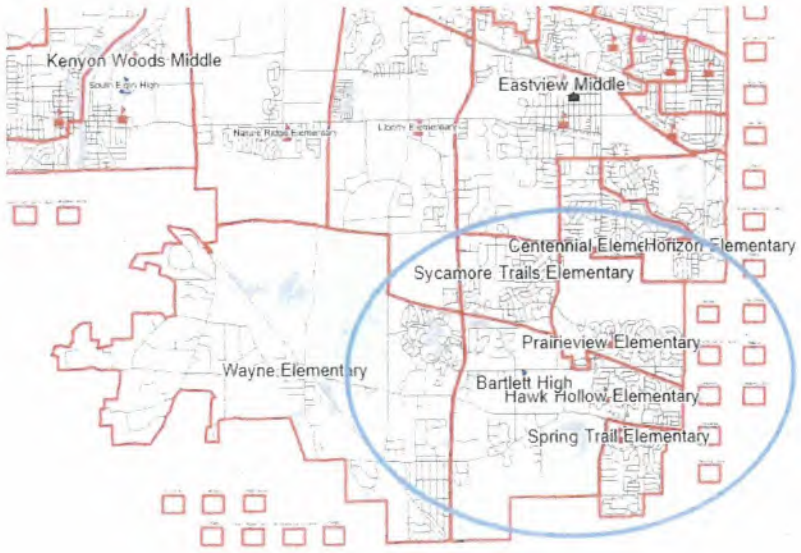
Peak traffic hours for the middle school and Bartlett HS

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 6th 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.



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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

Sam Schwartz
A TYLin Company

Table of Contents

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.

Sam Schwartz
A TYLin Company

Figure 1
Site Location Map

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.

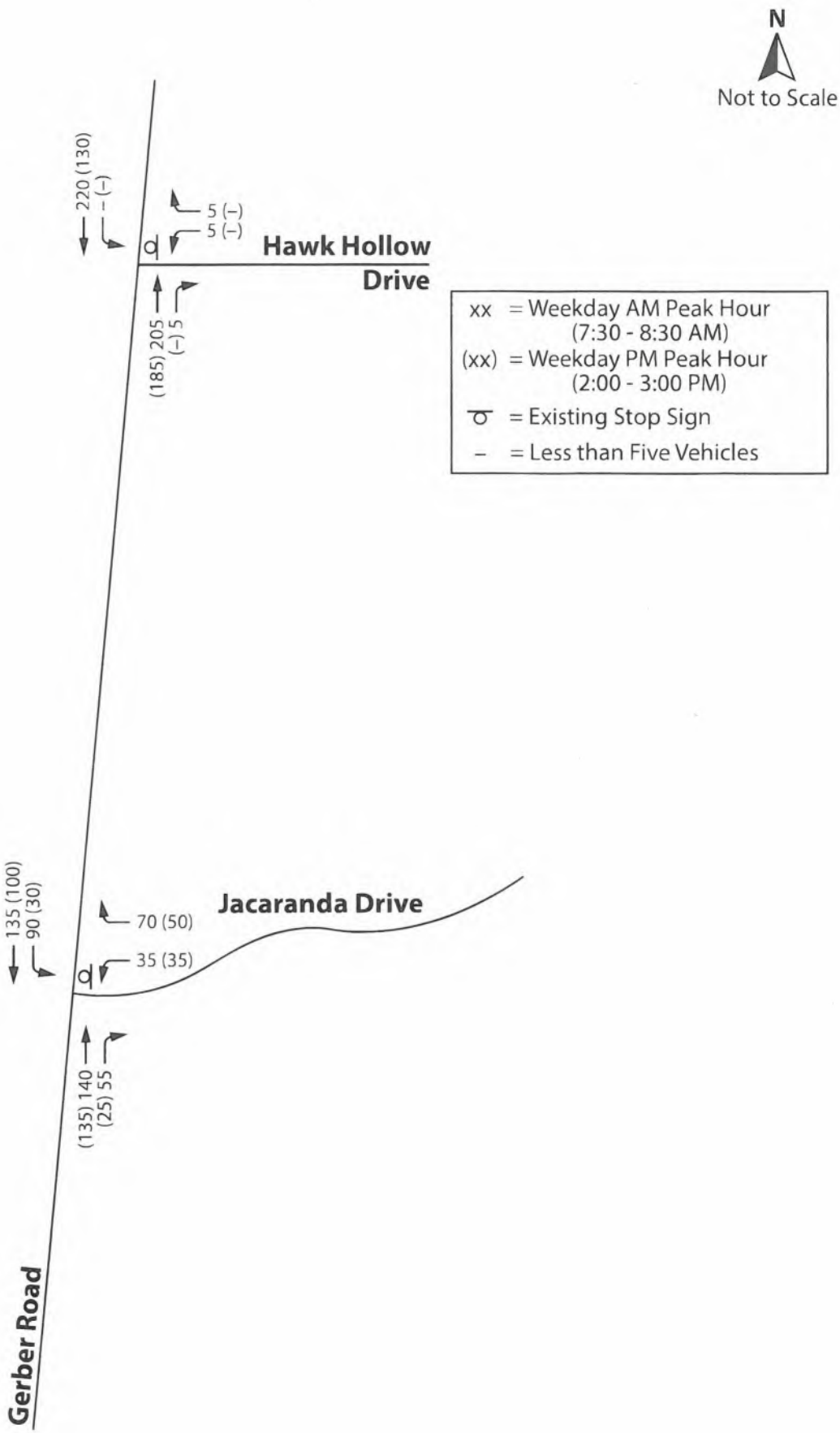

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Figure 2
Existing (2023) Traffic Volumes

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)[1]	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.
[1]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 6th 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
Gerber Road & Hawk Hollow Drive[1]				
Westbound	12.1	B	11.3	B
Southbound (Left Turn)	8.0	A	7.9	A
Gerber Road & Jacaranda Drive[1]				
Westbound	38.4	E	14.3	B
Southbound (Left Turn)	8.6	A	8.0	A

[1]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, 11th 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) = 0.97Ln(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[1]			Afternoon Peak Hour[2]		
				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
		Total	***1,590***	***275***	***230***	***505***	***125***	***150***	***275***

[1]Peak of adjacent street
[2]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***.

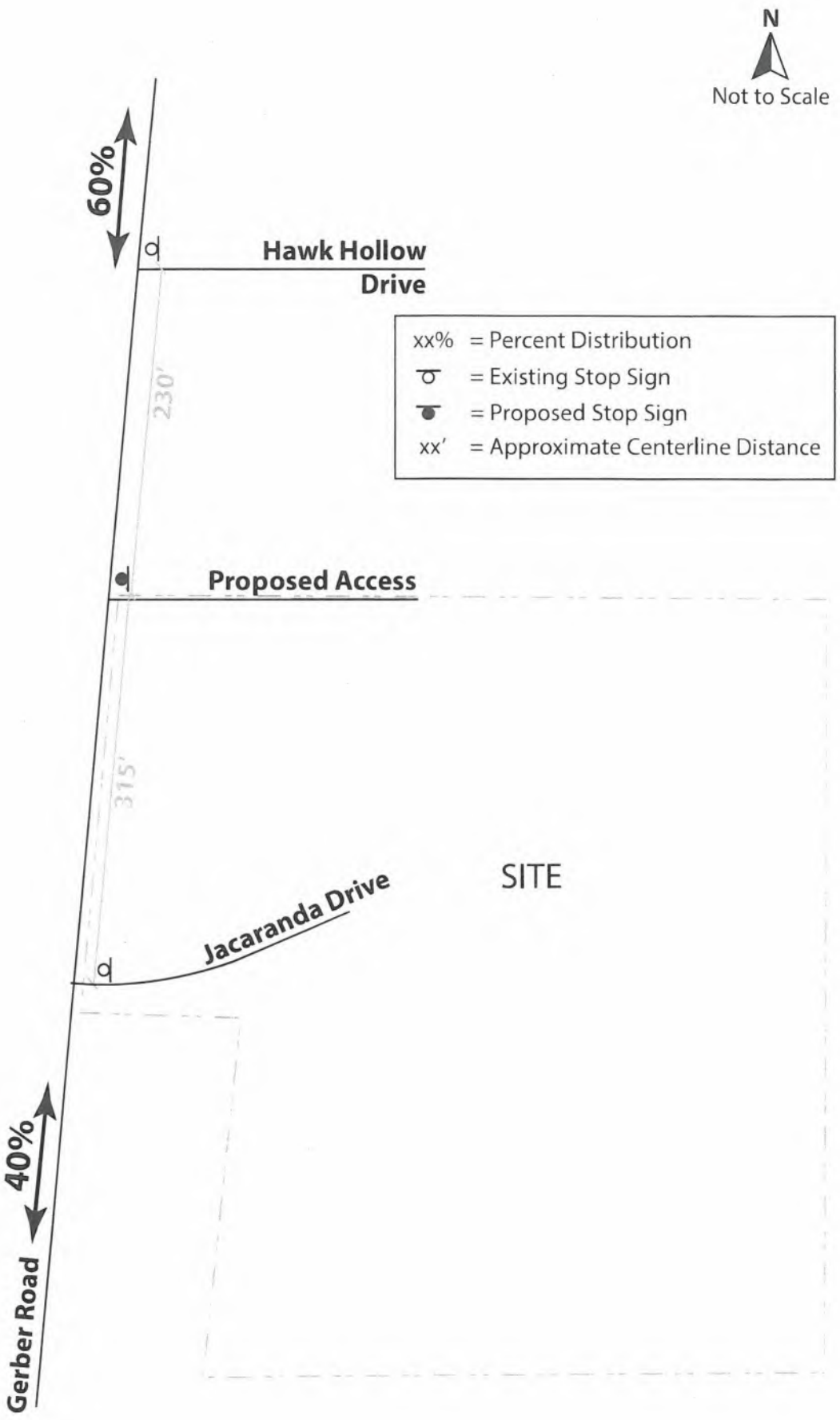

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Figure 3
Directional Distribution

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***.

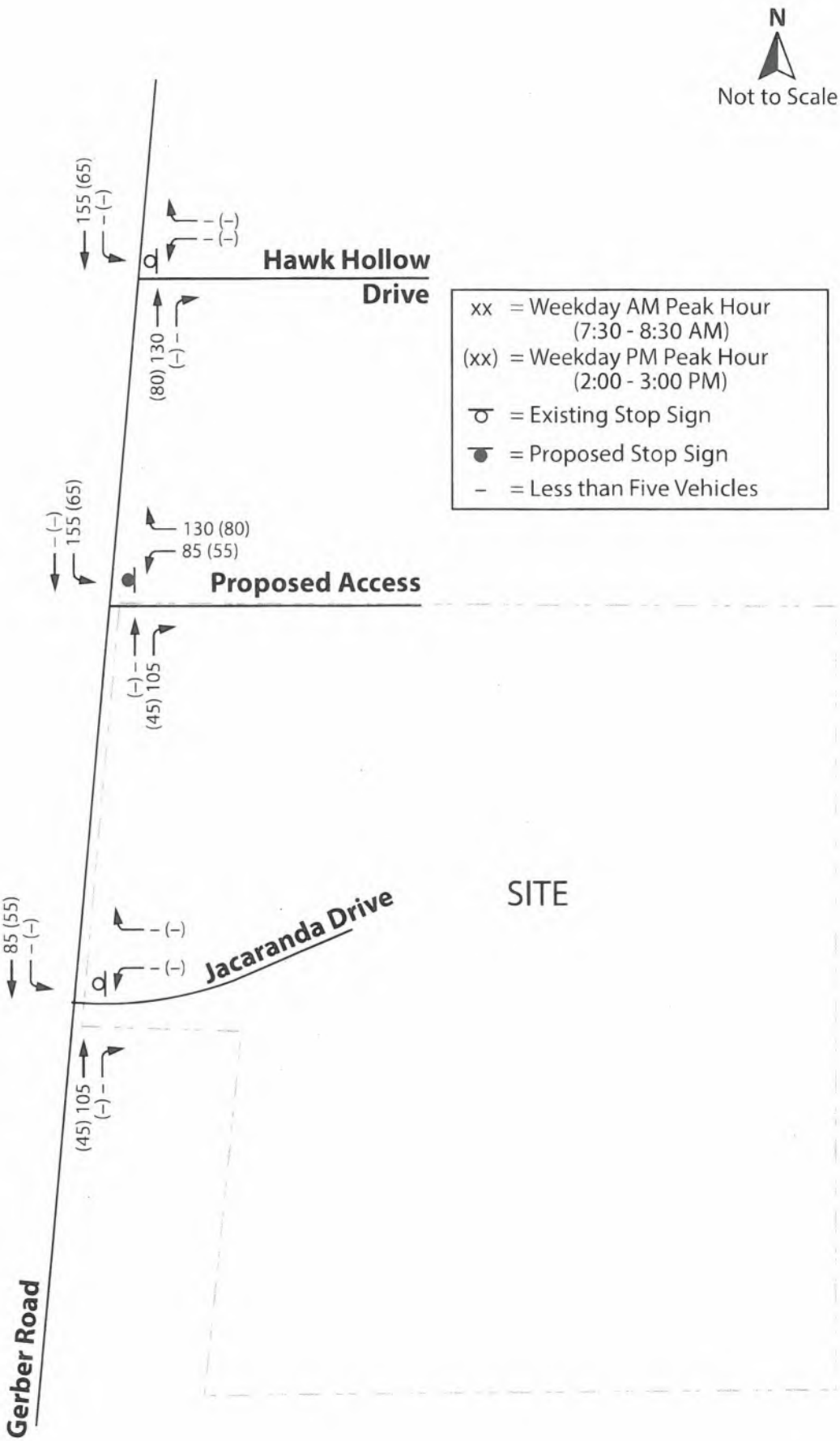

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Figure 4
Site-Generated Trip Assignment (Passenger Cars)

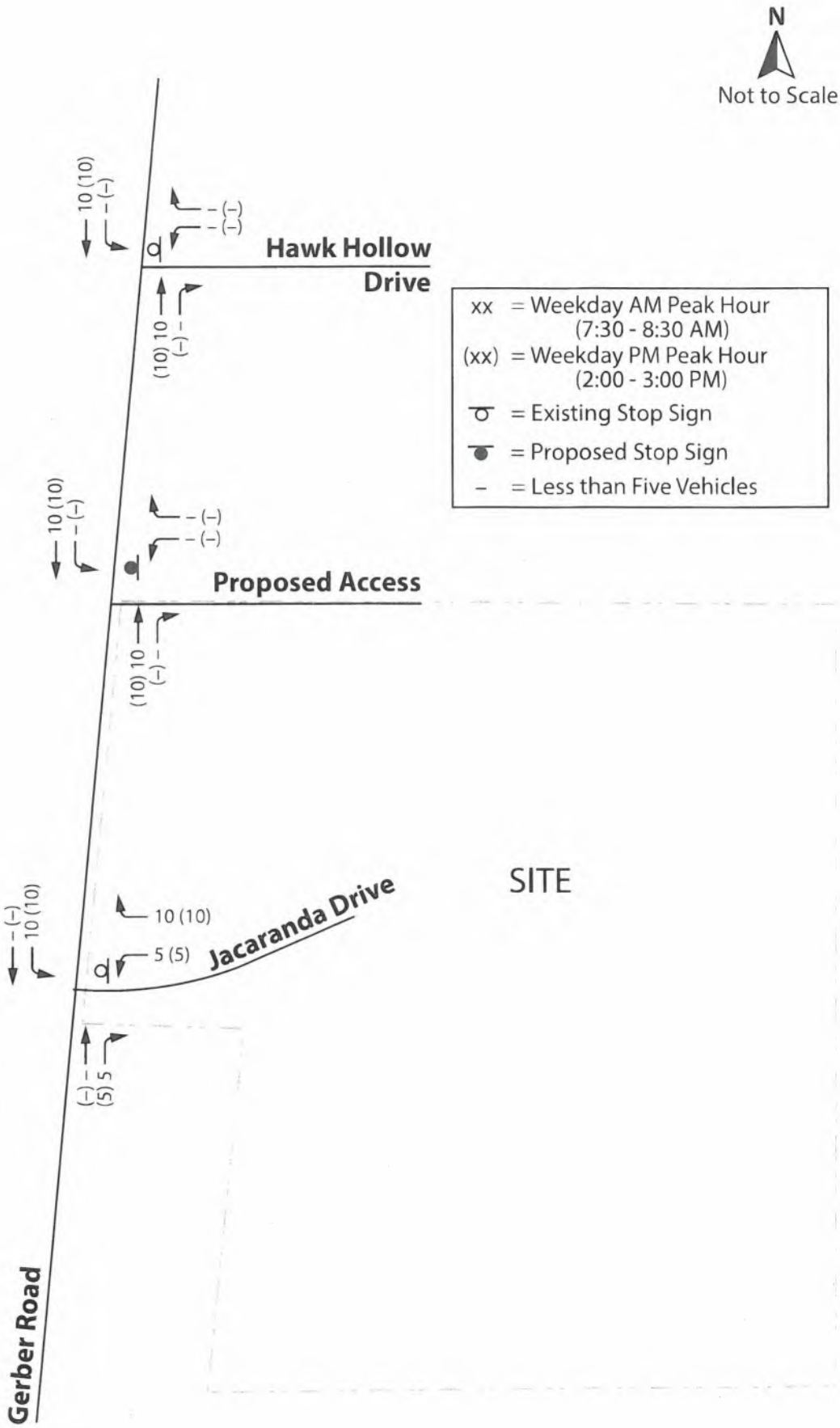

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Figure 5
Site-Generated Trip Assignment (Buses)

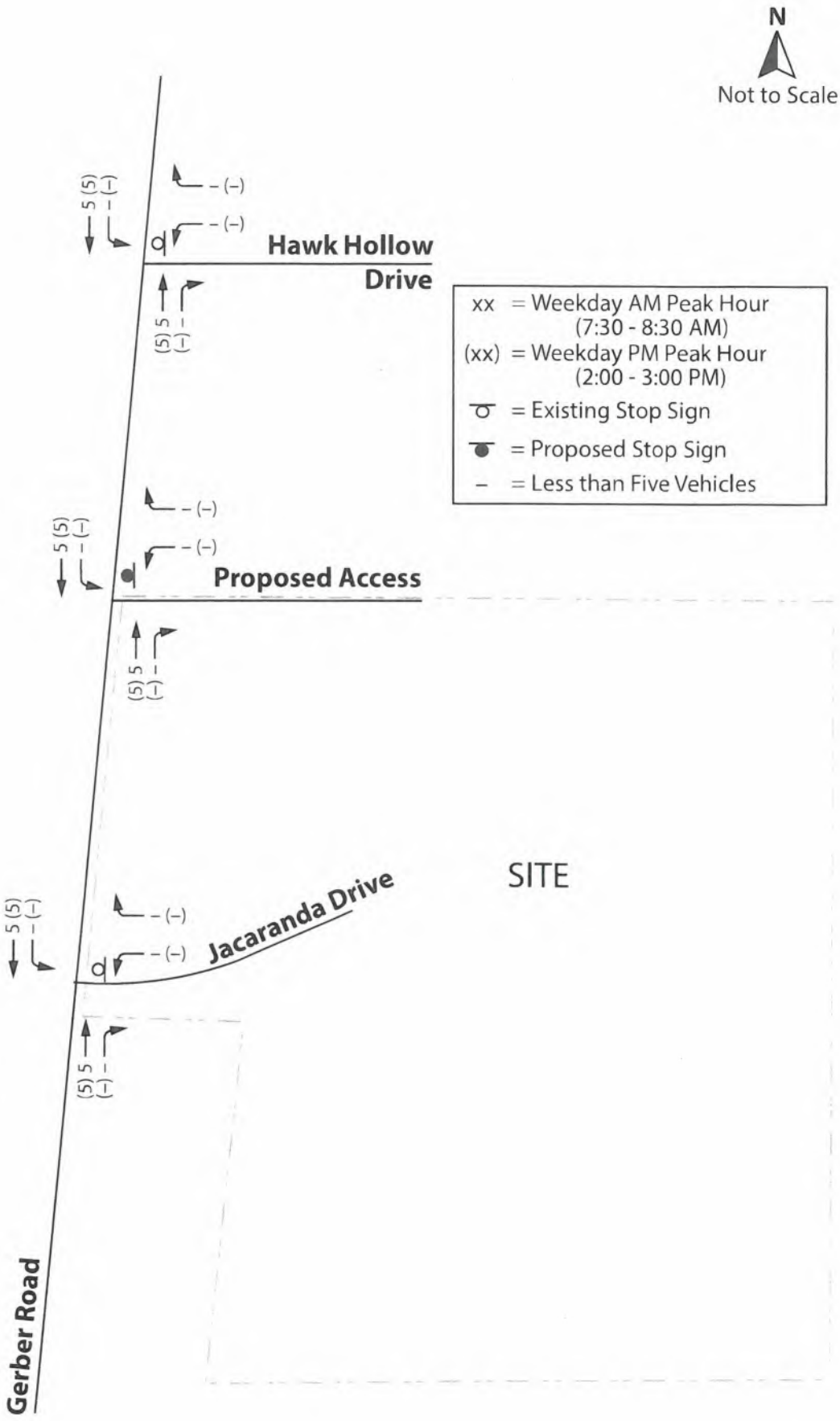

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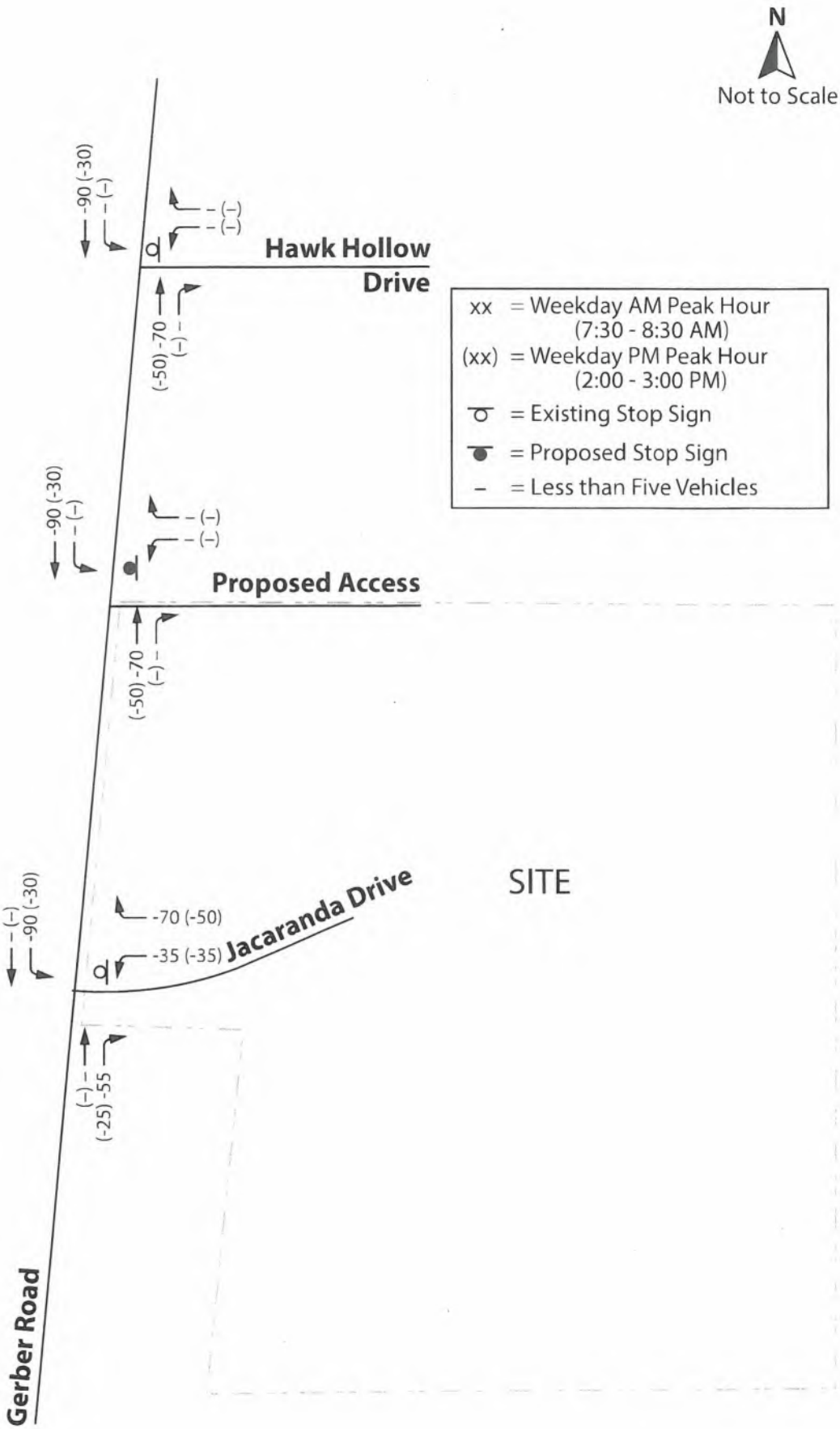
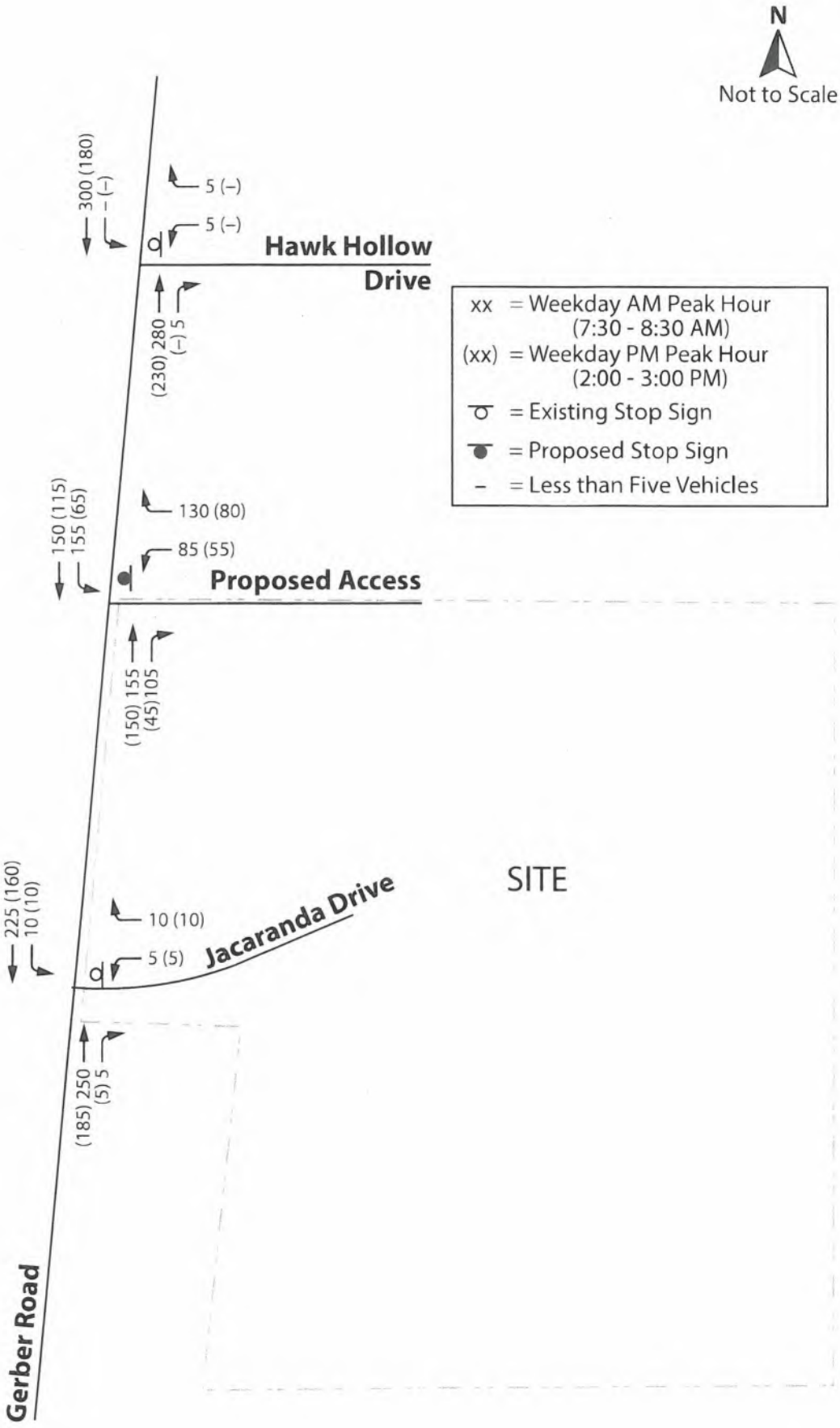
Figure 6
Future (2030) Background Growth Projections



Sam Schwartz
A TYLin Company

Figure 7
Existing Jacaranda Drive Traffic Removal



Sam Schwartz
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Figure 8
Future (2030) Build Traffic Projections

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
Gerber Road & Hawk Hollow Drive[1]				
Westbound	14.4	B	12.4	B
Southbound (Left Turn)	8.3	A	8.1	A
Gerber Road & Proposed Access[1]				
Westbound	>120	F	15.4	C
Southbound (Left Turn)	10.0	B	8.0	A
Gerber Road & Jacaranda Drive[1]				
Westbound	14.6	B	12.6	B
Southbound (Left Turn)	9.3	A	9.0	A

[1]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 95th 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, 95th 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 95th 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

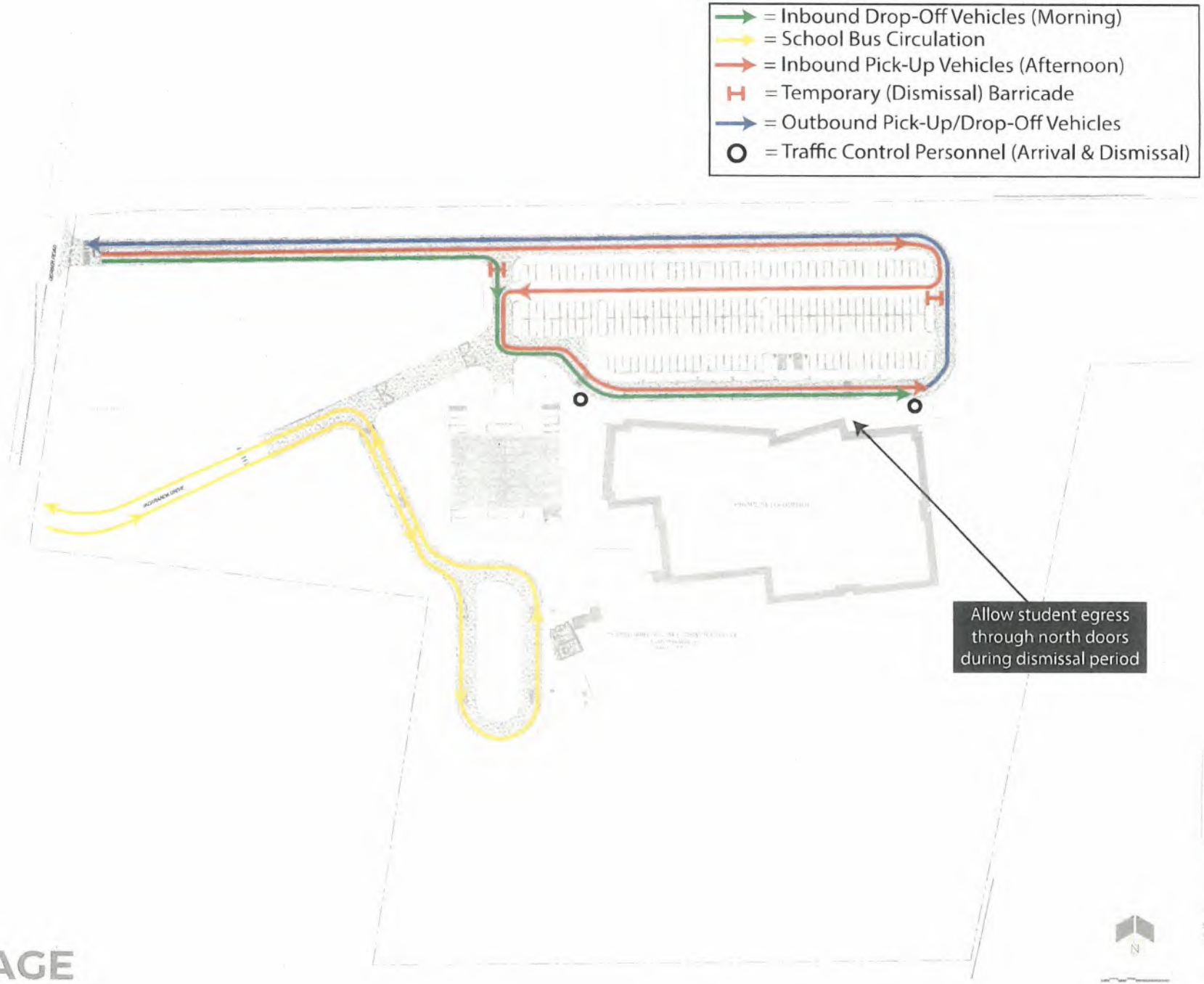
Drop-off and pick-up demand internal to the site was reviewed to determine traffic management efforts required to promote efficient operations. As previously noted, the maximum internal queue observed at the existing school was approximately 42 passenger vehicles during the afternoon peak hour. Based 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.



U46

C2.0

CAGE CIVIL

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A TYLin Company

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, 5th 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

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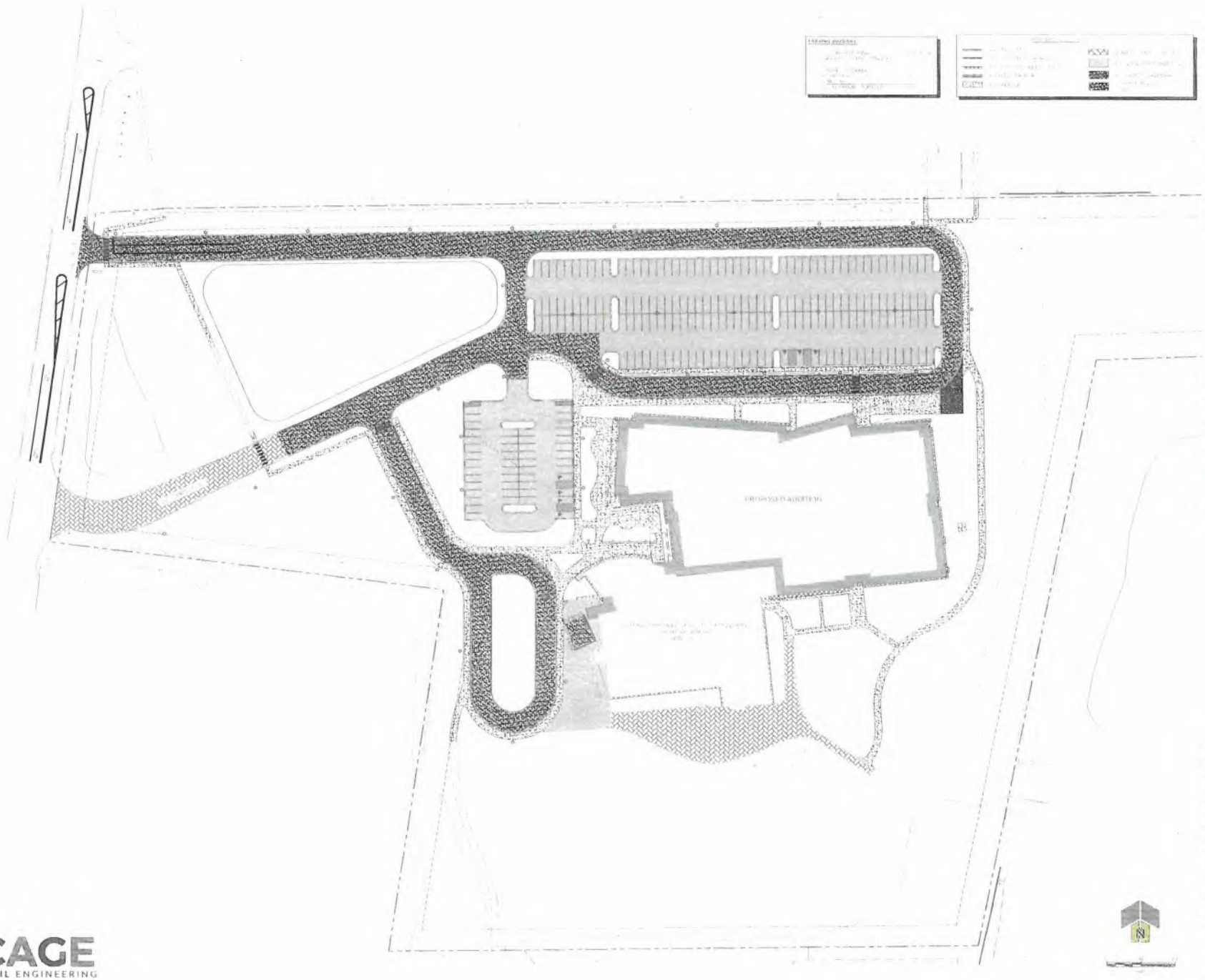
Concept Site Plan



ADDITIONS
AND
RENOVATIONS
to
HAWK HOLLOW
SCHOOL
735 Jacaranda Dr
Bartlett, IL 60103

for the
BOARD of EDUCATION
School District U-46

355 E. Chicago St
Elgin, IL 60120

U46

ISSUED FOR BID

REVISIONS	
No.	Date

Project Number
22004

Issue Date
APRIL 21, 2023

Drawn by
AHS & CW

Sheet Title
SITE LAYOUT PLAN - WEST

Sheet Number
C2.0

CAGE
CIVIL ENGINEERING

Sam Schwartz
A TYLin Company

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

Sam Schwartz
A TYLin Company

ITE Trip Generation Excerpts

Middle School/Junior High School
(522)

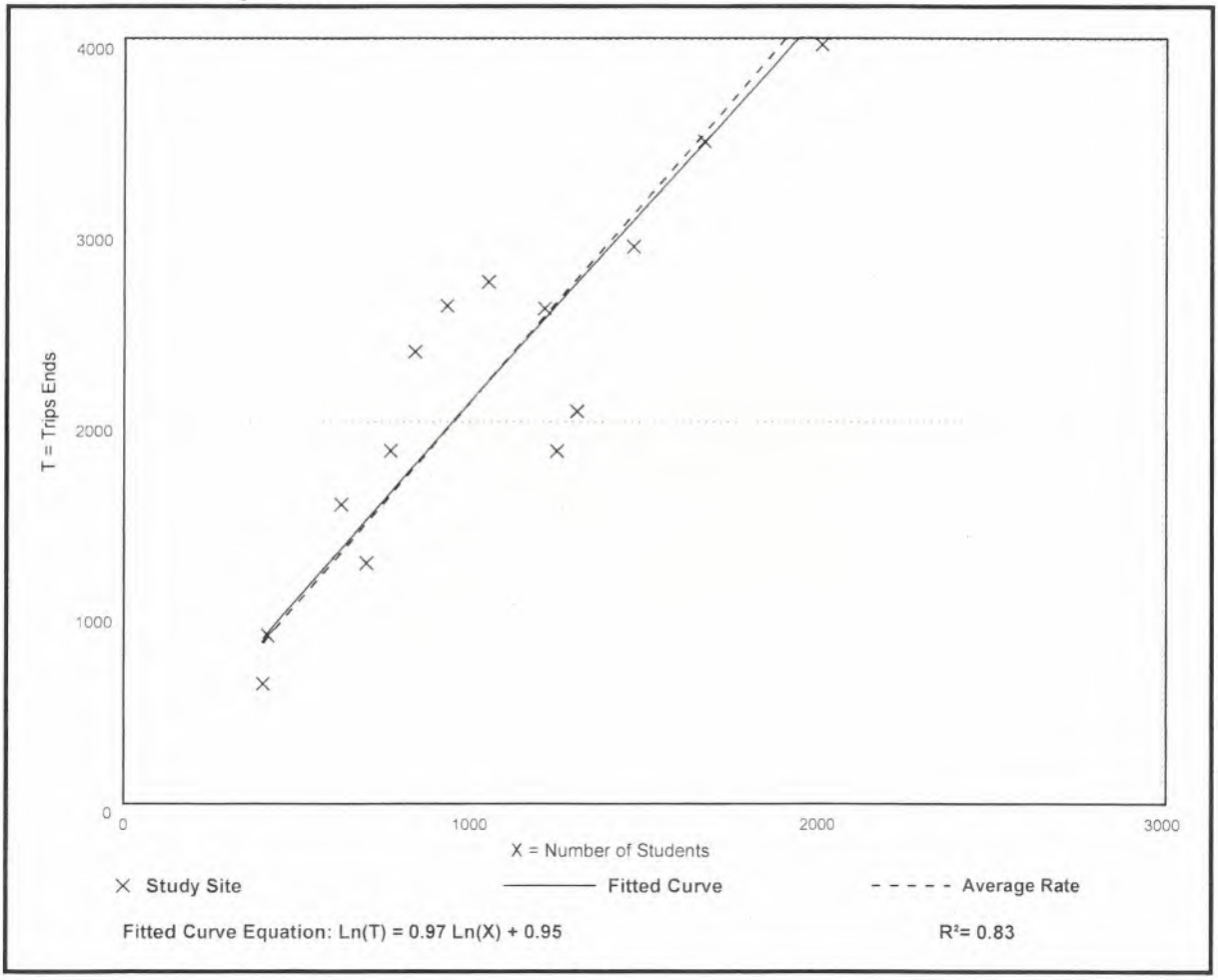
Vehicle Trip Ends vs: Students
On a: Weekday

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



Fitted Curve Equation: Ln(T) = 0.97 Ln(X) + 0.95

R^2= 0.83

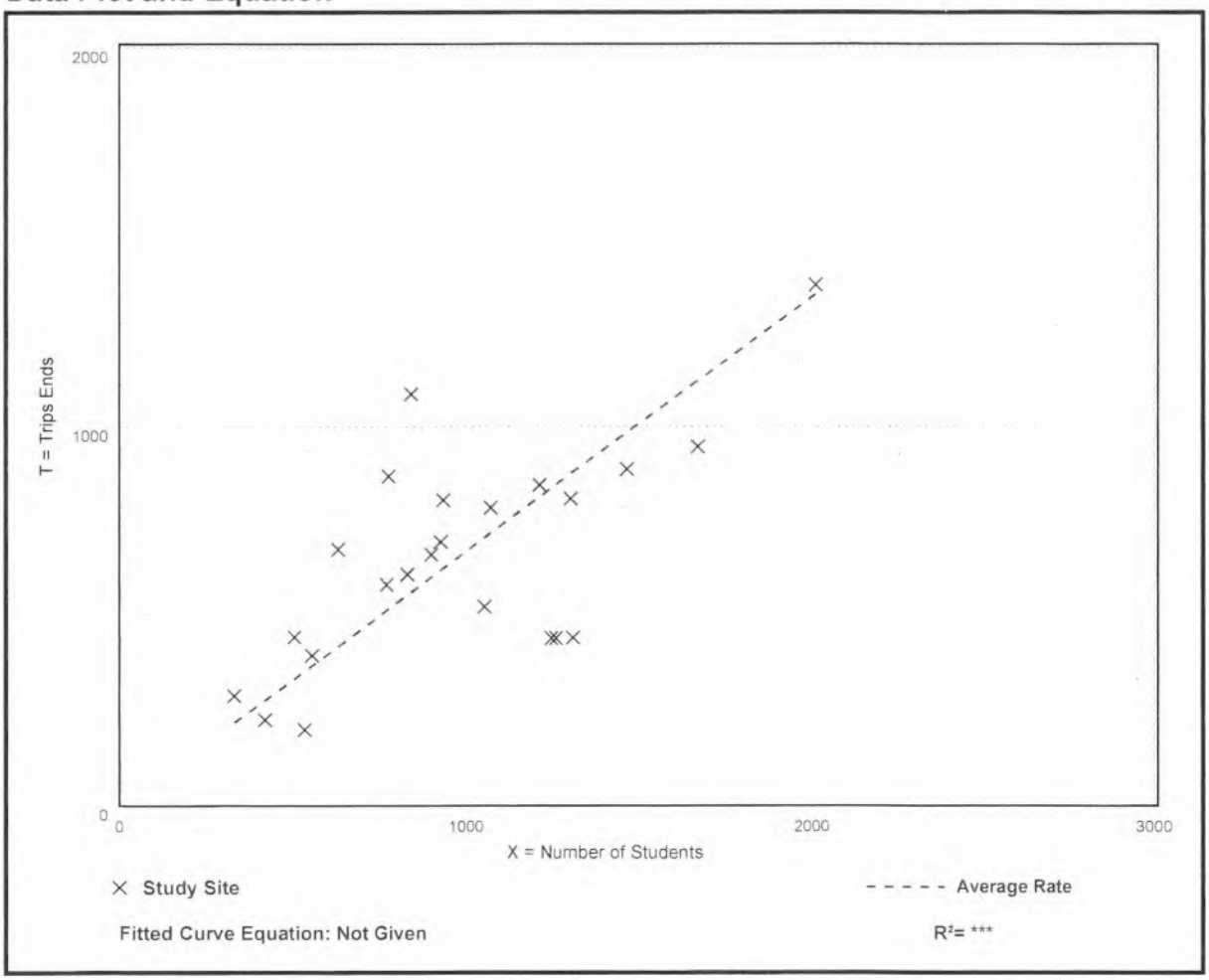
Middle School/Junior High School
(522)

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



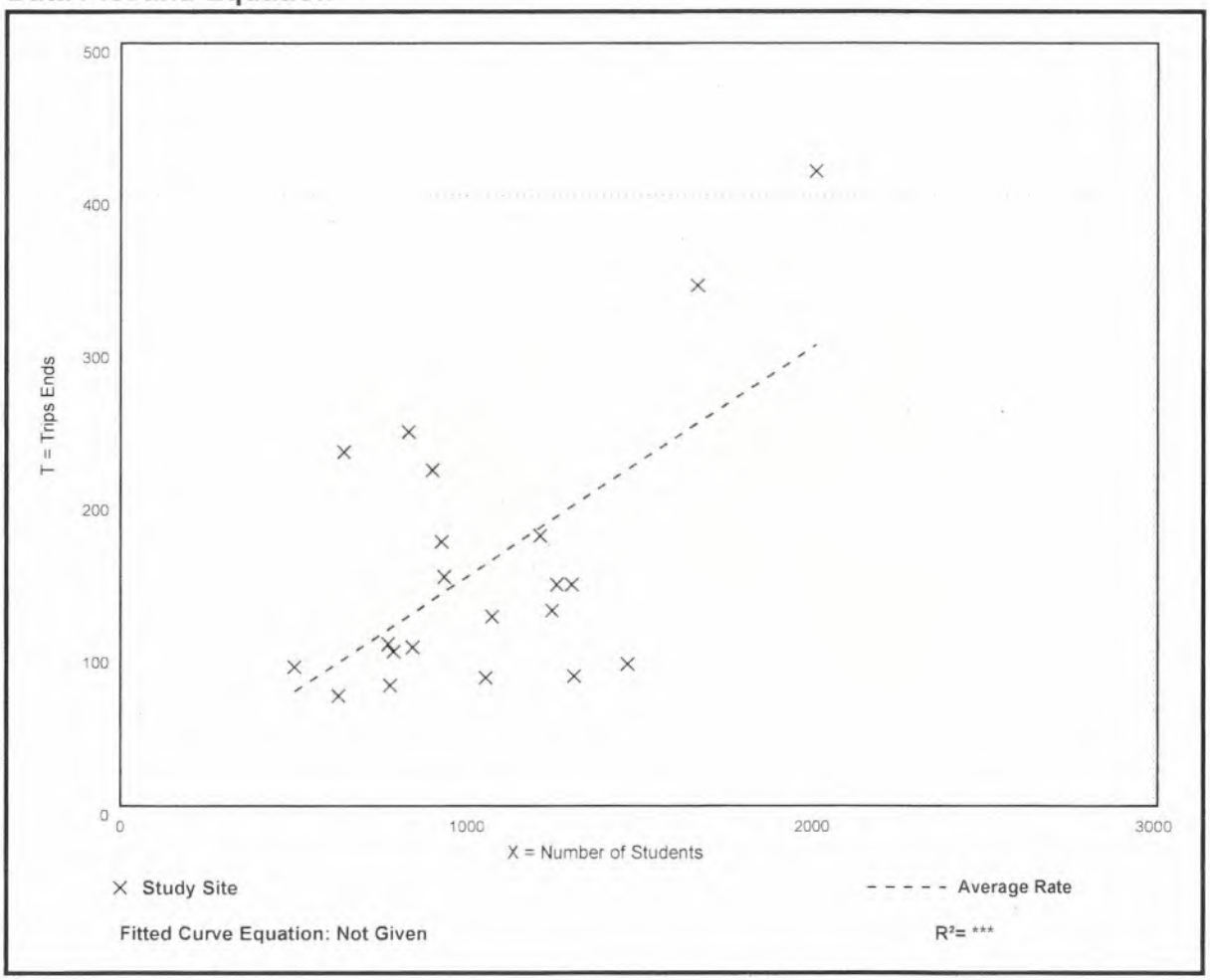
Middle School/Junior High School
(522)

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



Fitted Curve Equation: Not Given

R^2= ***

Middle School/Junior High School
(522)

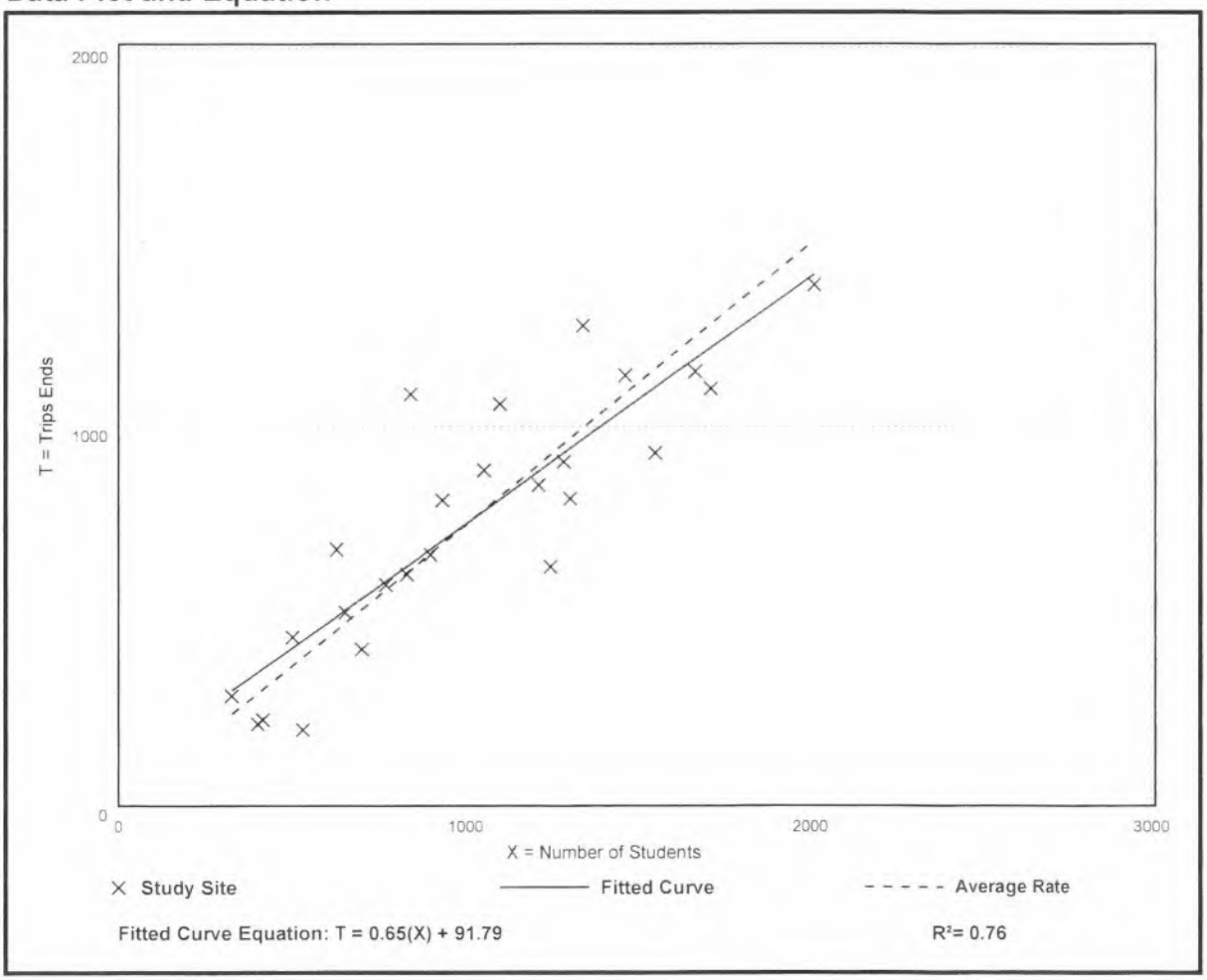
Vehicle Trip Ends vs: Students
On a: Weekday,
AM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.65(X) + 91.79

R^2= 0.76

Middle School/Junior High School
(522)

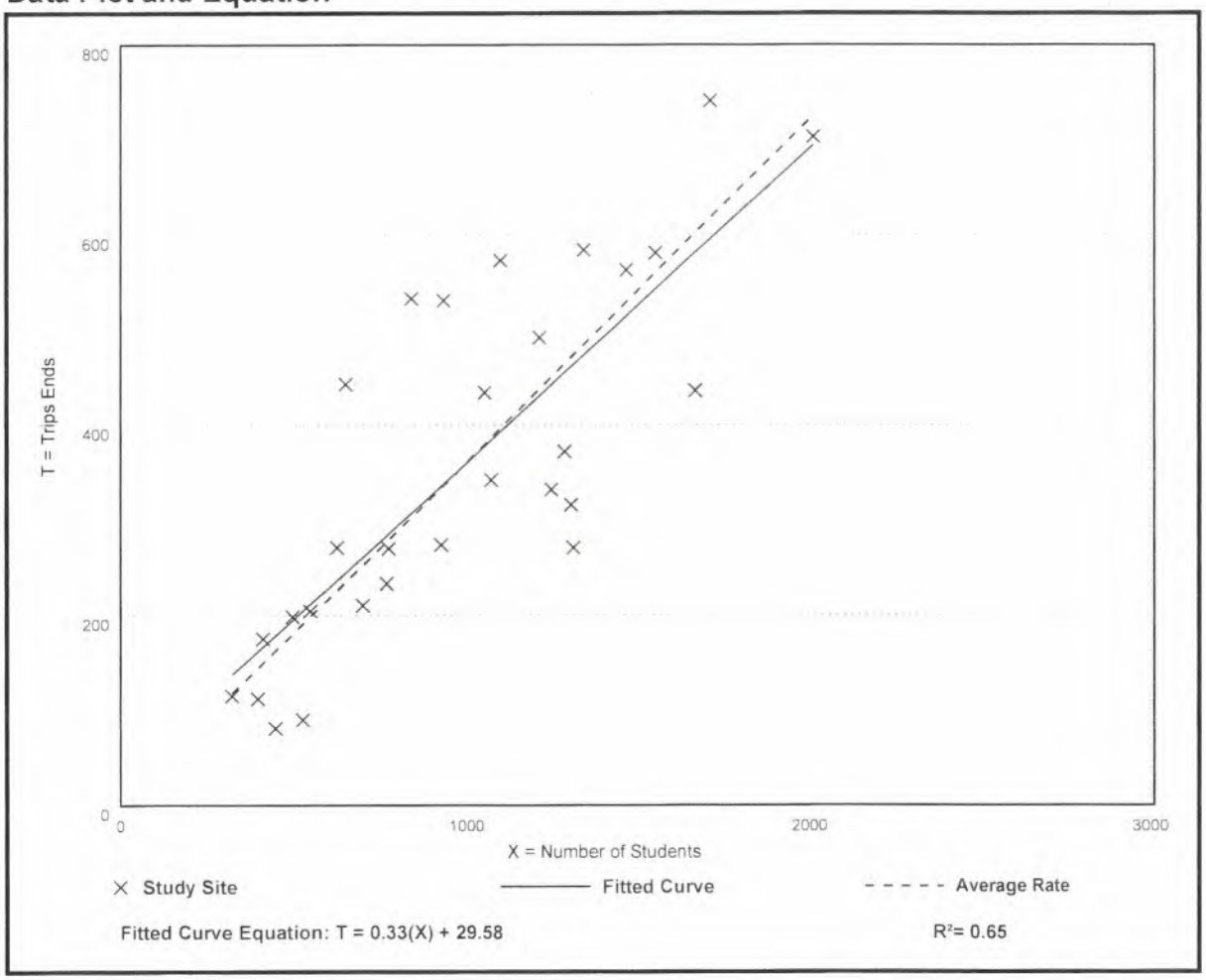
Vehicle Trip Ends vs: Students
On a: Weekday,
PM Peak Hour of Generator

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



Fitted Curve Equation: T = 0.33(X) + 29.58

R^2= 0.65

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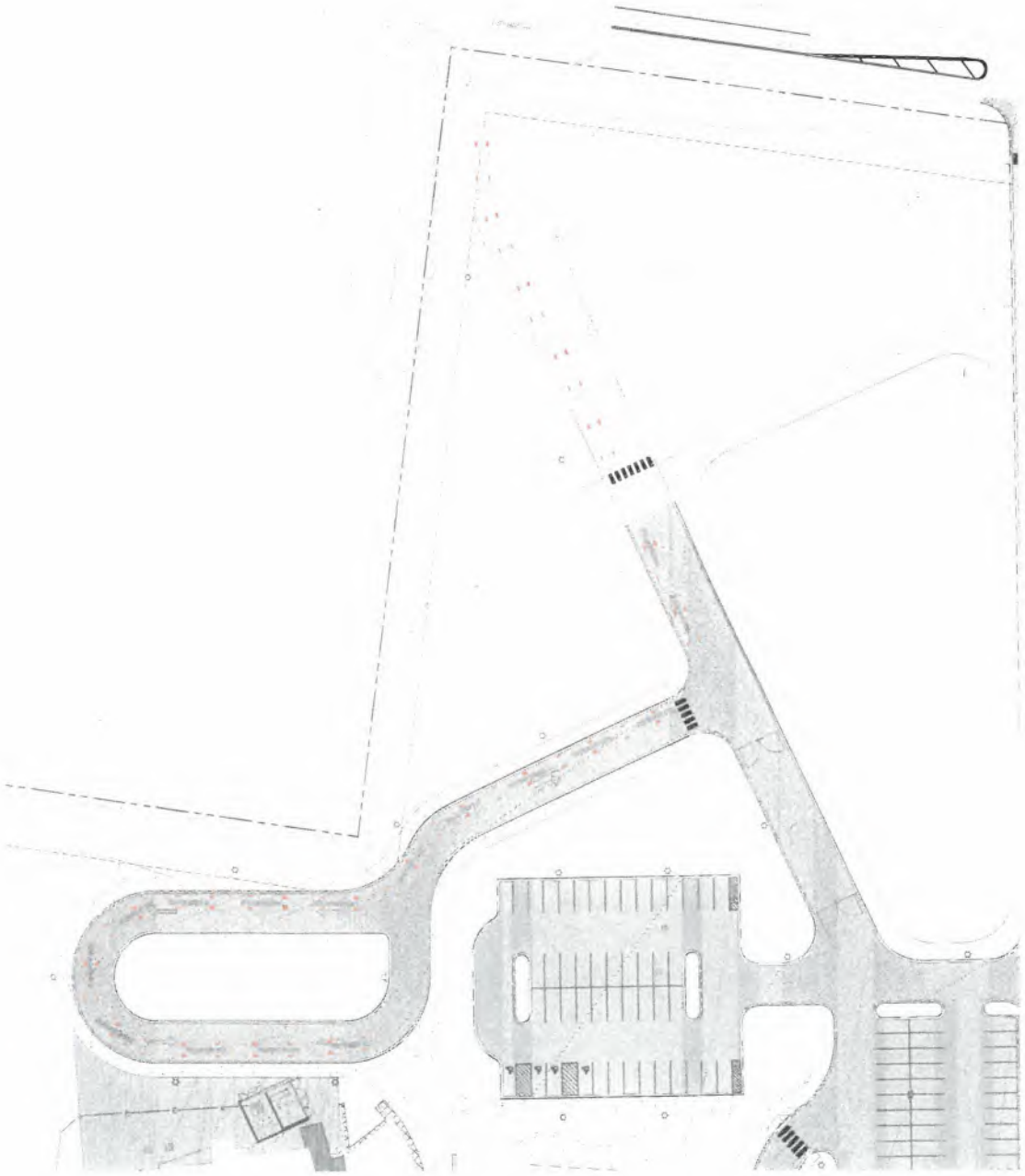
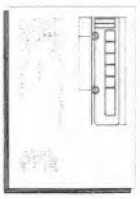
Bus Queuing Diagram





EX-1

HAWK HOLLOW
ELEMENTARY SCHOOL

CAGE
CIVIL ENGINEERING

Sam Schwartz
A TYLin Company

Capacity Analysis Results

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	
Conflicting Flow All	681	349	0	0	355	0
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	NBR	WBLn1	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	-

Intersection	
Int Delay, s/veh	14.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	NBR	WBLn1	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	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	NBR	WBLn1	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	-

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	NBR	WBLn1	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	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	NBR	WBLn1	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	-

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	
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	NBR	WBLn1	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	-

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	
Conflicting Flow All	1391	297	0	0	413	0
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

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	
Conflicting Flow All	626	406	0	0	408	0
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	NBR	WBLn1	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	-

Intersection	
Int Delay, s/veh	1.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
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	
Conflicting Flow All	461	225	0	0	229	0
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	-

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	0
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	-

Sam Schwartz
A TYLin Company

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

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

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	-	-	-	-	0	-	-	-	-	0	-	-	
% Pedestrians	-	-	-	-	-	-	-	0.0	-	-	-	-	-	-	-	-	

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

Turning Movement Data

Start Time	Gerber Rd. Southbound					Jacaranda 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	29	4	0		33	0	2	0		2	4	27	0		31	66
7:15 AM	61	5	0		66	1	0	0		1	2	29	0		31	98
7:30 AM	47	2	0		49	2	1	0		3	2	41	0		43	95
7:45 AM	40	5	0		45	3	0	0		3	6	35	0		41	89
Hourly Total	**177**	**16**	**0**	0	**193**	**6**	**3**	**0**	0	**9**	**14**	**132**	**0**	0	**146**	**348**
8:00 AM	30	20	0		50	11	4	0		15	16	28	0		44	109
8:15 AM	18	65	0		83	52	29	0		81	30	37	0		67	231
8:30 AM	23	6	0		29	23	7	0		30	0	25	0		25	84
8:45 AM	22	2	0		24	2	0	0		2	1	19	0		20	46
Hourly Total	**93**	**93**	**0**	0	**186**	**88**	**40**	**0**	0	**128**	**47**	**109**	**0**	0	**156**	**470**
9:00 AM	0	0	0		0	0	0	0		0	0	0	0		0	0
*** BREAK ***	-	-	-		-	-	-	-		-	-	-	-		-	-
Hourly Total	**0**	**0**	**0**	0	**0**	**0**	**0**	**0**	0	**0**	**0**	**0**	**0**	0	**0**	**0**
2:00 PM	19	5	0		24	0	0	0		0	3	21	0		24	48
2:15 PM	25	13	0		38	1	0	0		1	11	35	0		46	85
2:30 PM	24	14	0		38	41	32	0		73	10	39	0		49	160
2:45 PM	31	0	0		31	6	2	0		8	1	40	0		41	80
Hourly Total	**99**	**32**	**0**	0	**131**	**48**	**34**	**0**	0	**82**	**25**	**135**	**0**	0	**160**	**373**
3:00 PM	33	4	0		37	9	2	0		11	2	41	0		43	91
3:15 PM	30	0	0		30	4	1	0		5	0	45	0		45	80
3:30 PM	46	0	0		46	3	0	0		3	1	39	0		40	89
3:45 PM	25	1	0		26	2	2	0		4	1	32	0		33	63
Hourly Total	**134**	**5**	**0**	0	**139**	**18**	**5**	**0**	0	**23**	**4**	**157**	**0**	0	**161**	**323**
4:00 PM	41	3	0		44	2	2	0		4	1	29	0		30	78
4:15 PM	38	1	0		39	6	0	0		6	0	60	0		60	105
4:30 PM	29	1	0		30	2	1	0		3	0	36	0		36	69
4:45 PM	33	2	0		35	4	1	0		5	3	38	0		41	81
Hourly Total	**141**	**7**	**0**	0	**148**	**14**	**4**	**0**	0	**18**	**4**	**163**	**0**	0	**167**	**333**
5:00 PM	34	1	0		35	1	0	0		1	0	57	0		57	93
5:15 PM	37	4	0		41	2	1	0		3	2	37	0		39	83
5:30 PM	38	0	0		38	1	2	0		3	2	45	0		47	88
5:45 PM	24	1	0		25	2	4	0		6	1	40	0		41	72
Hourly Total	**133**	**6**	**0**	0	**139**	**6**	**7**	**0**	0	**13**	**5**	**179**	**0**	0	**184**	**336**
6:00 PM	0	0	0		0	0	0	0		0	0	0	0		0	0
Grand Total	777	159	0		936	180	93	0		273	99	875	0		974	2183
Approach %	83.0	17.0	0.0		-	65.9	34.1	0.0		-	10.2	89.8	0.0		-	-

Total %	35.6	7.3	0.0		42.9	8.2	4.3	0.0		12.5	4.5	40.1	0.0		44.6	-
Lights	763	145	0		908	169	84	0		253	92	856	0		948	2109
% Lights	98.2	91.2	-		97.0	93.9	90.3	-		92.7	92.9	97.8	-		97.3	96.6
Mediums	14	14	0		28	11	9	0		20	7	17	0		24	72
% Mediums	1.8	8.8	-		3.0	6.1	9.7	-		7.3	7.1	1.9	-		2.5	3.3
Articulated Trucks	0	0	0		0	0	0	0		0	0	2	0		2	2
% Articulated Trucks	0.0	0.0	-		0.0	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	-	-	-		-	-	-	-		-	-	-	-		-	-
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-		-	-	-	-		-	-	-	-		-	-

Sam Schwartz
A TYLin Company

200 S. Wacker Drive, Suite 1400
Chicago, IL 60606
773.305.0800
samschwartz.com

BLA, Inc.

Memo

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 minimizes 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

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

Claudia Welp
Project Manager

2200 Cabot Drive – Suite 325
Lisle, IL 60532
www.cagecivil.com
Ph: 630-598.0007

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

OWNER'S SIGNATURE: _____ **Date:** JAN 12 2023

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

ACTION REQUESTED (Please check all that apply)

___	Annexation	___	Text Amendment
___	PUD (preliminary)	X	Rezoning SR-2 PUD to P-1
___	PUD (final)	___	Special Use for: _____
___	Subdivision (preliminary)	___	Variation: _____
___	Subdivision (final)		
X	Site Plan (please describe use: commercial, industrial, square footage): Institutional, addition		
___	Unified Business Center Sign Plan		
X	Other (please describe) Plat of Vacation, Plat of Abrogation, Plat of Consolidation		

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)
Proposed: P-1

Land Use: Existing: Institutional/Municipal
Proposed: Institutional/Municipal

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

Acreage: 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.

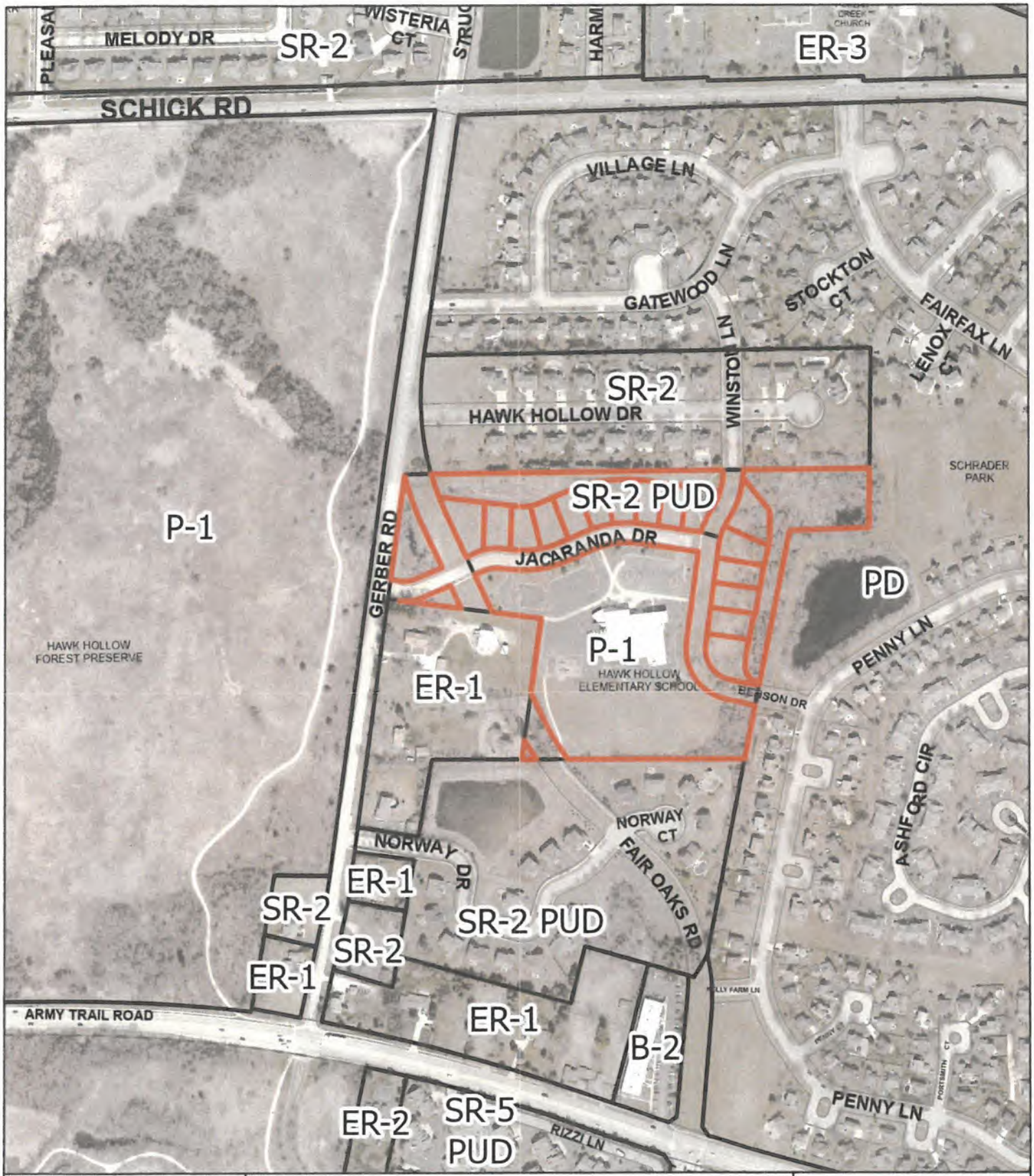
Elgin, IL. 60120

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

N
W E
S

US Feet
0 100200 400

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 14, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED MAY 23, 2018 AS DOCUMENT R2018-045650 IN DUPAGE COUNTY, ILLINOIS

OWNER

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

SCHOOL ADDRESS

HAWK HOLLOW SCHOOL
235 JACARANDA DRIVE
BARTLETT, ILLINOIS

CLIENT

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

SUBMITTED BY/ RETURN TO:

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

AREA TABLE

LOT 1: 755,168 SQUARE FEET (17.336 AC±)

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.E. & D.E. = UTILITY EASEMENT & DRAINAGE EASEMENT
- P.U.E. = PUBLIC UTILITY EASEMENT
- P.U.D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT
- ● = FOUND 5/8" IRON ROD AT CORNER (NO CALLOUT ON SYMBOL)

CURRENT P.I.N.

01-14-302-022	01-14-305-010
01-14-410-016	01-14-305-011
01-14-302-023	01-14-305-012
01-14-435-007	01-14-305-013
01-14-404-033	01-14-305-014
01-14-305-019	01-14-404-034
01-14-305-020	01-14-404-035
01-14-305-021	01-14-404-036
01-14-435-008	01-14-404-037
01-14-305-009	01-14-404-038
	01-14-404-039

SURVEYOR'S NOTES

1. DISTANCES ARE MARKED IN FEET AND DECIMAL PLACES THEREOF. MEASUREMENTS SHOWN IN PARENTHESIS (XXX) ARE RECORD VALUES.
2. DIMENSIONS ALONG CURVED LINES ARE ARC LENGTHS (L), RADII (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, 2018 AS DOCUMENT R2018-045650 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.)

Line Table		
Line #	Direction	Length
L8	S21° 19' 42"W	35.08'
	(S11° 18' 47"W)	(29.08')
L9	S08° 27' 25"W	16.56'
	(S08° 36' 40"W)	(16.37')
L10	S10° 48' 26"W	35.03'
	(S10° 42' 00"W)	(35.01')
L11	S21° 56' 02"W	22.80'
	(S21° 55' 36"W)	(22.88')
L12	S09° 20' 22"W	54.19'
	(S09° 21' 09"W)	(54.06')
L13	S12° 27' 21"W	43.96'
	(S13° 35' 57"W)	(43.96')
L14	S05° 21' 26"W	38.49'
	(S05° 19' 04"W)	(38.53')

Curve Table				
Curve #	Radius	Length	Chord Bearing	Chord Dist.
C11	50.00'	76.36'	S38°22'49"E	69.15'
	(50.00')	(76.25')		

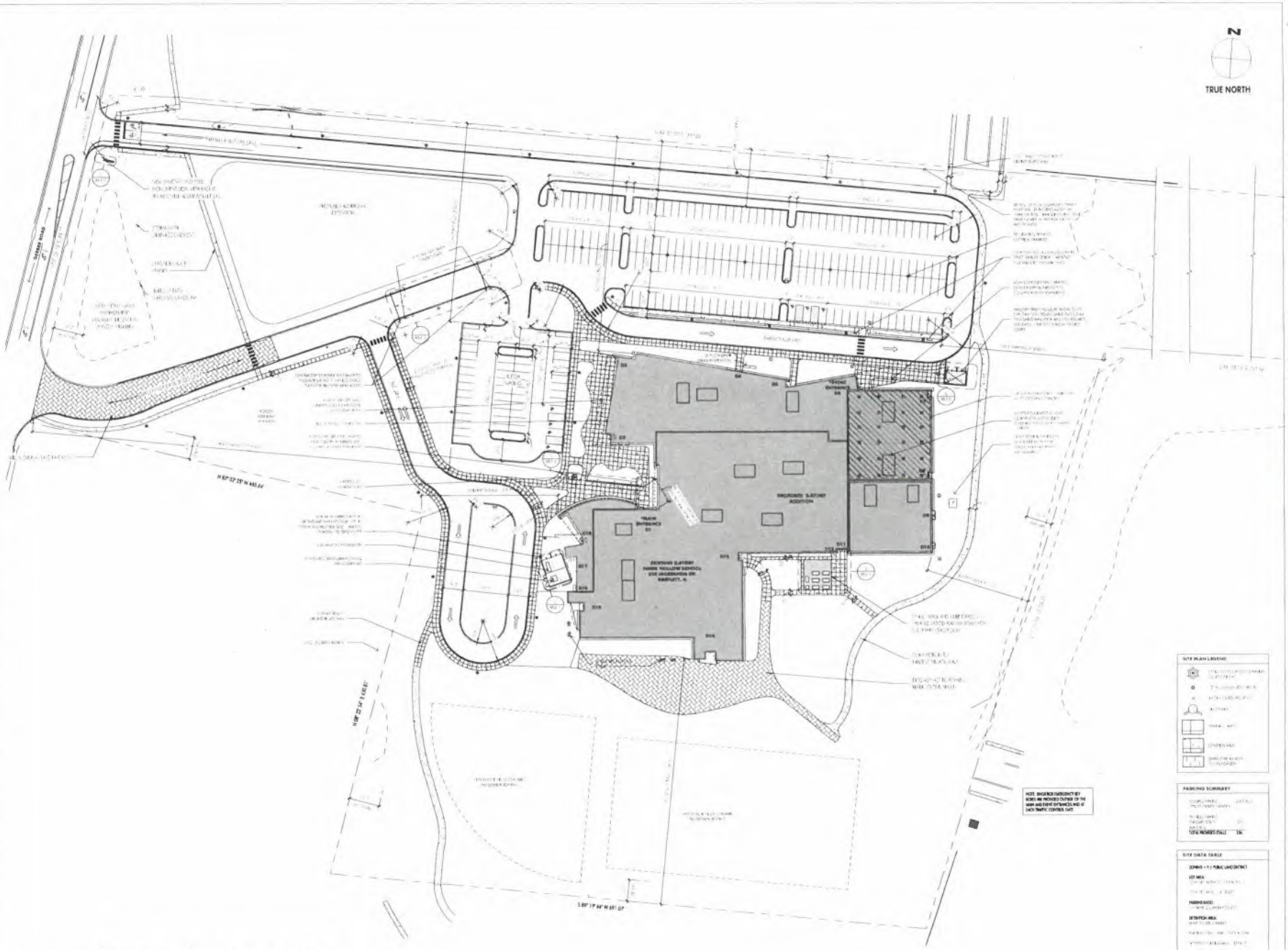
PREPARED BY:
CAGE CIVIL

REVISIONS Δ

HAWK HOLLOW SCHOOL
BARTLETT, ILLINOIS
FINAL PLAT OF CONSOLIDATION

20005
SJP
12/13/22
TH/BZ

2 3



N 1 **ARCH SITE PLAN - SITE PLAN**

ARCON
architects
construction managers
and 6 manner consultants
landscape architects
2999 south finley road, suite 40
lombard, illinois 60148
p 630.691.1080
www.arconassoc.com

ADDITIONS AND RENOVATIONS

at
HAWK HOLLOW ELEMENTARY SCHOOL
235 Devaronda Dr.
Bartlett, IL 60103

for the
BOARD of EDUCATION
School District U-46

355 E. Chicago St.
Elgin, IL 60120

U46

ISSUED FOR BID

REVISIONS

No.	Date

Project Number: 22004
Issue Date: May 8, 2022
Drawn by: JPM
Sheet Title ARCHITECTURAL SITE PLAN
Sheet Number

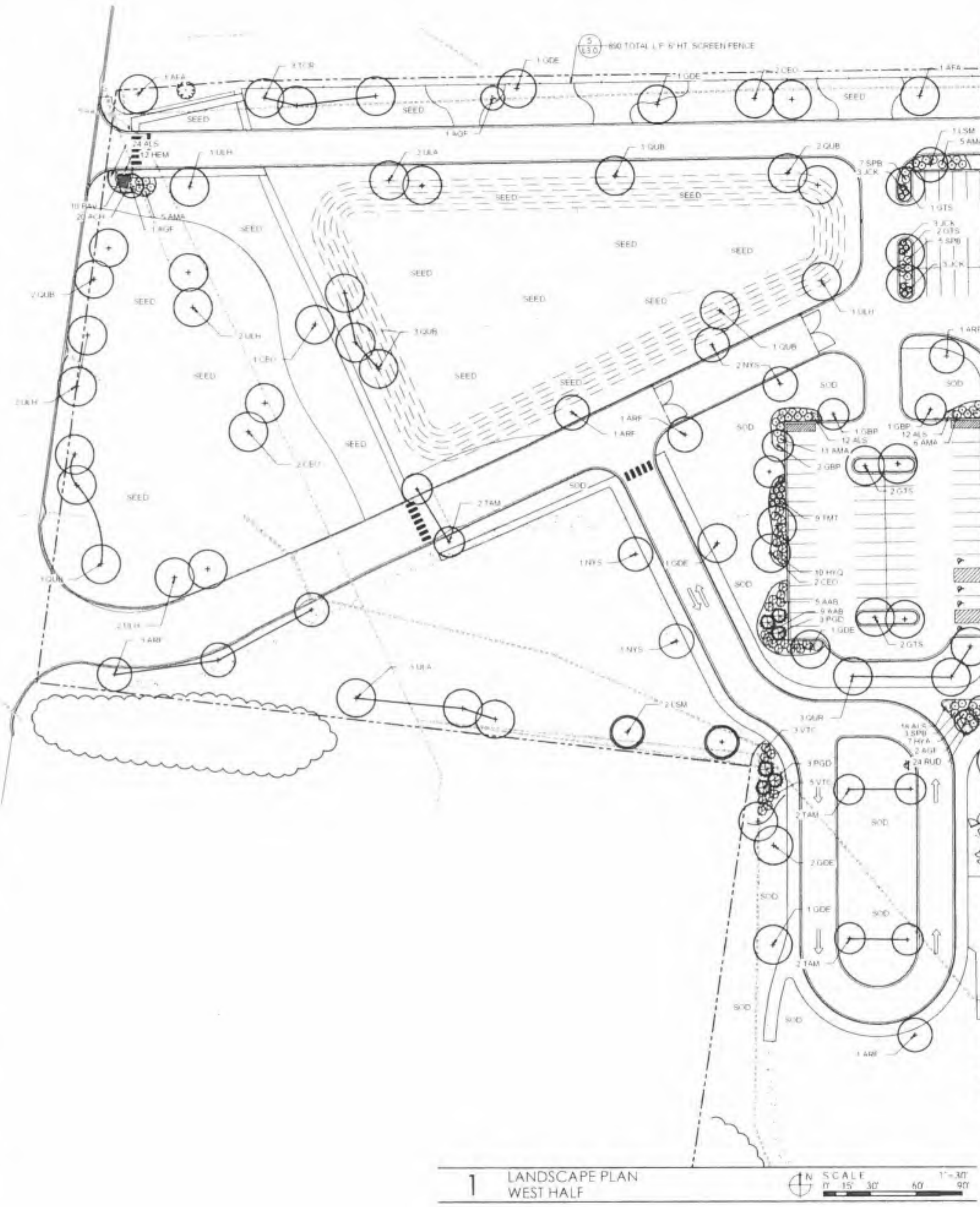
AS1.0

PLANT LEGEND

SYM	SIZE	QTY	BOTANICAL NAME	COMMON NAME	COMMENT
DECIDUOUS SHADE TREES					
AFA	2.5" cal	3	Acer x freemanii 'Autumn Blaze'	Autumn Blaze Freeman Maple	B&B
ARF	2.5" cal	7	Acer rubrum 'Frank Jr'	Redpointe Red Maple	B&B
AMM	2.5" cal	8	Acer miyabei 'Morton'	State Street Miyabe's maple	B&B
CEO	2.5" cal	8	Celtis occidentalis	Common Hackberry	B&B
GBP	2.5" cal	6	Ginkgo biloba 'Princeton Sentry'	Princeton Sentry Maidenhair Tree	B&B
GDE	2.5" cal	7	Gymnocladus dioicus 'Espresso'	Espresso Kentucky Coffeetree	B&B
GTS	2.5" cal	15	Gleditsia triacanthos 'Shademaster'	Shademaster Honeylocust	B&B
LSM	2.5" cal	7	Liquidambar styraciflua 'Moraine'	Moraine American Sweetgum	B&B
QUB	2.5" cal	12	Quercus bicolor	Swamp White Oak	B&B
QUR	2.5" cal	9	Quercus rubra	Red Oak	B&B
NYS	2.5" cal	4	Nyssa sylvatica	Black Tupelo	B&B
TAM	2.5" cal	4	Tilia americana 'McKSentry'	American Sentry Linden	B&B
TCR	2.5" cal	6	Tilia americana 'Redmond'	Redmond Linden	B&B
ULA	2.5" cal	8	Ulmus davidiana var. japonica 'Morton'	Accolade Elm	B&B
ULH	2.5" cal	10	Ulmus 'Regal'	Regal Elm	B&B
ORNAMENTAL TREES					
AGF	6' multi	6	Acer ginnala 'Flame'	Flame Amur Maple	B&B
AGP	6' multi	6	Amelanchier x grandiflora	Shadblow Serviceberry	B&B
EVERGREEN TREES					
PIS	6' HT	13	Pinus strobus	White Pine	B&B
PGD	6' HT	6	Picea glauca 'Densata'	Black Hills Spruce	B&B
DECIDUOUS SHRUBS					
AAB	36" ht	26	Aronia arbutifolia 'Brilliantissima'	Brilliant Red Chokeberry	B&B
AMA	24" ht	42	Aronia melanocarpa 'Elata'	Elata Chokeberry	B&B
HYA	24" ht	34	Hydrangea arbor. 'annabelle'	Annabelle Hydrangea	B&B
HYB	24" ht	10	Hydrangea macrophylla 'PIIHM-II'	Bloomstruck Endless summer Hydrange	B&B
HYP	36" ht	17	Hydrangea paniculata 'Peegee Improved'	Peegee Improved Hydrangea	B&B
HYQ	36" ht	10	Hydrangea quercifolia 'Alice'	Alice Oakleaf Hydrangea	B&B
SPB	24" ht	46	Spiraea x. bumalda 'Anthony Waterer'	Anthony Waterer Spirea	B&B
VTC	36" ht	24	Viburnum trilobum 'Alfredo'	Alfredo American Cranberrybush	B&B
EVERGREEN SHRUBS					
JCK	24" w	31	Juniperus chinensis 'Kallay's compacta'	Kallay's Compact Juniper	B&B
TMT	24" w	14	Taxus x media 'Taunton'	Taunton's Yew	B&B
TME	24" w	4	Taxus x media 'Everlow'	Everlow Dense Yew	B&B
ORNAMENTAL GRASSES					
CAA	#3 cont	9	Calamagrostis acutifolia 'Strictus'	Strictus Feather Reed Grass	
PAV	#3 cont	17	Panicum virgatum 'Shenandoah'	Shenandoah Red Switch Grass	
GROUNDCOVER / PERENNIALS					
ACH	#1 cont	44	Achillea Millefolium 'Paprika'	Paprika Yarrow	18" O.C.
ALS	#1 cont	93	Alium 'summer beauty'	Summer Beauty Wild Onion	18" O.C.
AAF	#1 cont	42	Astilbe arendsii 'Fanal'	Fanal False Spirea	18" O.C.
GEM	#1 cont	46	Geranium sanguineum 'Max frei'	Max Frei Bloody Cranesbill	18" O.C.
HEM	#1 cont	60	Hemerocallis x. 'Stella de Oro'	Stella de Oro Daylily	24" O.C.
HEU	#1 cont	50	Heuchera villosa 'Caramel'	Caramel Coral Bells	15" O.C.
RUD	#1 cont	24	Rudbeckia fulgida 'Goldsturm'	Goldsturm Black-Eyed Susan	18" O.C.
SES	#1 cont	16	Sesleria autumnalis	Autumn Moor Grass	15" O.C.
SOD	sq. yd	4640	Sodded Lawn		
SEED	sq. yd	13776	Seeded Lawn - All slopes over 4:1 to receive EroNet S150 erosion control blanket or similar		

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 PLANTING
- SOD LAWN
- SEEDED LAWN



1 LANDSCAPE PLAN
WEST HALF

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

ARCON
architects
construction managers
roof & masonry consultants
landscape architects

ADDITIONS
AND
RENOVATIONS

at
HAWK HOLLOW
ELEMENTARY SCHOOL

LG Workshop

SEAL

for the
BOARD of EDUCATION
School District U-46

355 E. Chicago St.
Elgin, IL 60120

PROGRESS DRAWING -
NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number
22004

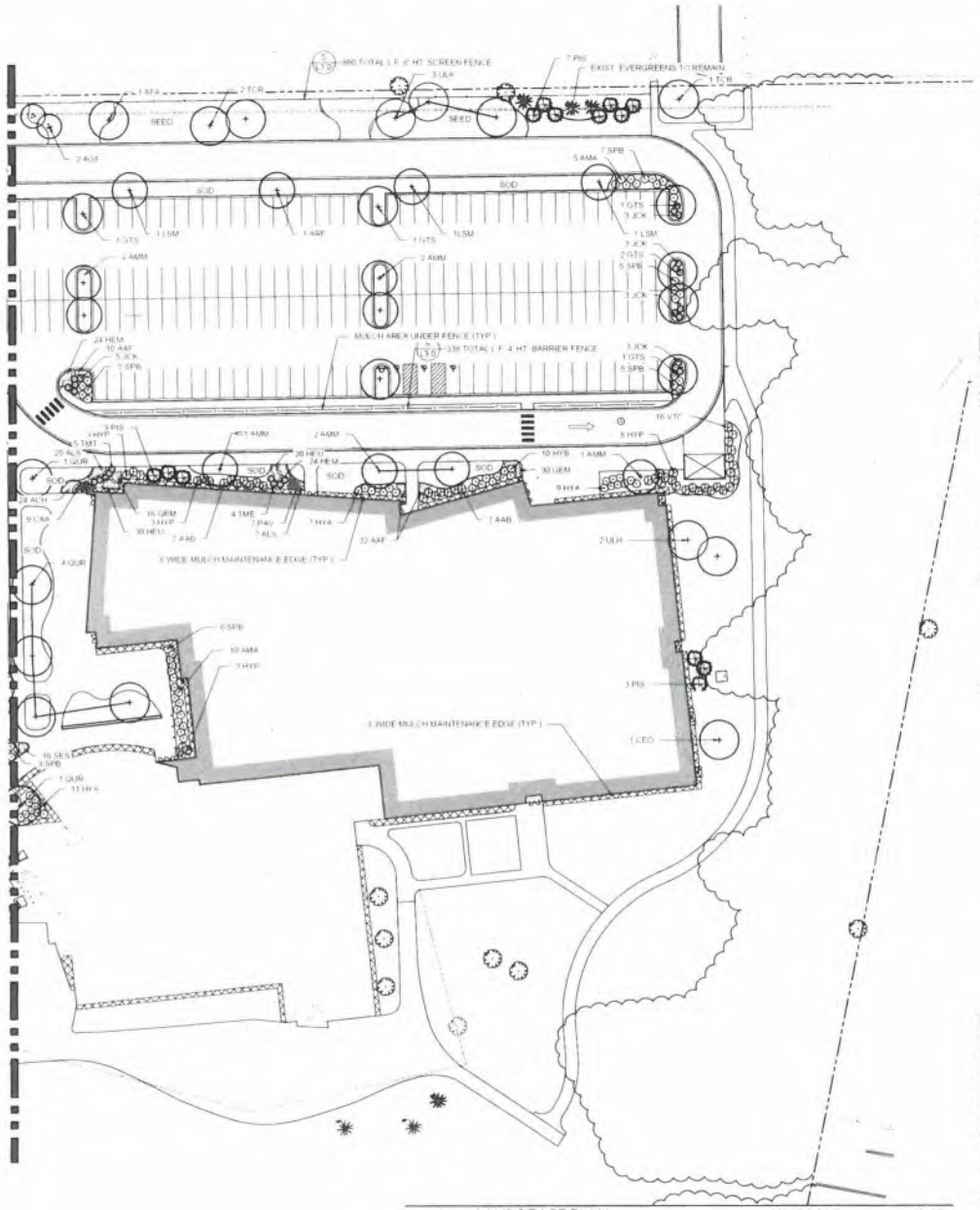
Issue Date
DEC 09, 2022

Drawn By
LCG

Sheet Title
LANDSCAPE PLAN
WEST HALF

Sheet Number

L2.0



1 LANDSCAPE PLAN
EAST HALF

SCALE 0 15 30 60 90 1" = 30'

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 PLANTING
- SOD LAWN
- SEEDED LAWN

ARCON
architects
construction managers
cost & sciences consultants
landscape architects
2550 south finley road, suite 4F
lombard, illinois 60148
p 330.495.1040
www.arconassoc.com

ADDITIONS
AND
RENOVATIONS

at
HAWK HOLLOW
ELEMENTARY SCHOOL
235 Jacaranda Dr
Bartlett, IL 60103

LG
Workshop

for the
BOARD of EDUCATION
School District U 46

355 E. Chicago St.
Elgin, IL 60120

U46

PROGRESS DRAWING -
NOT FOR CONSTRUCTION

REVISIONS	
No.	Date

Project Number
22004

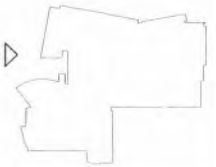
Issue Date
DEC 09 2022

Drawn By
LCG

Sheet Title
LANDSCAPE PLAN
EAST HALF

Sheet Number
L2.0

1 **WEST ELEVATION**



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HAWK HOLLOW MIDDLE SCHOOL
235 JACARANDA DRIVE
BARTLETT, IL 60103

PETITIONER INFORMATION:

SCHOOL DISTRICT U46
355 EAST CHICAGO STREET
ELGIN, ILLINOIS 60120

PRIMARY CONTACT:
PATRICIA WALDAU
p. 847.888.5000
e. patriciawaldau@u-46.org

for the
BOARD of EDUCATION
School District U-46

355 E Chicago St
Elgin, IL 60120

U46

ISSUED FOR PERMIT-
NOT FOR CONSTRUCTION

REVISIONS
No. Date

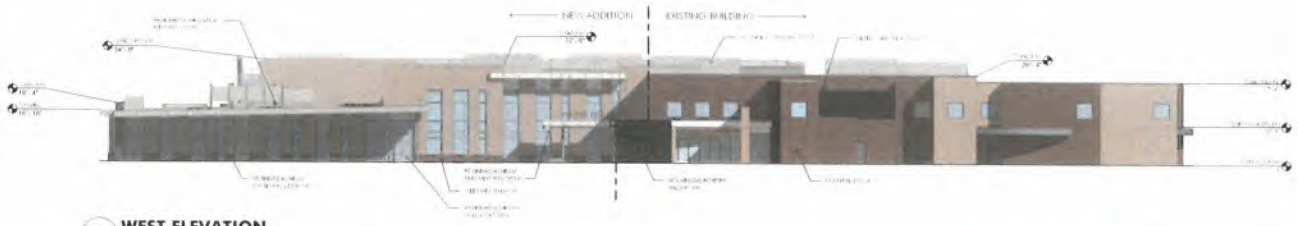
Project Number:
22004

Issue Date:
MARCH 20, 2023

Drawn by:
Author

Sheet Title
EXTERIOR ELEVATIONS

Sheet Number
Z004

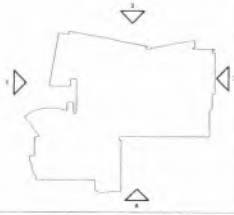


1 **WEST ELEVATION**

2 **NORTH ELEVATION**

3 **EAST ELEVATION**

4 **SOUTH ELEVATION**



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lombard, illinois 60148
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235 JACARANDA DRIVE
BARTLETT, IL 60103

PETITIONER INFORMATION:

SCHOOL DISTRICT U46
355 EAST CHICAGO STREET
ELGIN, ILLINOIS 60120

PRIMARY CONTACT:
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for the
BOARD of EDUCATION
School District U-46

355 E. Chicago St.
Elgin, IL 60120

U46

ISSUED FOR PERMIT-
NOT FOR CONSTRUCTION

REVISIONS
No. Date

Project Number:
22004

Issue Date:
MARCH 20, 2023

Drawn by:
Author

Sheet Title
EXTERIOR ELEVATIONS

Sheet Number
Z003

Agenda Item Executive Summary

Item Name	Savoury Restaurant BEDA Application	Committee or Board	Committee

BUDGET IMPACT

Amount:	$29,893.48	*Budgeted*	Yes
List what fund	Incentives		

EXECUTIVE SUMMARY

Savoury Restaurant & Pancake Café has been located in the Westgate Commons shopping plaza for sixteen years. It is a successful family-run business and has been an anchor for that shopping center, attracting many diners from throughout the area.

Despina Kotrotsos is the owner/operator of Savoury and has been planning a comprehensive expansion and update of her restaurant for the past several years. She has submitted $97,387 worth of planned improvements, with $59,786.95 being eligible through the BEDA program.

Some of those improvements include demolition, framing, drywall, paneling, cabinets, countertops, a new sign, and an additional 40 seats being added - 20 inside and 20 outside.

The Economic Development Commission reviewed Savoury's BEDA application at its June 12th meeting, at which time it recommended in favor of a maximum fifty percent grant of **$29,893.48**.

Please note that this application was reviewed by the EDC under the original BEDA program terms since it was worked on and applied for on April 28, 2023, prior to changes being adopted on June 20, 2023. The applicant has since been apprised of the new regulations and has signed the BEDA Program Application Addendum.

ATTACHMENTS (PLEASE LIST)

Staff Memo, Savoury Restaurant and Pancake Café's BEDA application, Signed BEDA Program Application Addendum, DRAFT minutes for this item from the June 12th Economic Development Commission meeting

ACTION REQUESTED

☑ To forward this request for a **$29,893.48** BEDA grant for Savoury Restaurant for a final vote to the next Village Board meeting.

Staff: Tony Fradin, Economic Dev. Coordinator Date: July 10, 2023

ECONOMIC DEVELOPMENT MEMORANDUM

DATE: July 10, 2023

TO: Paula Schumacher, Village Administrator

FROM: Tony Fradin, Economic Development Coordinator TF

RE: Savoury Restaurant BEDA Application

APPLICANT: Gap Sparta Food Service dba Savoury Restaurant and Pancake Café

BACKGROUND: This BEDA application is from Despina Kotrotsos, owner/operator of Savoury Restaurant and Pancake Café, located at 782 W. Bartlett Road in the Westgate Commons shopping plaza.

Savoury has been in business for sixteen years and is widely considered one of the best breakfast and lunch restaurants in the area. It is a family-run business.

The applicant, Despina Kotrotsos, has been planning a renovation in order to better serve customers and increase seating capacity for the past several years and has met with staff to discuss it on multiple occasions.

There will be four additional tables and two high-tops added in the interior, totaling seating for more than twenty additional diners. Combined with the additional outdoor seating, not only can Savoury handle more customers with less waiting time, but the restaurant's private party business can expand.

Ms. Kotrotsos indicated that she intends to hire additional staff in support of this expansion.

We anticipate that this year's project should help Savoury continue succeeding for years to come.

BEDA APPLICATION:

The attached application details $97,387 of improvements, however there are several that are not considered BEDA eligible.

Those that are eligible build-out related improvements include interior demolition, framing, electric, drywall, paneling, cabinets, countertops, and new butcher block tables with the work being done by Greenline Construction of Addison. Those expenditures amount to $49,586 of eligible expenses.

Indoor and outdoor seating will be added and replaced at a total cost of $14,536. Outdoor seating is encouraged and is an eligible BEDA expense, amounting to $4,930.55 and includes 32 additional seats, four 32" x 32" tables, eight 31.5" black square metal tables, and five 9 ft. square wood market umbrellas.

The new business sign will cost $5,270.40 (permit fee not eligible).

Altogether, the applicant has submitted estimates of $59,786.95 worth of BEDA-eligible improvements.

A letter of support from the property owner is included.

RECOMMENDATION:

Staff recommended a matching fifty percent BEDA grant in the amount of **$29,893.48** to the EDC prior to the BEDA program guidelines being updated to exclude movable outdoor dining fixtures from the list of eligible costs.

We recommend the maximum percentage due to the applicant's track record of long-term success and dedication to running one of the premier breakfast and lunch venues in the area.

Please note that this BEDA application has been in the works for the past two years, thus was being considered under the original program terms with respect to outdoor seating.

JUNE 12 ECONOMIC DEVELOPMENT COMMISSION MEETING:

The BEDA request from Savoury Restaurant was presented to the Economic Development Commission at its June 12th meeting.

Ms. Kotrotsos explained that a total of 40 additional seats would be added as a result of this interior and exterior expansion – 20 inside and 20 outside. This would also necessitate the hiring of six more servers, two more busboys, so at least six to ten additional part-time or full-time employees.

She also added that she has recently signed a five-year lease extension with two options, so essentially 15 years.

Following its discussion, the EDC recommended in favor of a **$29,893.48** BEDA grant for the petitioner's improvements to Savoury Restaurant and Pancake Café.

UPDATED BEDA GUIDELINES:

Ms. Kotrotsos has been apprised of the updated BEDA program regulations and has signed the Application Addendum. All required documents will be verified by staff prior to disbursement of any grant funds.

Village of Bartlett Economic Development Assistance Application

Applicant Information:

Applicant(s) Name GAP SPARTA FOOD SERVICE / SAVOURY RESTAURANT

Applicant(s) Address: 782 W. Bartlett Rd

E-Mail Address: Savourydes@gmail.com

Primary Contact for Project: Despina Kotrotsos

Cell Phone Number and/or Home Number: 630-

Applicant is or will be (check all that apply) X Tenant _____ Property Owner

Number of Years in Business: 16 Number of Years in Bartlett: 16

Contact Name and Information for Applicant's Agent or Architect (if any):

(Note: if applicant is a tenant, attach a letter from the property owner granting permission for project)

Property Information:

Project Property Location/Address: 782 W. Bartlett Rd

This Property is (check all that apply): Retail ___ Restaurant X Office _____

Other ____ (explain)

Number of Businesses on Site: 2

Names of Other Businesses on Site: American Family Insurance

Size of Building (dimensions or total square feet) 7,000 sq. ft

Stories in building: 1 Parking spaces on property: _____

Last Real Estate Taxes Paid: $ 15,915

Property Tax Index Number(s) (PIN): 06-34-109-006-1008

County: Cook X DuPage _____ Kane _____

Project Information:

Total Anticipated Project Cost: $_____

Project Scope: Describe and identify all exterior/interior improvements proposed (Use additional paper if necessary to fully describe proposed project)

attached

If approved, estimated project completion date: August 2023

Business Plan: For new business ventures, please include a two– to five-page business plan. Contact Tony Fradin with questions about the seven elements of a strong plan.

Please Attach: Contractor Estimates, Receipts; Copies of both sides of cancelled checks, credit card statements or bank accounts from which materials were purchased and contractors paid; Waivers of Lien

Application Statement (Read and Sign Below)

I hereby make application to participate in the Bartlett Economic Development Assistance (BEDA) program. In making this application I understand that the purpose of BEDA is to help encourage and leverage private investment in the Village's business community and help my business bring an underperforming property into more productive use.

I understand that prior to commencing any work, the Village must first approve both my participation and proposed scope of work for the project. Applicants must meet with Economic Development staff prior to paying for improvements in order to review how much, if any, the Village may reimburse for the project.

I understand that all improvements made through the help of BEDA must be in accordance with all Village plans and codes. Moreover, as a condition of approval, I understand the Village may require changes to the scope of work I am proposing. I further understand that any work started or completed prior to approval of the project and my participation in the BEDA program is not eligible for reimbursement.

In making this application, I understand that the BEDA program is competitive, funds are limited and selection for participation is at the sole discretion of the Village of Bartlett. I understand that the Village will review my application and at the Village's discretion may reject or approve my participation in the program. I recognize that a project that enhances the Village's business climate by returning an underutilized property into economic productivity, increases local employment opportunities and includes a larger percentage of private investment than public stands a greater chance of being funded by the Village.

I also understand that if selected for this program, the Village will establish a maximum grant award for the project

I further acknowledge that BEDA operates as a rebate program and, therefore, if selected for participation, Village funds will be disbursed to me at the conclusion of the work, after submittals by me of copies of all bills and satisfactory evidence of their payment, either by lien waivers or bills stamped "Paid" by all contractors. I understand that the actual rebate amount will be calculated at some percentage as recommended by staff in relation to the documented actual costs by me for eligible expenses to complete the agreed upon improvements, up to the maximum grant amount awarded by the Village for the project.

By signing this application, I hereby acknowledge that I have read the above statement and understand these important features about the BEDA Program.

N. K[illegible]

Applicant Signature

4/28/23

Date

Return this completed application with attachments to:
Tony Fradin, Economic Development Coordinator
Village of Bartlett
228 S. Main Street
Bartlett, IL 60103

BEDA PROGRAM APPLICATION ADDENDUM:

Name: Despina Kotrotsos **Date:** 7/6/23 **Business:** Savoury

I acknowledge that the project is to be completed within 12 months, and that an extension request must be made in writing by the applicant and presented for approval to the Grant Administrator, EDC, or Village Board if necessary.

Signature: N. Kotr O **Date:** 7/6/23

I acknowledge acknowledges that if the final costs come in less than what was estimated to determine the reimbursement amount, then the grant amount would be reduced accordingly.

Signature: N. Kotr O **Date:** 7/6/23

FOR INTERNAL USE ONLY

1.	**Applicant Completed Background Check:**	**Y/N**	**Initials:** _____
2.	**Applicant Signed Clawback Agreement:**	**Y/N**	**Initials:** _____
3.	**Applicant is current on all payments to the village:**	**(Y)/N**	**Initials:** MC
4.	**Applicant has a valid Business License: BL #:** 22-192	**(Y)/N**	**Initials:**
5.	**Applicant has provided a copy of a lease (if renting)**	**Y/N**	**Initials:** _____

June 21, 2021

To Whom It May Concern,

We are writing to approve the projected renovations asking to be made by our tenants at Savoury Restaurant and Pancake Café on 782 West Bartlett Road. Besides various wear and tear updates and décor changes, the tenants have not made any renovations to their Bartlett location since 2007. There will be no mechanical or structural changes made to the building. The renovation will consist of cosmetic changes, including paint, drywall, tile, and wood refinishing. We are granting permission to the operators of the business on site to make any renovations and changes they see fit to enhance their business in Bartlett. Please let me know if you have any questions.

Thank you,

Dolly Walsh
GMDJ Group
PO Box 322
Wayne, IL 60184

GREENLINE
721 W Lake St., Suite 101
Addison, IL 60101
630.632.5035
gogreenline@yahoo.com

2/8/23

Regarding:
Savoury Restaurant & Pan
782 W Bartlett Rd,
Bartlett

Line #	Proposed Work	Notes	Amount
1	Demo	Remove Dividers in Dining Room to Accommadate for added Tables and Seating, Remove stone tile on walls and bar, Remove Hostess Stand, Remove coffee Bar wall shelving	$3,705.94
2	Framing	Frame new closets for Storage and bus boy station. Frame new Hostess stand to Accommodate for added seating and waiting area. Frame in kitchen window	$1,800.00
3	Electric	Replace all light fixtures in dining room. Replaces all Can light trims and install Led Bulbs Work to be done by EES. Includes new Light fixtures	$9,375.00
4	Drywall/Durock	Install Drywall on walls where stone tile was removed, Plaster, tape and sand, Drywall, plaster , tape and sand kitchen window	$2,560.00
5	Paneling/ Trim	Glue and Nail new Shiplap boards Over all existing wood paneling, Wrap and install New paneling and 1x4s around new Hostess Stand and shelving	$17,275.00
6	Cabinets/Vanities	Install New 42" white Shaker Cabinets on Coffee Bar wall	$3,905.00
7	Primer Paint	Sand and Prime all wood on booths, Sand and Prime all Chair rail trim, Caulk new ship lap, Paint all new and existing wood, Paint all walls and scrap and touch up any peeling ceiling paint. Sand, stain and poly 10 new tables to match existing	$20,175.00
8	Countertop W/Sinks	Install New Mid-Grade quartz countertop on coffee bar and hostess Stand	$4,800.00
9	Tables	Cut to size new table butcher block and Install 10 new butcher block tables on new table stands.	$6,165.00
10	General Conditions	Site Cleanup, Deliver Charges, Garbage Haul Off, Insurance Etc.	$7,645.13

All estimates are subject to change after 30 days. / We accept all major credit cards with a 3% Convenience fee. / Payments shall be made every 2 weeks based on work completed.

Total Proposal **$77,406.06**

Savoury Restaurant & P: Date

Steve Shaka
Greenline Construction Co.

Thank you for your business! Financing Available!

SAVOURY
CAFE

Line #	Description	Indoor/Outdoor	Quantities	Price
	Lancaster Table & Seating 24" Square Bar Height Recycled Wood Butcher Block Table with Vintage Finish and Cast Iron Cross Base Plate	Indoor seating	Two **(additional seating)**	$139.99 (each) $279.98
	Lancaster Table & Seating Vintage Ladder Back Bar Height Chair with Black Padded Seat	Indoor seating	Six **(additional seating)**	$104.99 (each) $629.94
	Lancaster Table & Seating 30" Square Standard Height Recycled Wood Butcher Block Table with Vintage Finish and Cast Iron Cross Base Plate	Indoor seating	Four **(additional seating)**	$174.99 (each) $699.96
	Superior Seating Solid Beech Wood Cross-back Commercial Chair in Espresso	Indoor seating	80 **(20 are additional seats)**	$99.95 (each) $1,999.00 (for 20) $7,996.00 (grand total)
	Lancaster Table & Seating Black Outdoor Arm Chair	Outdoor seating	32 **(additional seats)**	$29.99 (each) $959.68
	Lancaster Table & Seating 32" x 32" Black Powder-Coated Aluminum Bar Height Outdoor Table with Umbrella Hole and 4 Barstools	Outdoor seating	Four **(additional seating)**	$529.00 (each) $2116.00
	Mellie 31.5" Black Square Metal Indoor-Outdoor Table with Base	Outdoor seating	Eight **(additional seating)**	$107.49 (each) $859.92
	9 Ft. Square Wood Market Umbrella with Push Lift and Single Wind Vent	Outdoor seating	Five	$198.99 (each) $994.95
	New sign	Outdoor		Attached
				Grand total $14,536.43

MARK YOUR SPACE

1245 Humbracht Circle, Suite C
Bartlett, IL 60103
(630) 289-7082

www.MarkYourSpaceInc.com

ESTIMATE
EST-9782

Payment Terms: Cash Customer

Created Date: 5/18/2023

DESCRIPTION: Exterior LED Sign - Channel Letters - UL Listed Parts - Installed

Bill To: Savoury
782 W Bartlett Rd
Bartlett, IL 60103
US

Installed: Savoury
782 W Bartlett Rd
Bartlett, IL 60103
US

Requested By: Des .
Email: SavouryDes@gmail.com
Cell Phone: (630) 276-6201

Salesperson: Diana Cusumano

NO.	Product Summary	QTY	UNIT PRICE	AMOUNT
1	Exterior LED Sign - Channel Letters (Overall 120.4" x 65.11") - Replacing "Savoury" above front entrance with New Logo and Name - UL Listed Parts - Installed	1	$5,040.00	$5,040.00
2	Permit Acquisition	1	$175.00	$175.00
3	Actual Permit Fees/Bonds/Licenses - TBD	1	$0.00	$0.00

Subtotal:	$5,215.00
Taxes:	$230.40
Grand Total:	$5,445.40

You are welcome to accept this estimate and submit your 50% deposit via the Customer Portal. If you have any questions please don't hesitate to contact us.

The balance of your invoice will be due upon completion of your order. I agree to pay a finance charge of 1.5% per month (18% per annum), or $2.00 minimum per month, whichever is greater, on the unpaid balance over 30 days.
In the event of default of any or all of the agreed upon credit terms as set forth, the undersigned agrees to pay such additional sum as and for collection agency fees of 35%, attorney's fees and court costs as the same are incurred in collecting the undersigned's past due amount.

Warranty includes 2 yrs Parts and Labor.

Power MUST be located within five (5) feet of the sign AND have easy access. Price is based on Mark Your Space, Inc. making electrical hook-up ONLY. Electrical connection MUST be in place at time of installation. TIMER FOR SIGN NOT INCLUDED.

If for any reason we are required to penetrate the roof or any part of the roof, the customer is solely responsible to have repairs/sealing done. We highly recommend using the company that installed the roof to ensure the roof warranty is maintained. We will do everything in our power to let you know of this need ahead of time, but this is not always possible.

Pricing assumes a single install visit. Authorized customer representatives MUST be present at the beginning and completion of installation to review the project scope prior to work and inspect/approve upon completion. Additional site visits to be charged @ $250/hour PLUS travel.

Any sign(s) being removed will be disposed of unless another direction is provided in writing from the client 48 hours prior to removal.

Installation price to be adjusted IF the site conditions prevent easy access to the sign area OR are otherwise not found to be as described when the order is placed. Pricing includes installation during standard business hours unless stated otherwise. Standard hours are between 7:30am and 3pm CST.

Price EXCLUDES permit application, bonds and licensing fees and other out-of-pocket fees. DOES NOT INCLUDE ANY ENGINEERING OR ELECTRICAL DRAWINGS

PAYMENT TERMS 50% DEPOSIT; BALANCE DUE AT INSTALLATION.

Quote valid for 15 days.

Signature: _____ **Date:** _____

Client:	Savoury	Project:	Exterior Sign	Revision:	3
Address:	782 W. Bartlett Road, Bartlett, IL 60103			Date:	5/18/2023

Measurements:

"Restaurant & Pancake Cafe"
312.25"W x 22.72"H
49.3 Sq. Ft

Proposed New "Savoury" Sign

Overall: 132.45"W x 71.64"H
65.9 Sq. Ft.

Logo: 34.04"W x 34.42"H
8.14 Sq. Ft.

Savoury: 120.4"W x 19.2"H
16.06 Sq. Ft.

Total: 24.2 Sq Ft.

Total of both signs: 73.5

Dimensions

Allowance:	75 sq/ft of both signs
Overall Size:	120.4"W x 65.11"H
Logo:	34.04"W x 34.42"H
SAVOURY	120.4"W x 19.2"H

Location

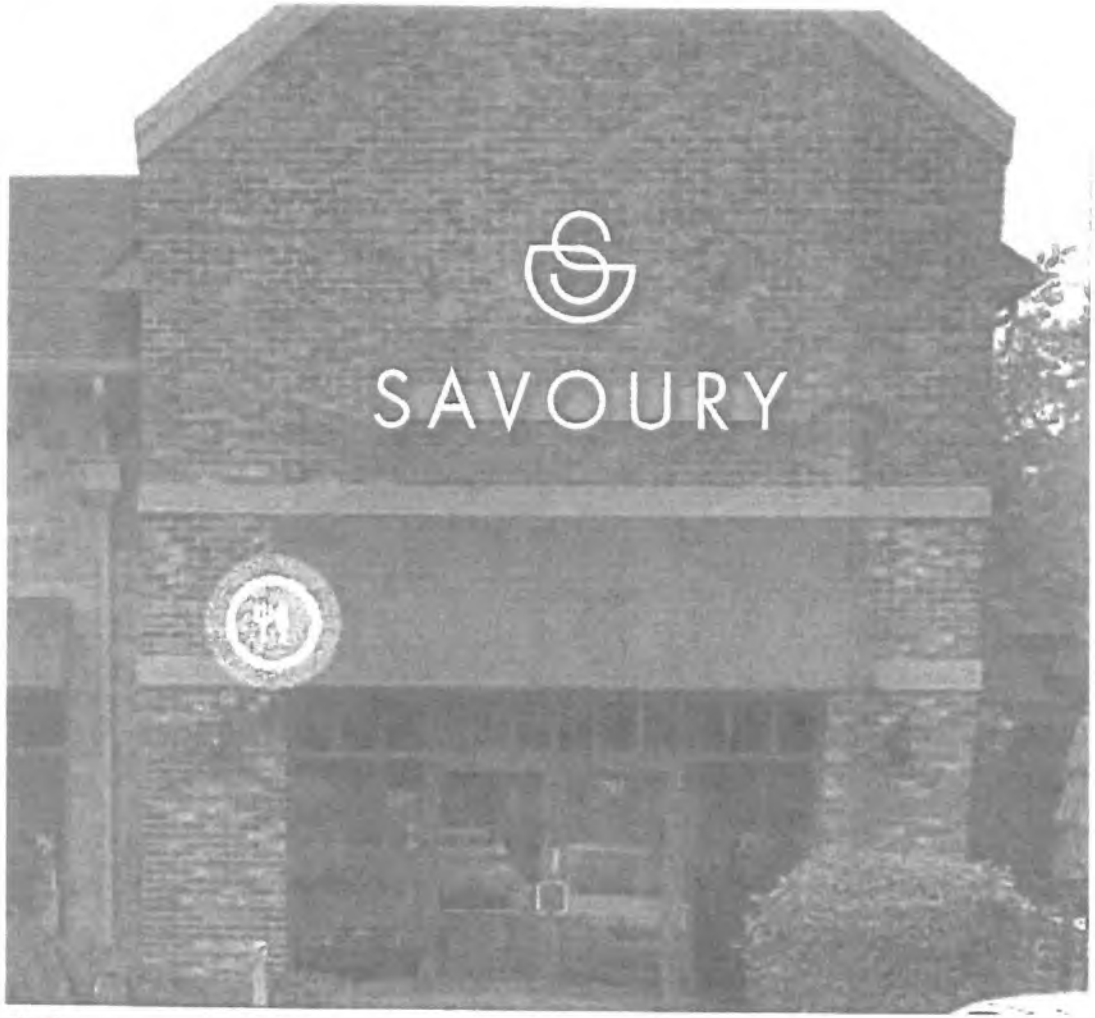
Sign Description

Sided:	Single-Sided
Illumination:	Internally Illuminated
Fabrication:	Channel Letters
Return:	3" Black
Trim Cap:	1" Brown
Face Color:	White
Raceway:	Matthews #23446 Brick Red
Electric w/in 5ft:	Yes
Site Modifications:	No
Remove Existing:	Yes - Only Savoury
LED Color:	White
UL Listed Parts:	Yes
Access to Rear:	Yes
Notes:	-

MARK YOUR SPACE
1245 Humbracht Circle, Unit C
Bartlett, IL 60103
(630) 289-7082

Client:	Savoury	Project:	Exterior Sign	Revision:	3
Address:	782 W. Bartlett Road, Bartlett, IL 60103			Date:	5/18/2023

Mockup:



1) There is goose neck lighting in the way of the proposed sign. 2)May also want to consider white letters for visibility. 3) Need to check with landlord criteria, may require white lettes. 4) Sign allowance availabile needs to be determined.

Dimensions

Allowance:	75 sq/ft of both signs
Overall Size:	120.4"W x 65.11"H
Logo:	34.04"W x 34.42"H
SAVOURY	120.4"W x 19.2"H

Location

Sign Description

Sided:	Single-Sided
Illumination:	Internally Illuminated
Fabrication:	Channel Letters
Return:	3" Black
Trim Cap:	1" Brown
Face Color:	White
Raceway:	Matthews #23446 Brick Red
Electric w/in 5ft:	Yes
Site Modifications:	No
Remove Existing:	Yes - Only Savoury
LED Color:	White
UL Listed Parts:	Yes
Access to Rear:	Yes
Notes:	-

MARK YOUR SPACE
1245 Humbracht Circle, Unit C
Bartlett, IL 60103
(630) 289-7082

FROM DRAFT OF JUNE 12, 2023 EDC MINUTES:

SAVOURY RESTAURANT BEDA APPLICATION

Mr. Fradin stated that this BEDA application is from Despina Kotrotsos, owner/operator of Savoury Restaurant and Pancake Café, located at 782 W. Bartlett Road in the Westgate Commons shopping plaza.

Savoury has been in business for sixteen years and is widely considered one of the best breakfast and lunch restaurants in the area, and it is a family-run business.

The applicant, Despina Kotrotsos, has been planning a renovation in order to better serve customers and increase seating capacity for the past several years and has met with staff to discuss it on multiple occasions.

There will be four additional tables and two high-tops added in the interior, totaling seating for more than twenty additional diners. Combined with the additional outdoor seating, not only can Savoury handle more customers with less waiting time, but the restaurant's private party business can expand.

Ms. Kotrotsos indicated that she intends to hire additional staff in support of this expansion.

We anticipate that this year's project should help Savoury continue succeeding for years to come.

The attached application details $97,387 of improvement; however, there are several that are not considered BEDA eligible.

Those that are eligible build-out related improvements include interior demolition, framing, electric, drywall, paneling, cabinets, countertops, and new butcher block tables with the work being done by Greenline Construction of Addison. Those expenditures amount to $49,586 of eligible expenses.

Indoor and outdoor seating will be added and replaced at a total cost of $14,536. Outdoor seating is encouraged and is an eligible BEDA expense, amounting to $4,930.55 and includes 32 additional seats, four 32" x 32" tables, eight 31.5" black square metal tables, and five 9 ft. square wood market umbrellas.

The new business sign will cost $5,270.40 (permit fee not eligible).

Altogether, the applicant has submitted estimates of $59,786.95 worth of BEDA-eligible improvements.

A letter of support from the property owner is included.

Staff recommends a matching fifty percent BEDA grant in the amount of $29,893.48. We recommend the maximum percentage due to the applicant's track record of long-term success and dedication to running one of the premier breakfast and lunch venues in the area.

Commissioner Perri asked how much additional staff you are expecting to hire.

Ms. Kotrotsos stated that with adding 20 inside and 20 outside, we will need 6 more servers, 2 more busboys, so at least 6-10 part time or full-time employees.

Commissioner Erickson asked if the outdoor patio space was shared with restaurant next door.

Ms. Kotrotsos stated that it used to be shared, and with Wee Dees changing their concept, we will take over the entire patio. The demand for outdoor seating is so high, that people will wait over an hour to sit outside when there are seats available inside.

Commissioner Erickson asked if it will be permanent seating.

Ms. Kotrotsos stated that it will be temporary so that we can take care of it in the winter and remove it, so that we can keep it in good condition for years to come.

Commissioner Gudenkauf asked if they were going to close for renovation.

Ms. Kotrotsos stated no, and that they will do it in sections.

Commissioner Lewensky asked how long their lease is.

Ms. Kotrotsos stated that they just signed a 5-year extension with 2 options, so essentially 15 years.

Commissioner Gorski asked for clarification on outdoor dining, as the recently presented changes stated that outdoor dining fixtures needed to be permanent.

Mr. Skrycki stated that Ms. Kotrotsos started the application process before those changes were presented, and the village board has also not yet voted on those changes. Staff thought it was important not to change things mid application for such an important business in town.

Ms. Kotrotsos added that the intention is that these tables will be there being used for the next 15 years, and having them be temporary will help that happen by being able to take care of them in the winter.

Commissioner Erickson stated that she believes that is fair to use the prior application in this situation.

Mr. Fradin added that there is also one more applicant waiting in the wings under the same situation.

Ms. Kotrotsos added that with the new housing coming in, that this will be well used and needed.

Commissioner Densford asked about the parking situation in the center.

Mr. Fradin stated that the shared parking for the center was approved for the entire center when it was built. Different types of businesses require different parking ratios, and with the conversion of an office space into what was Indian Express, that maxed out the parking ratio for the center. Unfortunately, with it being for the entire center, people sometimes may have to walk from across the parking lot to their desired business. He added that often parking issues are the sign of a good center, and in this case, they are often waiting to get into Savoury.

Commissioner Erickson added that as a business owner in the downtown, she believes some of the onus for parking is on the business, to make sure their staffs are not utilizing those prime spaces.

Ms. Kotrotsos agreed, stating that her staff parks in the back.

Commissioner Lewensky moved to recommend a matching fifty percent BEDA grant in the amount of $29,893.48 to the village board. Seconded by Commissioner Gorski.

AYES: Commissioners Densford, Erickson, Gorski, Gudenkauf, Lewensky, Perri, Suffern
NAYS: None

MOTION CARRIED

Agenda Item Executive Summary

Item Name	ComEd Presentation	Committee or Board	Committee

BUDGET IMPACT

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

EXECUTIVE SUMMARY

COMED was invited to address the village board on a series of issues. The board also asked for a reliability analysis and what upgrades in equipment are planned, as well as communications with our residents.

External Affairs Manager Greg Castellanos will provide a brief presentation and answer any questions the Committee has relative to COMED.

ATTACHMENTS (PLEASE LIST)

Staff memo dated 07/07/2023

Attachment

ACTION REQUESTED

- ☒ For Discussion Only
- ☐ Resolution
- ☐ Ordinance
- ☐ Motion:

MOTION:

Staff:	Scott Skrycki Assistant Village Administrator	Date:	07/07/2023

Memorandum

To: Paula Schumacher, Village Administrator
From: Scott Skrycki, Assistant Village Administrator
Date: 07/07/2023
Re: ComEd Presentation

COMED was invited to address the village board on a series of issues. The board also asked for a reliability analysis and what upgrades in equipment are planned, as well as communications with our residents.

External Affairs Manager Greg Castellanos will provide a brief presentation and answer any questions the Committee has relative to COMED.

Village of Bartlett
ComEd System Improvements & Programs

July 12, 2023
Presented by Greg Castellanos, ComEd External Affairs Manager

Overview

- 2022 Reliability SAIFI & CAIDI Indices
- System Improvements Identified in 2022/2023
  - Corrective Maintenance
  - Distribution Automation
  - Cable Replacement
  - Vegetation Management
- ComEd Energy Efficiency Program
- Customer Resources

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2022 Reliability SAIFI Indices

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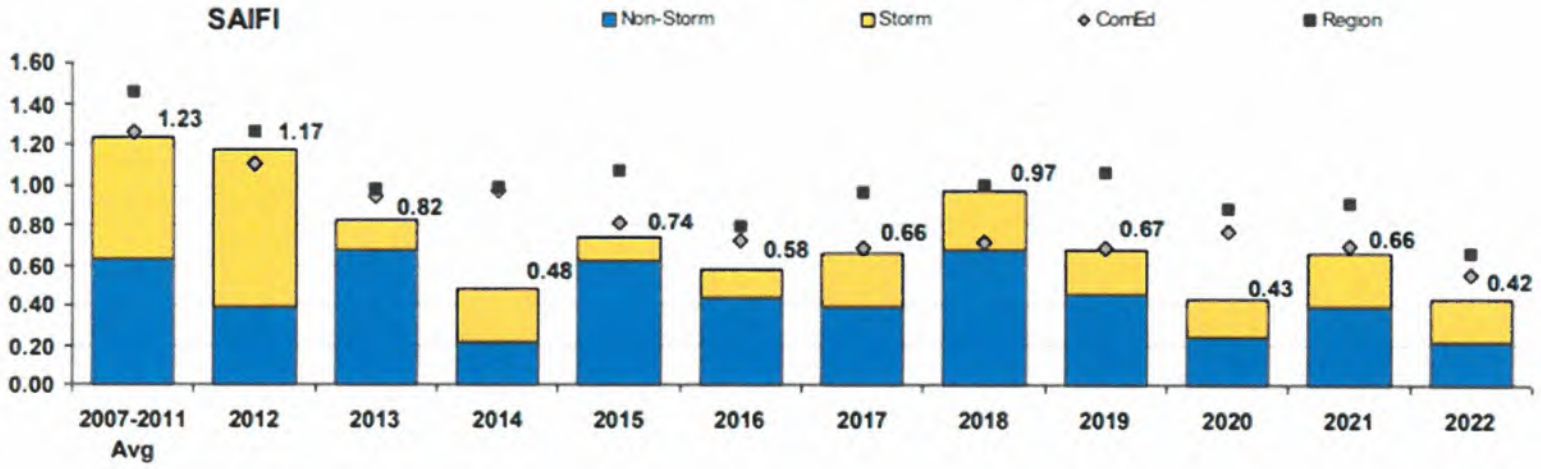
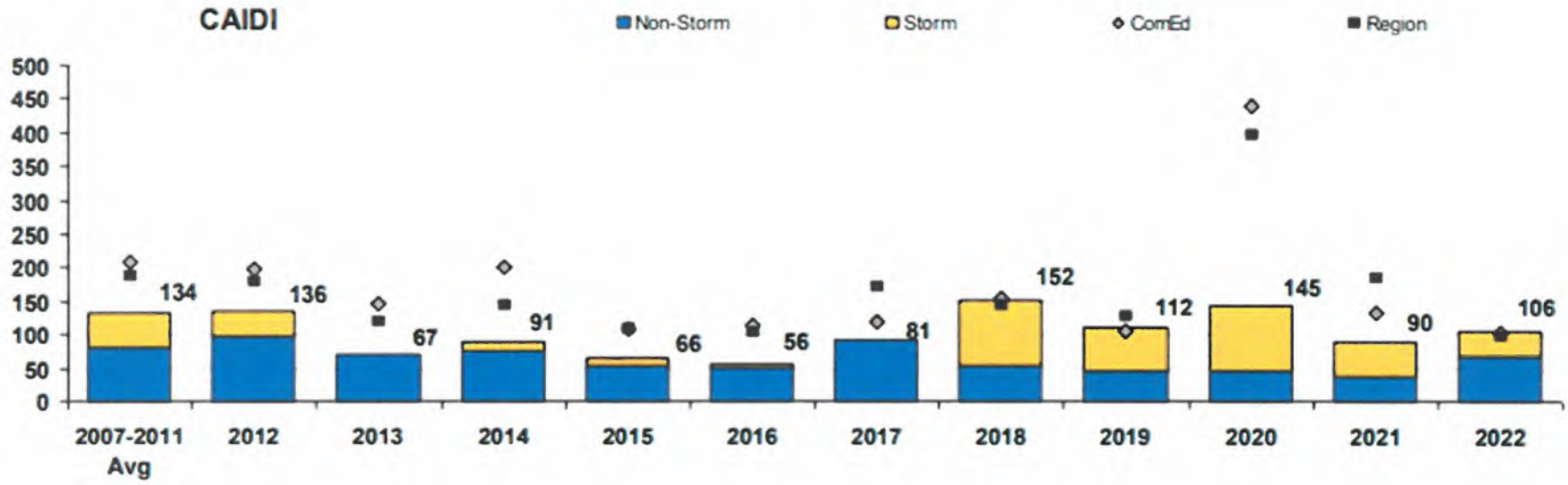
Bartlett Reliability Performance
Year End Report

ComEd customers in the Village of Bartlett experienced a 99.99% reliability rate in 2022.



2022 Reliability CAIDI Indices



2022 Average Number of Interruption by Cause

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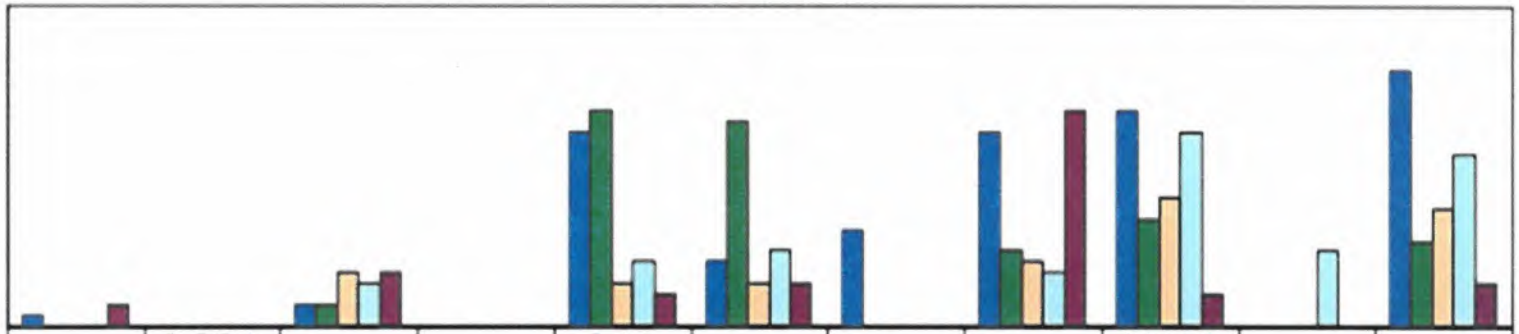
SAIFI by Cause



	Animal Related	ComEd/Contr Human Errors	Intentional	Other	Overhead Equipment	Public	T&S	Tree Related	Underground Equipment	Unknown	Weather Related
2018	0.01	0.00	0.02	0.00	0.18	0.06	0.09	0.18	0.20	0.00	0.24
2019	0.00	0.00	0.02	0.00	0.20	0.19	0.00	0.07	0.10	0.00	0.08
2020	0.00	0.00	0.05	0.00	0.04	0.04	0.00	0.06	0.12	0.00	0.11
2021	0.00	0.00	0.04	0.00	0.06	0.07	0.00	0.05	0.18	0.07	0.16
2022	0.02	0.00	0.05	0.00	0.03	0.04	0.00	0.20	0.03	0.00	0.04

Note: For purposes of this Annual Report only, reliability statistics reflect interruptions as defined by the Illinois Administrative Code - Title 83: Public Utilities, Chapter I: Illinois Commerce Commission Subchapter c: Electric Utilities Part 411 Electric Reliability - Section 411.20 Definitions. See also Glossary contained herein.

System Improvements Identified in 2022/2023

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- The Distribution Automation Program includes 2 circuits in the 2022 work plan and 2 circuit in the 2023 plan.
- The Underground Residential Distribution (URD) Cable Program addressed the reliability performance of 3 circuits in 2022.
- Circuit Inspections were completed on 14 circuits in 2022.
  - ✓ 73 corrective maintenance items were completed in 2022.
- Circuit Inspections were completed on 16 circuits in 2023.
  - ✓ 12 corrective maintenance items were completed in 2023.
- Distribution Tree Trimming was performed on 4 circuits totaling approximately 38 miles in 2022 - and includes 5 circuit in 2023 plan.
- Wood Pole Program replaced/reinforced 2 poles in 2022.

System Improvements Identified in 2022/2023

Cable Replacement

Underground Residential Distribution (URD) Cable

Underground Residential Distribution ("URD") Cable targets section(s) of underground distribution cable to be replaced or treated. This is intended to reduce the number and duration of interruptions seen by customers by addressing a circuit's underground cable performance.

Circuit	Year	Status	Comments
C0090000210	2022	Complete	Fuse 91638 - Replace ~ 400 feet of URD cable near 799 S Bartlett Rd Bartlett Il 60103.
C0090000210	2022	Complete	Fuse 45453 - Replace ~ 1400 feet of URD cable near 820 Faith Ln Bartlett Il 60103.
C0090000210	2022	Complete	Fuse 45452 - Replace ~ 1200 feet of URD cable near 824 Francine Dr Bartlett Il 60103.
C0041000210	2022	Complete	Fuse 45813 - Replace ~ 1500 feet of URD cable near 1201 Dogwood Ln Bartlett Il 60103.
C0087000210	2022	Complete	Fuse 8257 - Replace ~ 1000 feet of URD cable near 1085 Martingale Dr *gar Bartlett Il 60103.

URD cable replacement: *Cable that has shown unfavorable trends and will be replaced In the same route as the old cable.*

System Improvements Identified in 2022/2023

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Vegetation Management

Vegetation Management - Bartlett

Distribution Tree Trimming

Full: Line clearance tree pruning and vegetation maintenance is performed on a four-year cycle to reduce vegetation-related interruptions on the overhead distribution system. All primary-voltage overhead power lines on a circuit are included in cycle maintenance.
Spot: Midway through the four-year preventive maintenance cycle, distribution circuits are reviewed based on their vegetation-related interruption history. The work scope includes targeted areas of circuits that have had a history of vegetation related interruptions. This program goes above and beyond the typical cycle trim, going after the trees most likely to cause interruptions. This work typically includes pruning and removing overhanging branches, pruning for additional tree-to-conductor clearances, removing entire trees, and removing potentially hazardous trees.

NOTE: Miles Trimmed reflects the total number of miles trimmed (rounded) on each circuit for Full Trim cycles. Spot Trim miles are not tracked. Miles may or may not include multiple towns/wards.

Circuit	Year	Status	Type	Comments
C0001000310	2022	Complete	Full	11 miles trimmed
C0049000210	2022	Complete	Full	6 miles trimmed
C0077000224	2022	Complete	Full	13 miles trimmed
C0240000246	2022	Complete	Full	7 miles trimmed
C0013000346	2023	Planned	Spot	
C0004000310	2023	Planned	Full	
C0069000210	2023	Planned	Full	
C0087000210	2023	Planned	Full	
C0119000210	2023	Planned	Full	
C0184000224	2023	Planned	Full	

Storm Tree Debris

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Storm Debris Disposal

- The priority in response to any storm is to restore electric service to customers as quickly and as safely as possible.
- To achieve these goals, ComEd tree crews do not clean up downed trees and branches.

ComEd responsibilities:

Cutting, trimming, or removing trees or branches in an effort to restore service and ensure future reliability.

Customer responsibilities:

The disposal of branches, logs, or other debris associated with their trees damaged by storms, ice, winds, or other natural causes.

Please note: ComEd vegetation crews do not assist customers with the disposal of private tree debris, as it would impede our crews' ability to respond in a timely manner to other power outages. If the customer needs assistance with tree debris removal, they may visit TCIA.org to find local tree service companies that are accredited by the Tree Care Industry Association (TCIA). There may be a cost associated with this service.

TRANSMISSION & SUBSTATION PROGRAMS

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Regularly Scheduled Maintenance

- Transmission lines are inspected annually to ensure there are no vegetation issues that could result in power outages.
- Preventative maintenance is conducted every five years to remove or trim trees that may grow into the transmission lines and allow acceptable vegetation to thrive.

Mowing & Grounds Maintenance

- Maintenance around substations includes grass cutting and trash pick-up, approximately once per week between April and October, as well as hedge or bush trimming once per year.
- Grass cutting around select right of ways is conducted once per month between April and October and includes mowing and grass trimming.
- Maintenance is weather dependent and performed by commercial mowing equipment that may leave a rough or uneven cut.
- In some cases, a right of way may be left un-mowed and native vegetation and flowers are planted to help support the pollinator population

NOTE: We do not always own or manage the property around transmission lines. In these cases, grounds maintenance is the responsibility of the property owner or lessee

ComEd Energy Efficiency Program

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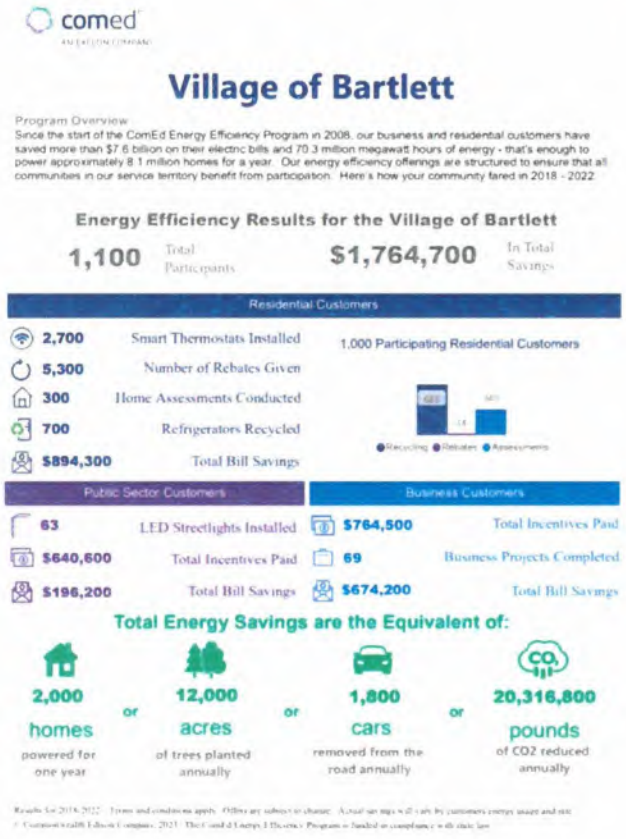

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Village of Bartlett

Program Overview
Since the start of the ComEd Energy Efficiency Program in 2008, our business and residential customers have saved more than $7.6 billion on their electric bills and 70.3 million megawatt hours of energy - that's enough to power approximately 8.1 million homes for a year. Our energy efficiency offerings are structured to ensure that all communities in our service territory benefit from participation. Here's how your community fared in 2018 - 2022.

Energy Efficiency Results for the Village of Bartlett

1,100 Total Participants

$1,764,700 In Total Savings

Residential Customers

2,700	Smart Thermostats Installed
5,300	Number of Rebates Given
300	Home Assessments Conducted
700	Refrigerators Recycled
$894,300	Total Bill Savings

1,000 Participating Residential Customers

Public Sector Customers

63	LED Streetlights Installed
$640,600	Total Incentives Paid
$196,200	Total Bill Savings

Business Customers

$764,500	Total Incentives Paid
69	Business Projects Completed
$674,200	Total Bill Savings

Total Energy Savings are the Equivalent of:

2,000 homes powered for one year	or	12,000 acres of trees planted annually	or	1,800 cars removed from the road annually	or	20,316,800 pounds of CO_2 reduced annually

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Call **1-855-433-2700** for more information on the ComEd EnergyEfficiency Program

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We will never call or come to your home or business to:

- Sell you electricity
- Ask for immediate payment with a prepaid cash card or cryptocurrency such as bitcoin
- Ask for your account number or other personal information such as Social Security Number or Tax Identification Number
- Ask to see your energy bill

ComEd never collects payments at kiosks that issue prepaid cash cards or cryptocurrency such as bitcoin.

How you can recognize a ComEd employee:

A ComEd field employee may knock on your door if we are unable to access our equipment, like the meter or pedestal transformer. You can identify a ComEd employee by:

- Uniform - all ComEd field employees wear a uniform with the ComEd logo, including a shirt and safety vest
- ID - employees will be wearing a ComEd ID badge with their name and ComEd listed

To confirm that someone is really a ComEd employee, call 1-800-EDISON-1 (1-800-334-7661) before engaging with the person.

We also ask customers to be wary about sharing the following information:

- ComEd account number
- Passwords to your accounts
- Information on your last payment
- Social Security number
- A copy of your energy bill

If at any time you are uncomfortable, or you feel you are experiencing suspicious behavior, call 1-800-EDISON-1 (1-800-334-7661).

Multi Channel Contacts & Resources

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Customer Service

Residential 1-800-EDISON-1

Business 1-877-4-COMED-1

Web www.ComEd.com/ContactUs

Mobile App www.ComEd.com/App

Storm & Outage

Map www.ComEd.com/Map

Reporting www.ComEd.com/Report

Storm Center www.ComEd.com/Storm

Social Media

Facebook Facebook.com/ComEd

Twitter Twitter.com/ComEd

YouTube YouTube.com/CommonwealthEdison

Subscribe to ComEd's Powering Lives Network!

www.poweringlives.comed.com

Send Word Now!

To receive text updates related to storm restoration and other system operations please contact your ComEd representative.

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Help for every customer. Help for every circumstance.

As your energy partner, ComEd wants you to have easy access to tools and programs that help you control energy costs and better manage your energy bills. From financial assistance options and payment arrangements to due date extensions, budget billing, energy saving tips and more, take advantage of the options that are best for you.

The best place to start is SAM, ComEd's Smart Assistance Manager. Get personalized recommendations that fit your needs. | **ComEd.com/SAM**

Residential Customer Tools	Program Description	Date of Availability	How to Access	Can Customers Use Without Online Account?
Smart Assistance Manager (SAM)	SAM is an online self-service tool that uses customer-entered household information to match customers with payment assistance, financial assistance and energy efficiency options for which they may be eligible, then provides guidance and links to apply.	Ongoing	**ComEd.com/SAM**	**Yes**

Payment Assistance	Program Description	Date of Availability	How to Access	Can Customers Apply Without SSN?
Payment Arrangements	A payment arrangement is available if you have a past-due balance, have not defaulted off a previous payment arrangement in the past 12 months, and the service has not been disconnected for non-payment. Make a down payment on the amount owed, and the balance is paid through installments in addition to your regular monthly bill. By enrolling and staying current on a payment arrangement, you can avoid service disconnection.	Ongoing	Contact customer service **800-334-7661** or visit **ComEd.com/PaymentAssistance**	**Yes**
Budget Billing	Customers get consistent, predictable monthly bill amounts throughout the year based on their average yearly usage. Budget Billing spreads costs evenly month to month by charging a prearranged amount with each bill.	Ongoing	Contact customer service **800-334-7661**	**Yes**

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Residential Customer Financial Assistance	Program Description	Date of Availability	How to Apply	Can Customers Apply Without SSN?
Low Income Home Energy Assistance Program (LIHEAP)	Provides grants to customers at or below 200% federal poverty level, based on income and household size.	Program year 2023 (PY23) is 9/1/22-5/31/23 or until funds are exhausted	Contact Local Administering Agency (LAA): • LIHEAP Hotline **877-411-9276** • **www.HelpIllinoisFamilies.com** (online application)	**Yes**
Supplemental Arrearage Reduction Program (SARP)	Provides stabilized monthly billing with Budget Billing and an arrearage credit to qualified customers at or below 200% federal poverty level.	1/1/22 until funds are exhausted	• ComEd will proactively send SARP Solicitation Letters and Emails to eligible customers • Contact customer service at **800-334-7661** to confirm eligibility	**Yes**

Energy Efficiency (Residential)	Program Description	Date of Availability	How to Apply	Can Customers Apply Without SSN?
Home Energy Savings	**FREE** in-home or virtual energy assessments include FREE and discounted energy-saving products installed at no cost to customers. Plus, receive a personalized assessment report identifying additional ways you can save.	Ongoing	To schedule an assessment: • Visit **ComEd.com/Assessment** • Call **855-433-2700**	**Yes**
Energy Savings Kit	ComEd provides local community action agencies with **FREE** energy efficiency saving kits that contain a variety of energy-saving products too and are distributed to qualifying customers to help save money and energy.	Ongoing	Customers must apply and be approved for financial assistance at their local Community Action Agency. During that time, the customer is offered a **FREE** energy savings kit. For more information visit **ComEd.com/IncomeEligible**.	**Yes**
Food Pantry Distribution	ComEd provides **FREE** ENERGY STAR® certified LEDs and other energy-saving products to more than 500 local food pantries for distribution within their communities.	Ongoing	Visit **ComEd.com/FoodPantry** to find your local food pantry.	**Yes**