



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

**BARTLETT MUNICIPAL CENTER
228 S. MAIN STREET
August 3, 2023
7:00 P.M.**

- I. Call to Order
- II. Roll Call
- III. Approval of the June 1, 2023 Planning & Zoning Commission meeting minutes
- IV. Public Forum
- V. **(Case #21-18) Promenade**
Final Plat of Subdivision/PUD
Rezoning from B-3 to B-3 PUD
Special Use Permits - Planned Unit Development and Carwash
Site/PUD Plan
PUBLIC HEARING
- VI. New Business/Old Business
- VII. Adjournment



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

Roll Call

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

Absent: M. Sarwas

Also Present: Kristy Stone, Planning & Development Services Director, Daniel Harper, Village Planner

Approval of Minutes

A motion was made to approve the April 6, 2023 meeting minutes.

Motioned by: B. Bucaro

Seconded by: C. Deveaux

Roll Call

Ayes: B. Bucaro, C. Deveaux, M. Hopkins, G. Koziol, J. Battermann, M. Werden

Nays: None

Abstain: J. Kapadoukakis, J. Miaso

The motion carried.

Public Forum

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



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(#23-04) Orchards Gaming

Special Use Permit to serve beer and wine

PUBLIC HEARING

The following exhibits were presented:

Exhibit A – Picture of Sign

Exhibit B – Mail Affidavit

Exhibit C – Notification of Publication

The petitioner, **Nilesh Patel** 985 Reading Drive, Bartlett IL came forward and was sworn in by **M. Werden**. **N. Patel** stated I am requesting a special use permit to serve alcohol and to obtain a gaming license to establish a gaming room at my property. I have had businesses in town for 23 years and I have 2 liquor stores already. **M. Werden** asked staff, have you received any calls or emails regarding this? **D. Harper** no, we have not. **M. Hopkins** asked, could you clarify the hours of operation? **N. Patel** the hours will be Sunday through Thursday 8 am to 10 pm and Friday and Saturday 8 am to 12 am. **M. Hopkins** is that consistent with the staff report? **D. Harper** we will update those hours.

M. Werden opened the public hearing portion of the meeting. No one from the public came forward.

M. Hopkins made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#23-04) Orchards Gaming** for a Special Use Permit to serve beer and wine subject to the findings of fact outlined in the staff report.

Motioned by: J. Miaso

Seconded by: M. Hopkins

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.



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(#23-05) Bartlett Liquors and Wine

Special Use Permit to sell package liquor

PUBLIC HEARING

The following exhibits were presented:

Exhibit A – Picture of Sign

Exhibit B – Mail Affidavit

Exhibit C – Notification of Publication

The petitioner, **Narinder Sohi** 974 Woodhill Drive, Carol Stream IL came forward and was sworn in by **M. Werden**. **N. Sohi** stated I am requesting a special use permit for a liquor store. I have extensive experience in the liquor industry and will maintain compliance with all applicable laws and regulations. **M. Hopkins** what are the hours of operation? **N. Sohi** Monday through Thursday 10 am to 10 pm and Friday and Saturday 10 am to 12 am. **M. Hopkins** could that staff report be changed accordingly? **D. Harper** our staff report was in conformance with Class C of the extended liquor license. I will change those hours to reflect the proposed business hours. However, in the recommendation, we will have the maximum hours that are in the Class C as well.

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

Nilesh Patel 985 Reading Drive, Bartlett IL came forward and stated I have 2 liquor stores in town and would like to ask how many liquor stores do we need in Bartlett? People are losing all businesses. I had Mr. Quick-Ezz for almost 23 years and I am closing next month because I am losing money. **C. Deveaux** you are competing with the Jewel across the street and they have a larger package ability than you have. This petitioner is interested in opening another liquor store that is farther away. That question should be brought up to the Village Board and not this committee. **N. Patel** I just want to know how many liquor stores do we need? **B. Bucaro** one could say the same about gaming cafes. There are a lot of gaming cafes in the Village and there has been criticism that are too many. **N. Patel** I am just asking, how many liquor stores do we need in town? **M. Hopkins** that is a good comment and we hear it often. However, that is outside of the purview of this committee. We do not review nor comment on such things. We review the technical adequacy of a submittal with regard to planning and zoning. You are asking about a policy decision and that is not for this committee. **N. Patel** I just wanted to ask. **M. Werden** you may ask that at the Village Board meeting during the public forum. **N. Patel** I am just asking, how many do we need in town? **M. Hopkins** it would be wrong of this committee to vote no because of economics or competition within the Village. We are restricted to tight regulations. **N. Patel** I just want to know. **G. Koziol** we do not control the number of businesses in the Village Bartlett. If someone wants to open a business that meets all of the requirements, they have the right to open that business and either succeed or fail. **N. Patel** I am just asking the Village, how many do we need in town? That is my only point. **M. Hopkins** point taken.

G. Koziol made a motion to pass along a **positive recommendation** to the Village Board to approve case **(#23-05) Bartlett Liquors and Wine** Special Use Permit to sell package liquor subject to the findings of fact outlined in the staff report.



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Motioned by: G. Koziol
Seconded by: C. Deveaux

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.



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(#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



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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



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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-bound 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



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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



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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



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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 it 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



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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.



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Old Business/ New Business

K. Stone we might have a commercial development in July or August.

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

Motioned by: C. Deveaux

Seconded by: J. Miaso

Motion passed by unanimous voice vote.

The meeting was adjourned at 9:00 pm.

PLANNING & DEVELOPMENT SERVICES MEMORANDUM

23-47

DATE: July 28, 2023
TO: The Chairman and Members of the Planning & Zoning Commission
FROM: Daniel Harper, Village Planner 
RE: **(#21-18) Promenade of Bartlett Mixed Use Development**

PETITIONER

Hemant Patel

SUBJECT SITE

Northeast corner of Newport Boulevard and Stearns Road

REQUESTS

Final Plat of Subdivision/PUD
Rezoning from B-3 to B-3 PUD
Special Use Permits – Planned Unit Development and carwash
Site/PUD Plan

SURROUNDING LAND USES

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
Subject Site	Vacant	Commercial	B-3
North	Townhomes	Attached Residential	SR-5
South	Park*	Open Space*	R-4*
East	Commercial	Commercial	B-3
West	Townhomes	Attached Residential	SR-5

* - Hanover Park

ZONING HISTORY

The subject property was subject to the Boise Cascade annexation agreement approved by Resolution 70-8A and was annexed and rezoned to the A-3 Multiple Family Residence PUD Zoning District by Ordinance 1970-9.

The 1978 Official Comprehensive Plan identified the property for commercial uses and the property was rezoned to B-3 Neighborhood Shopping District as part of the comprehensive rezoning of the Village in 1978.

Ordinance 1998-86 approved a bank and daycare for the western portion of the subject property but the development was never constructed and the property has remained vacant.

CURRENT DISCUSSION

1. The petitioner is requiring a **Preliminary/Final Plat of Subdivision** to create three (3) lots and **rezone** the 4.6-acre property from the B-3 Neighborhood Shopping District to the B-3 PUD District.
2. The petitioner is requesting **special use permits** to allow a planned unit development and a car wash on Lot 1.
3. The **Site/PUD Plan** identifies a car wash on Lot 1, a 14,000 square foot commercial building on Lot 2, and a 6,175 square foot daycare center on Lot 3. All the buildings will have similar facades which include metallic grey panels, beige stone masonry, and light grey EIFS.
4. The site will be accessed via curbcuts on County Farm Road and on Newport Boulevard. A cross access easement also allows access to the site via the BP gas station's curbcut on Stearns Road. The plans have been reviewed by the DuPage County Division of Transportation and they have no objections to the location of the new curbcut on County Farm Road provided that the BP Amoco's curbcut on County Farm Road is removed.
5. The **carwash** has three (3) stacking lanes which accommodate a total of 30 vehicles before entering the facility. The lot has nineteen (19) vacuum spaces and five (5) employee parking spaces provided, meeting the zoning ordinance requirement.

The Committee of the Whole held concerns regarding the noise impact of the vacuums to neighboring residential properties. The applicant has provided that they will install Liberty Vacuum System, 600 Series vacuums for the site. These vacuums have a decibel rating of 74 decibels from 10 feet for 10 to 12 users.

The applicant has also added a 6-foot masonry screening wall with the intent to block sound from the southern vacuums. The proposed wall would be located approximately 20 feet from the southern property line along Stearns Road.

Based on concerns raised at the Committee of the Whole meeting, Staff requested a sound study to provide decibel levels at the property lines of the site as well at the property line across Newport Boulevard and Stearns Road. The petitioner has not provided the requested information.

6. The **multi-tenant commercial building** can be divided into seven (7) units. Lot 2 will provide sixty-two (62) parking spaces including four (4) handicap accessible

spaces.

7. The proposed **daycare** includes the required outdoor play area located behind the building and will be enclosed by a fence. The final fence location and type will be determined during the permitting process. The site contains thirty-one (31) parking spaces.
8. The commercial building requires a total of seventy (70) parking spaces and the daycare requires ten (10) spaces. The total combined parking for lots 2 and 3 is 93 spaces and exceeds the zoning ordinance requirement of 80 spaces. A shared parking agreement must be recorded for Lots 2 and 3.
9. The storm water detention basin is located on Lot 2 at the northwest corner of the site.
10. The petitioner is proposing to install a 6-ft tall board on board cedar fence along the north property line as required by the landscape ordinance. **The Committee of the Whole suggested that the applicant utilize soil that would be cut from the existing site as part of the screening for the northern property line. The petitioner has not incorporated these suggestions in their plans.**
11. The landscape plan, photometric plans, and engineering plans are currently under review by Staff. The attached traffic study has been reviewed by the Village's traffic consultant.

RECOMMENDATION

The Staff recommends **approval** of the petitioner's requests for a Rezoning from B-3 Neighborhood Shopping to B-3 PUD, special use permits for a Planned Unit Development and carwash, the preliminary/final plat of subdivision and the Site/PUD Plan, subject to the following conditions and findings of fact:

- A. The Preliminary/Final Plat of Subdivision 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. Landscaping must be installed within one year of the issuance of a building permit;
- F. 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;
- G. All proposed signage shall require permits and approval from the Planning & Development Services Department prior to installation;
- H. Dumpsters shall be located behind a solid gate;

- I. Any required Public Improvement Completion Agreement and associated bonds shall be submitted for review and approval by the Village Attorney.
- J. A site-specific noise impact analysis be conducted by the applicant to ensure that the proposed vacuums are in compliance with the Village's Excessive Noise Ordinance.
- K. Findings of Fact (Zoning Change – B-3 Neighborhood Shopping to B-3 PUD):
 - i. That the proposed rezoning from B-3 to B-3 PUD is compatible with existing uses of property within the general area of the property in question.
 - ii. That the proposed rezoning from B-3 to B-3 PUD is compatible with the zoning classifications of property within the general area of the property in question.
 - iii. That the proposed development 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.
- L. Findings of Fact (Special Permits for a Planned Unit Development and carwash):
 - i. That the proposed use at that particular location requested is necessary or desirable to provide a service or a facility which is in the interest of the public convenience and will contribute to the general welfare of the neighborhood or community;
 - ii. That such use will not under the circumstances of the particular case be detrimental to the health, safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity;
 - iii. That the special use shall conform to the regulations and conditions specified in this title for such use and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.
- M. Findings of Fact (Site Plan):
 - i. That the proposed development on the Subject Property is a permitted use in the proposed B-3 PUD Zoning District;
 - ii. That the proposed development on the Subject Property and the proposed improvements, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses;
 - iii. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient, and convenient movement of traffic not only within the site but on adjacent roadways as well;
 - iv. That the site plan provides for the safe movement of pedestrians within the site;
 - v. That there is a sufficient mixture of grass, trees, and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land

uses. Any part of the site plan area not used for buildings, structures, parking, or access ways shall be landscaped with a mixture of grass, trees, and shrubs.

2. The following has been attached for your review
 - A. Cover Letter provided by Hemant Patel dated September 16, 2021.
 - B. Application
 - C. Location Map
 - D. Preliminary/Final Plat
 - E. Site plan
 - F. Landscape plan
 - G. Building elevations
 - H. Email with attachments provided by Himanshu J. Modi dated July 21,2023 regarding vacuum noise and product specifications.

dh/attachments

x:\comdev\memos 2023\047_Promenade_pz.docx

RECEIVED

NOV - 2 2021

PLANNING & DEVELOPMENT
VILLAGE OF
BARTLETT

HEMANT PATEL
HP PETROLEUM MANAGEMENT
1710 W ARMITAGE CT, ADDISON, IL 60101.

P: [REDACTED] F: [REDACTED] E: [REDACTED]

9-16-21

Re: Proposed Mixed use Development at Northwest corner of County Farm and Stearns Avenue in Bartlett, Outlot 15, Bartlett Subdivision, Unit One -L.

Dear President and Board of Trustees,

The purpose of this letter is to introduce myself and the project for the requested zoning and site plan approval.

I have been in Bartlett Community as an entrepreneur and a service provider to the community for over 20 years. I ran convenience, fast food and gas service operations at the Northwest corner of County Farm and Stearns Avenue in Bartlett. I have developed many local alliances during the operations of my service businesses in the community.

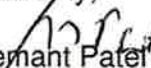
The proposed 4.61 development is a parcel of vacant land contiguous to the above noted business I owned and operated. In running the operations next door, I observed that the vacant land could be developed to add a few well desired businesses in the community that can bring daily convenience. The proposed three uses in the development are a Daycare Center, a Retail Building, and a Car Wash. The development will bring great convenience to the community daily. This development will create a live environment on the land parcel which has remained undeveloped for a long time while other land parcels around are already developed.

Also, the development will create many employment opportunities and tax revenues for the Bartlett Community.

I appreciate you taking the time to review the application, plans and other supporting documents explaining the project in detail. I am hoping that you will allow me to serve the Bartlett Community one more time successfully.

Feel free to contact me incase if you have any questions and/or if you need any additional information.

Sincerely,


Hemant Patel



VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only

Case # _____

RECEIVED

OCT 29 2021

PLANNING & DEVELOPMENT
VILLAGE OF
BARTLETT

UNIT ONE - L.

OUTLOT 15 BARTLETT SUBDIVISION
PROJECT NAME COUNTY FARM - STEARNS
MIXED USE DEVELOPMENT

PETITIONER INFORMATION (PRIMARY CONTACT)

Name: HEMANT PATEL

Street Address: 1710 W. ARMITAGE CT.

City, State: ADDISON, IL 60101 Zip Code: _____

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

Preferred Method to be contacted: See Dropdown email.

PROPERTY OWNER INFORMATION

Name: HEMANT PATEL

Street Address: [REDACTED]

City, State: [REDACTED] Zip Code: _____

Phone Number: [REDACTED]

OWNER'S SIGNATURE: [Signature] Date: 9/16/21

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

ACTION REQUESTED (Please check all that apply)

- | | |
|---|--|
| <input type="checkbox"/> Annexation | <input type="checkbox"/> Text Amendment |
| <input checked="" type="checkbox"/> PUD (preliminary) | <input type="checkbox"/> Rezoning See Dropdown to See Dropdown |
| <input type="checkbox"/> PUD (final) | <input type="checkbox"/> Special Use for: _____ |
| <input checked="" type="checkbox"/> Subdivision (preliminary) | <input type="checkbox"/> Variation: _____ |
| <input type="checkbox"/> Subdivision (final) | |
| <input checked="" type="checkbox"/> Site Plan (please describe use: <u>Commercial</u> , industrial, square footage: <u>RETAIL 14,000 SF</u>
<u>DAYCARE 6,175 SF, CAR WASH - 7,955 SF</u>) | |
| <input type="checkbox"/> Unified Business Center Sign Plan | <u>N.A.</u> |
| <input type="checkbox"/> Other (please describe) _____ | |

SIGN PLAN REQUIRED? See Dropdown N.A.

(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: OUTLOT 15 BARTLETT SUB UNIT ONE-L
BARTLETT, IL 60103

Property Index Number ("Tax PIN"/"Parcel ID"): NORTH WEST CORNER OF COUNTY FARM RD
AND STEARNS
AVE.

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

Land Use: Existing: VACANT See Dropdown

Proposed: B-3 See Dropdown

Proposed: COMMERCIAL See Dropdown

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

Acreeage: 4.61 ACRES

For PUD's and Subdivisions:

No. of Lots/Units: 3

Minimum Lot: Area 0.902 ACRES Width 160.09 FEET Depth 234 FEET

Average Lot: Area 1.5366 ACRES Width 227.00 FEET Depth 277 FEET

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

Attorney N.A.

Engineer TOM CARROLL

GEO TECH, INC.

1207, CRESTWOOD DR., CREST HILL, IL-60403

Other P.N. 815-730-1010 EMAIL: tcarroll@

geotechincor1
007

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.

EXISTING ZONING OF THE PARCEL IS B-3
RETAIL BUILDING, DAYCARE CENTER
AND CAR WASH (SPECIAL USE) ARE ALLOWED
IN B-3 ZONING DISTRICT.

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

CIVIL ENGINEERING PLANS ARE DEVELOPED IN
DETAIL AND DRAWN TO SCALE SHOWING THAT
OFF STREET PARKING, ACCESS, LIGHTING, LANDSCAPING
AND DRAINAGE WILL WORK IN A COMPATIBLE
WAY WITH THE ADJACENT LAND USE.

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.

CAREFUL INGRESS AND EGRESS TO AND FROM
THE SITE IN RELATION WITH EXISTING
ROADS AND INTERSECTIONS ARE PLANNED
AFTER REVIEWING MULTIPLE OPTIONS -
CONVENIENT CIRCULATION WITHIN THE
SITE SERVING 3 STRUCTURES, PARKING
AND EXITS TO THE ADJACENT ROADS ARE

Development Application PLANNED AND SHOWN IN THE CIVIL ENGINEERING PLANS Page 4

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

SAFE PEDESTRIAN MOVEMENT WITH WALKWAYS ARE PLANNED AROUND 3 STRUCTURES AND PARKING AREAS, CIVIL ENGINEERING PLANS EXHIBIT THIS.

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)

LANDSCAPING PLAN PREPARED BY A LICENSED LANDSCAPE ARCHITECT IN COMPLIANCE WITH THE APPLICABLE ORDINANCE IS PROVIDED IN THE SUBMITTAL.

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

NO OUTDOOR STORAGE AREAS ARE NEEDED IN THE SITE PLAN.

FINDINGS OF FACT FOR PLANNED UNIT DEVELOPMENTS

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

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

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

PROPOSED RETAIL BUILDING, DAYCARE AND CARWASH WILL CATER TO NEIGHBORHOOD AND COMMUNITIES ON DAILY BASIS.

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

PROPOSED USES, ALL BASED ON SERVICES AND CONVENIENCE NEEDED BY AVERAGE SUBURBAN FAMILIES.

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

DEVELOPER AGREES TO CONFORM.

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

PROPOSED USES ARE ALLOWABLE
AND SPECIAL USE OCCUPANCIES AS PER
CURRENT ZONE OF THE PARCEL

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

RETAIL AND DAYCARE ARE PERMITTED
USES IN B-3 ZONING DISTRICT
CAR WASH IS SPECIAL USE PERMITTED
IN B-3 ZONING DISTRICT.

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

DEVELOPER HAS CAREFULLY CHOSEN 3 USES
THAT WILL BE ALL FOR CONVENIENCE
OF THE NEIGHBORHOOD FAMILIES AND
THE DEVELOPMENT WILL NOT BE HARMFUL
IN ANY REGARD.

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

PROPOSED DEVELOPMENT WILL NOT HAVE
ANY NEGATIVE EFFECT ON NEIGHBORHOOD
COMMUNITES.

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

DEVELOPER AGREES TO THIS REQUIREMENT.

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

CIVIL ENGINEERING PLANS DEMONSTRATE ADEQUACY OF UTILITIES, DRAINAGE; PARKING LIGHT ETC.

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

CIVIL ENGINEERING PLANS SHOW PARKING STRIPING PLAN, ALLEYS, PARKING COUNT, TURNING RADII, CONFORMING TO RESPECTIVE INDUSTRY STANDARDS.

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

PROPOSED SITE PLAN, LANDSCAPING PLAN SHOW THAT PROPOSED STRUCTURES AND ALL SITE COMPONENT REQUIREMENTS ARE MET AS REQUIRED.

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

DEVELOPER AGREES TO THIS REQUIREMENT.

FINDINGS OF FACT FOR SPECIAL USES

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

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

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

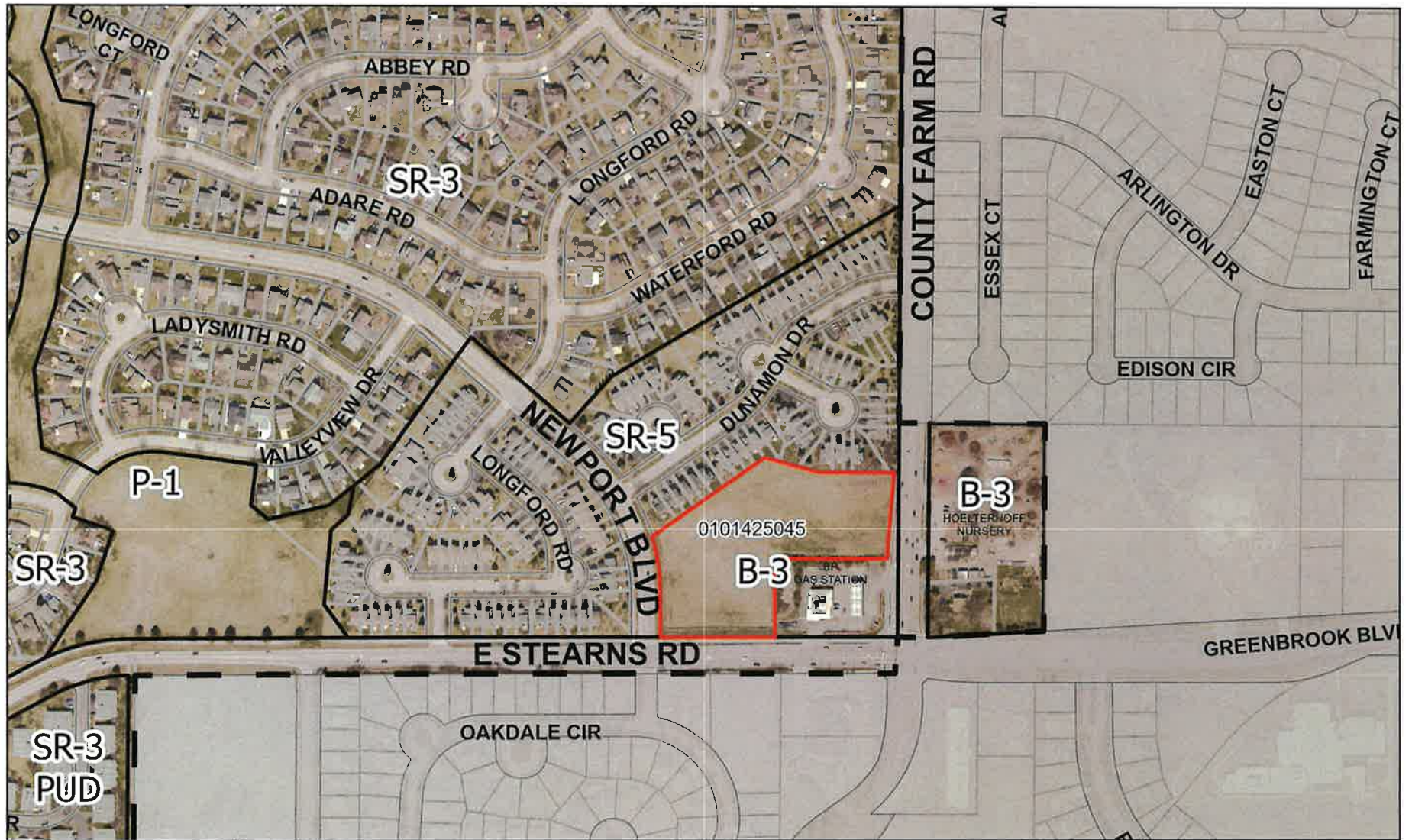
THE DEVELOPMENT WILL BE WITHIN VERY CONVENIENT DISTANCE TO MANY RESIDENTIAL NEIGHBORHOODS FOR RETAIL, DAYCARE AND CAR WASH NEEDS -

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

ALL COMPONENTS OF THE DEVELOPMENT WILL BE DESIGNED TO ENHANCE FAMILY ORIENTED AND WILL NOT HAVE ANY NEGATIVE IMPACT TO THE SURROUNDING NEIGHBORHOODS

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

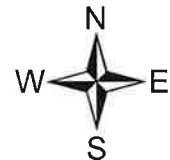
DEVELOPER AGREES TO THIS REQUIREMENT.



ZONING/LOCATION MAP

#21-18 PROMENADE OF BARTLETT
01-01-425-045

2023

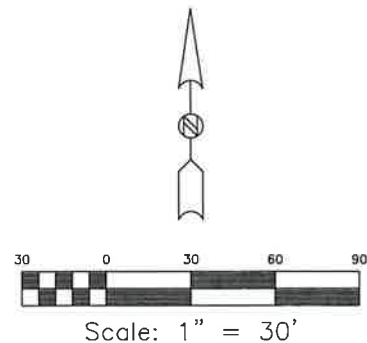


0 90 180 360 US Feet

FINAL PLAT OF HD COMMERCIAL SUBDIVISION P.U.D.

A RESUBDIVISION OF PART OF THE SOUTHWEST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 1,
TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL INDEX NUMBERS
01-01-425-045
DUPAGE COUNTY
BARTLETT, ILLINOIS

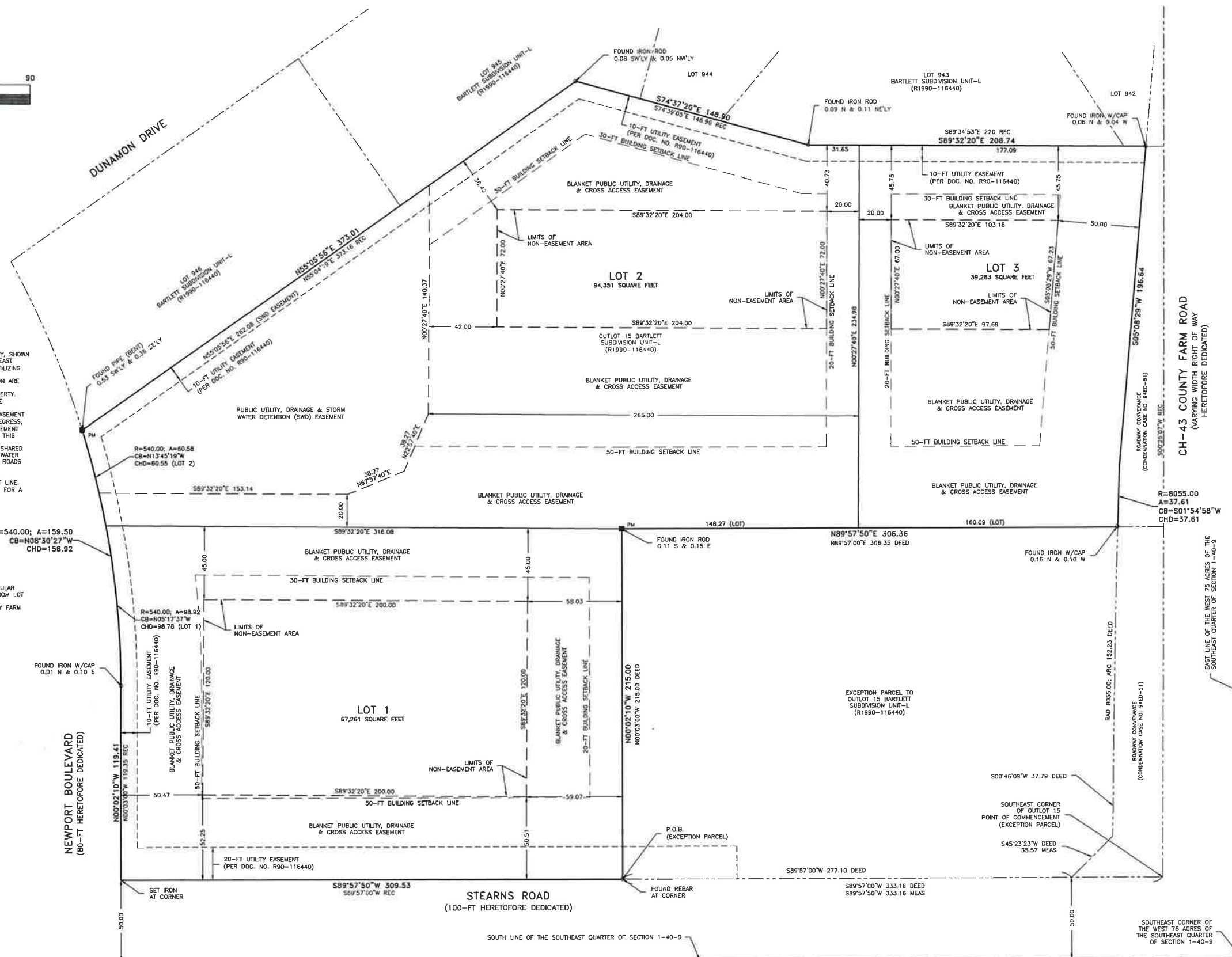


SURVEY NOTES:

1. THE BASIS OF BEARING FOR THE PLAT AND SURVEY, SHOWN HEREON, IS THE STATE PLANE OF ILLINOIS, ZONE EAST (NAD83(2011)), BASED ON GNSS OBSERVATIONS UTILIZING THE TRIMBLE NOW VRS NETWORK.
2. ALL PUBLIC IMPROVEMENTS WITHIN THIS SUBDIVISION ARE HEREBY DEDICATED TO THE PUBLIC.
3. THERE ARE NO WETLANDS LOCATED ON THIS PROPERTY.
4. "R" DENOTES RECORD DISTANCES BASED UPON THE BARTLETT SUBDIVISION UNIT ONE-L.
5. PU&D - DENOTES PUBLIC UTILITY & DRAINAGE EASEMENT BENEFITS THE OWNERS OF LOTS 1 THROUGH 3 IN THIS SUBDIVISION AS WELL AS THE EXCEPTION PARCEL.
6. PU,I,E,&D - DENOTES PUBLIC UTILITY, INGRESS/EGRESS, & DRAINAGE EASEMENT. THE INGRESS/EGRESS EASEMENT BENEFITS THE OWNERS OF LOTS 1 THROUGH 3 IN THIS SUBDIVISION AS WELL AS THE EXCEPTION PARCEL.
7. EACH OWNER OF LOTS 1, 2, AND 3 WILL HAVE A SHARED RESPONSIBILITY FOR MAINTENANCE OF THE STORM WATER DETENTION BASIN AND THE INTERNAL NETWORK OF ROADS AND STREETS.
8. (LOT) - DENOTES A DIMENSION OF A LOT LINE.
9. (ESMT) - DENOTES A DIMENSION OF AN EASEMENT LINE.
10. ■ PM - INDICATES 9/16" IRON SET IN CONCRETE FOR A PERMANENT MONUMENT.

ACCESS NOTES:

1. THERE SHALL BE AT MOST ONE (1) DIRECT VEHICULAR ACCESS POINT TO CH-43 COUNTY FARM ROAD FROM LOT 1, AS DEPICTED HEREON.
2. ALL OTHER VEHICULAR ACCESS TO CH-43 COUNTY FARM ROAD SHALL BE VIA INTERNAL CIRCULATION.

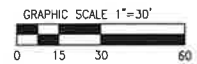
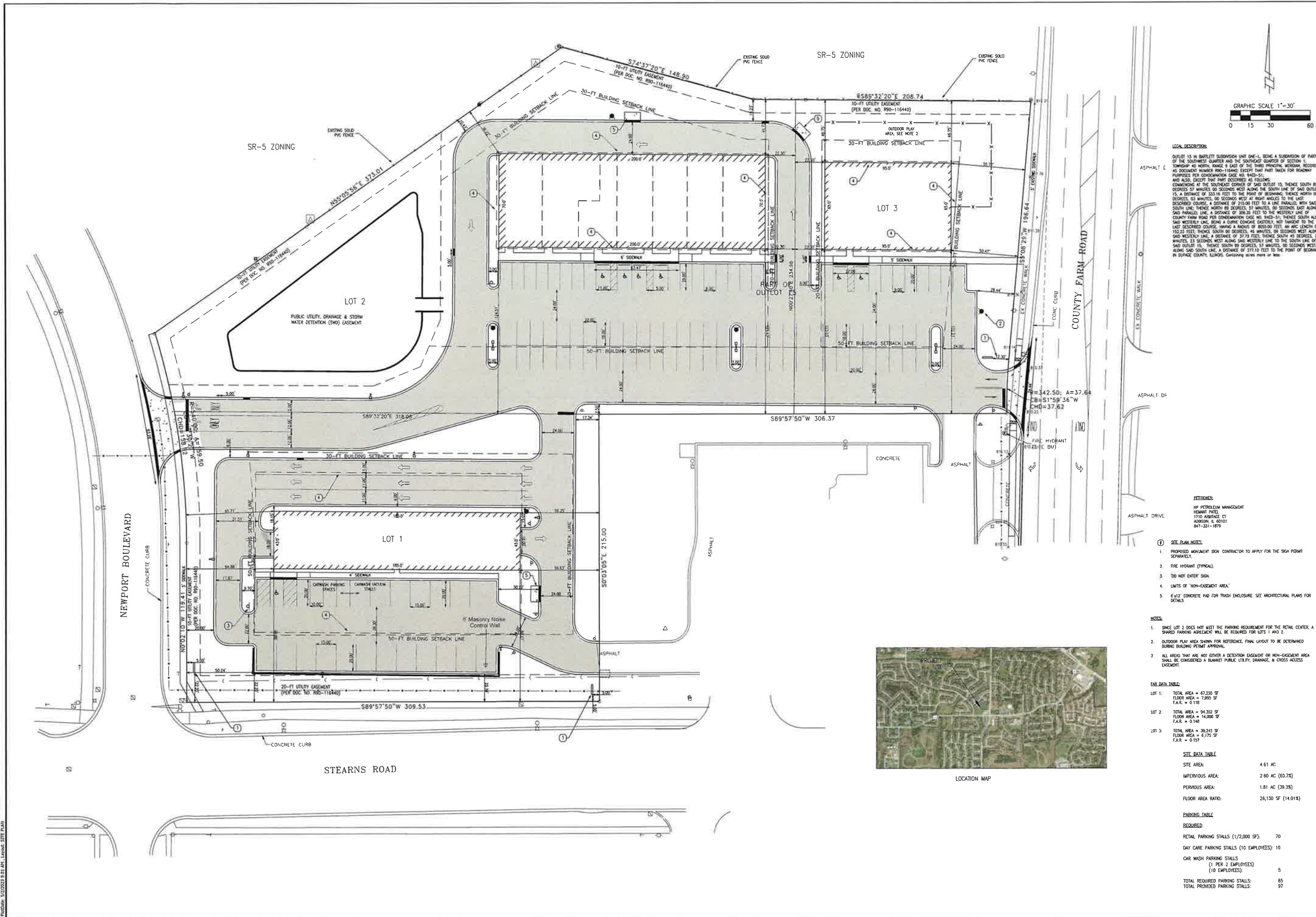


03/16/2023 CP REVISED ON-SITE EASEMENTS
11/30/2022 CP REVISED PER VILLAGE REVIEW
DATE BY REVISION

FINAL PLAT OF
SUBDIVISION
DRAWN BY: CP JOB # GJN20443
CHECKED BY: CP/CT DATE: 10/13/2021

HD COMMERCIAL
SUBDIVISION P.U.D.

GEOTECH INC.
CONSULTING ENGINEERS - LAND SURVEYORS
1207 CEDARWOOD DRIVE CREST HILL, ILLINOIS 60403 815/730-1010



LEGAL DESCRIPTION
 OUTLOT 13 IN BARTLETT SUBDIVISION UNIT ONE-L, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER AND THE SOUTHEAST QUARTER OF SECTION 11, TOWNSHIP 40 NORTH, RANGE 9 EAST OF THE THIRD PRINCIPAL MERIDIAN, RECORDED AS DOCUMENT NUMBER 890-118440, EXCEPT THAT PART THEREOF FOR HIGHWAY PURPOSES PER CONDOMINIUM CASE NO. 9452-51, AND ALSO, EXCEPT THAT PART DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID OUTLOT 13, THENCE SOUTH 89 DEGREES 57 MINUTES 00 SECONDS WEST ALONG THE SOUTH LINE OF SAID OUTLOT 13, A DISTANCE OF 333.18 FEET TO THE POINT OF BEGINNING, THENCE NORTH 00 DEGREES 00 MINUTES 00 SECONDS WEST ALONG THE WESTERLY LINE OF SAID PARCELED LINE, A DISTANCE OF 306.25 FEET TO THE WESTERLY LINE OF COUNTY FARM ROAD PER CONDOMINIUM CASE NO. 9452-51, THENCE SOUTH ALONG SAID WESTERLY LINE, BEING A CURVE CONCRETE EASTWEST, MET TANGENT TO THE EAST DESCRIBED COURSE, HAVING A RADIUS OF 800.00 FEET, AN ARC LENGTH OF 152.23 FEET, THENCE SOUTH 00 DEGREES 00 MINUTES 00 SECONDS WEST ALONG SAID WESTERLY LINE, A DISTANCE OF 37.79 FEET, THENCE SOUTH 45 DEGREES 23 MINUTES 23 SECONDS WEST ALONG SAID WESTERLY LINE TO THE SOUTH LINE OF SAID OUTLOT 13, THENCE SOUTH 89 DEGREES 57 MINUTES 00 SECONDS WEST ALONG SAID SOUTH LINE, A DISTANCE OF 377.10 FEET TO THE POINT OF BEGINNING, IN SURFACE COUNTY, ILLINOIS. Containing acres more or less.

PETITIONER:
 HP PETROLEUM MANAGEMENT
 VERNANT PART
 1710 ASHTABE CT
 ADDON, IL 60101
 847-331-1879

- NOTES:**
- SINCE LOT 2 DOES NOT MEET THE PARKING REQUIREMENT FOR THE RETAIL CENTER, A SHARED PARKING AGREEMENT WILL BE REQUIRED FOR LOTS 1 AND 2.
 - OUTDOOR PLAY AREA SHOWN FOR REFERENCE. FINAL LAYOUT TO BE DETERMINED DURING BUILDING PERMIT APPROVAL.
 - ALL AREAS THAT ARE NOT EITHER A DETENTION EASEMENT OR NON-EASEMENT AREA SHALL BE CONSIDERED A BLANKET PUBLIC UTILITY, DRAINAGE, & CROSS ACCESS EASEMENT.

FAIR DATA TABLE:

LOT	TOTAL AREA	FLOOR AREA	F.A.R.
LOT 1:	67,235 SF	7,995 SF	0.118
LOT 2:	94,332 SF	14,000 SF	0.148
LOT 3:	39,245 SF	6,175 SF	0.157

SITE DATA TABLE

SITE AREA:	4.61 AC
IMPERVIOUS AREA:	2.80 AC (60.7%)
PERVIOUS AREA:	1.81 AC (39.3%)
FLOOR AREA RATIO:	28,130 SF (14.01%)

PARKING TABLE

REQUIREMENT	REQUIREMENT	PROVIDED
RETAIL PARKING STALLS (1/2,000 SF):	70	
DAY CARE PARKING STALLS (10 EMPLOYEES):	10	
CAR WASH PARKING STALLS (1 PER 2 EMPLOYEES) (10 EMPLOYEES):	5	
TOTAL REQUIRED PARKING STALLS:	85	
TOTAL PROVIDED PARKING STALLS:	97	



LOCATION MAP

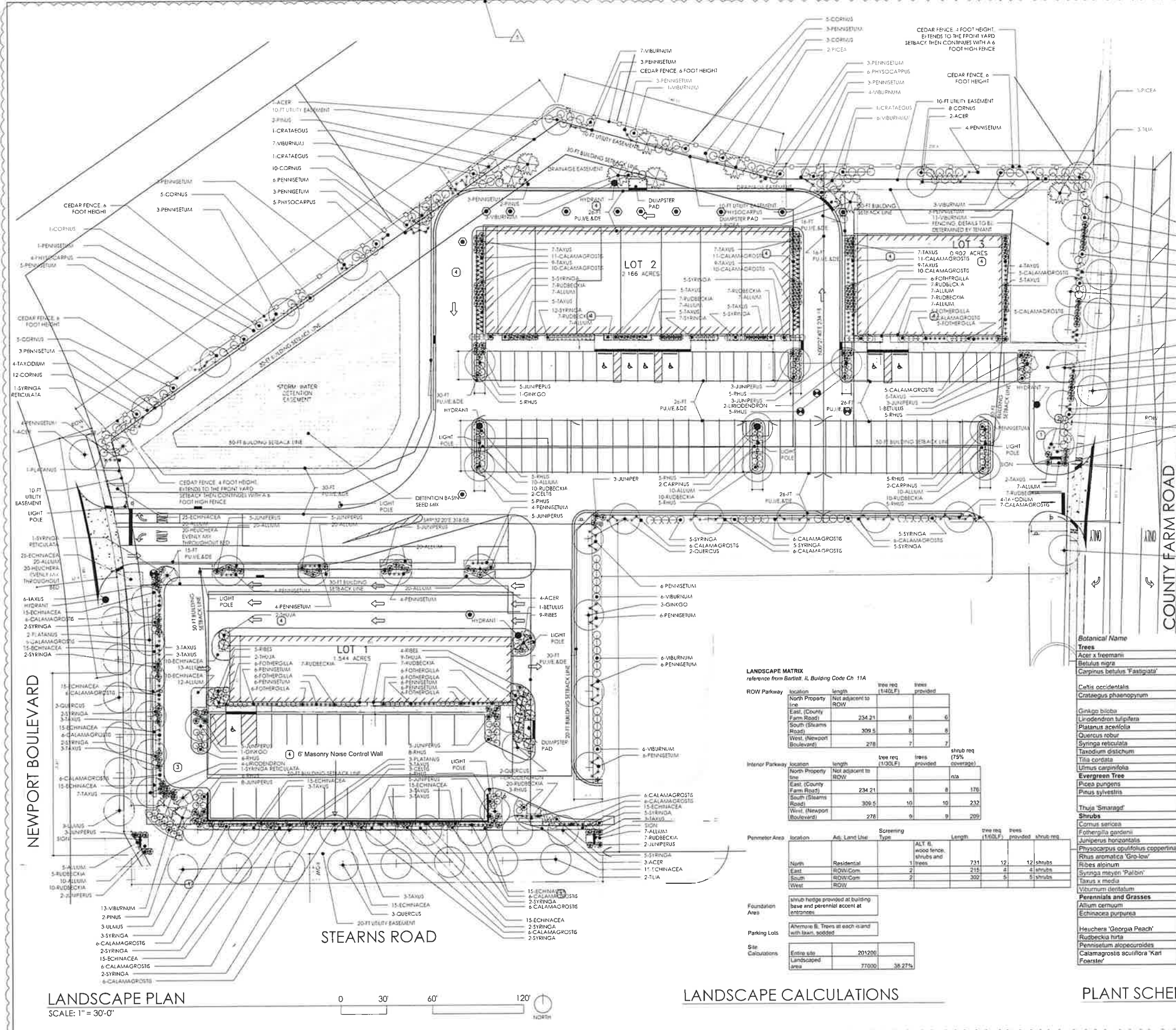
DATE	REVISION
5-2-23	6
3-15-23	5
11-8-22	4
3-9-22	3
1-10-22	2
1-10-22	1

SITE PLAN
 DRAWN BY: NW
 CHECKED BY: TC
 JOB: 20443
 DATE: 9/20/2021

**PROMENADE OF BARTLETT
 BARTLETT, IL 60103**

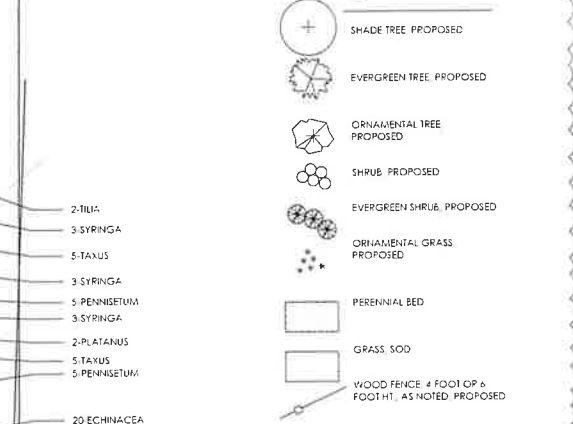
GEOTECH INC.
 CONSULTING ENGINEERS - LAND SURVEYORS
 1207 CEDARWOOD DRIVE CREST HILL, ILLINOIS 60403 815/730-1010

20443



GENERAL NOTES

1. PLAN IS BASED UPON SURVEY PROVIDED BY PROJECT SURVEYOR. REFERENCE SURVEY DOCUMENT FOR ADDITIONAL INFORMATION AND ACCURACY.
2. THE DRAWING HAS BEEN PREPARED BY A LANDSCAPE ARCHITECT, GARY W. LEHMAN, REGISTERED IN THE STATE OF ILLINOIS 157-001193.
3. DETENTION BASIN SEED MIXTURE TO BE COMPLETED USING PRAIRIE MOON NURSERY SEED MIXTURE. APPLY AND MAINTAIN AS DESCRIBED BY A MANUFACTURER. SEE MANUFACTURER FOR COMPLETE DETAILS. ALTERNATE APPROVAL BY OWNER.
4. TREE BRANCHING SHALL START NO LESS THAN SIX FEET (6') ABOVE THE PAVEMENT MEASURED FROM THE LEVEL.
5. TO INSURE VISIBILITY, SHRUBS AND ORNAMENTAL GRASSES SHALL NOT EXCEED A MATURE HEIGHT OF THE (30') ABOVE PAVEMENT ON LANDSCAPE ISLANDS AT THE END OF PARKING ROWS.
6. PLANTING BEDS WILL RECEIVE A SHREDDED HARDWOOD MULCH AT A 3" INCH DEPTH. SEE DETAILS.
7. ALL TREES WILL BE BALLED AND BURLAPPED.
8. PARKWAY TREE LOCATION TO BE DETERMINED BY VILLAGE ARBORIST.
9. SPRINKLER SYSTEM TO BE INSTALLED.



REVISIONS

NO.	DATE	DESCRIPTION
1	05/01/2023	ISSUE FOR PERMITS
2	05/01/2023	REVISED PER COMMENTS
3	05/01/2023	REVISED PER COMMENTS
4	05/01/2023	REVISED PER COMMENTS
5	05/01/2023	REVISED PER COMMENTS

PETITIONER
 Hemant Patel
 HP Petroleum Management
 1710 W. Amridge Court
 Addison, IL 60101
 847.331.1879

PROJECT STAFF

NO.	NAME	DATE
1	GARY W. LEHMAN	05/01/2023
2
3
4
5

LANDSCAPE CALCULATIONS

Location	Adj. Land Use	Screening Type	Length	Tree req. (1:100LF)	Trees provided	Shrub req. (75% coverage)
North Property Line	Residential	1' trees	731	12	12	12 shrubs
East County Farm Road	ROW/Com	2' trees	215	4	4	4 shrubs
South (Stearns Road)	ROW/Com	2' trees	302	5	5	5 shrubs
West (Newport Boulevard)	ROW	2' trees	302	5	5	5 shrubs

Location	Adj. Land Use	Screening Type	Length	Tree req. (1:100LF)	Trees provided	Shrub req.
North Property Line	Not adjacent to ROW	Not applicable	...	...	...	...
East County Farm Road	...	...	234	21	8	176
South (Stearns Road)	...	...	300	5	10	232
West (Newport Boulevard)	...	...	276	9	9	209

Location	Adj. Land Use	Screening Type	Length	Tree req. (1:100LF)	Trees provided	Shrub req.
North Property Line	Not adjacent to ROW	Not applicable
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PLANT SCHEDULE

Botanical Name	Common Name	Qty	Size	Condition	Notes
<i>Acer x freemanii</i>	Autumn Blaze Maple	11	2-1/2" cal	B&B	single straight trunk.
<i>Betula nigra</i>	River Birch	2	8 foot ht.	B&B	single straight trunk.
<i>Carpinus betulus 'Fastigiata'</i>	European Hornbeam	7	2-1/2" cal	B&B	single straight trunk.
<i>Celtis occidentalis</i>	Hackberry	5	2-1/2" cal	B&B	single straight trunk. Prune to not obstruct view of the building.
<i>Crataegus phaenopynum</i>	Washington Hawthorn	3	8 foot ht.	B&B	multi-stemmed, 3 or more trunks.
<i>Ginkgo biloba</i>	Ginkgo	5	2-1/2" cal	B&B	single straight trunk. Prune to not obstruct view of the building.
<i>Liriodendron tulipifera</i>	Tulip Tree	7	2-1/2" cal	B&B	single straight trunk.
<i>Platanus acerifolia</i>	London Plane Tree	11	2-1/2" cal	B&B	single straight trunk.
<i>Quercus robur</i>	English Oak	11	2-1/2" cal	B&B	single straight trunk.
<i>Syringa reticulata</i>	Japanese Tree Lilac	13	2-1/2" cal	B&B	single straight trunk.
<i>Taxodium distichum</i>	Bald Cypress	6	2-1/2" cal	B&B	single straight trunk.
<i>Tilia cordata</i>	Littleleaf Linden	4	2-1/2" cal	B&B	single straight trunk.
<i>Ulmus carpinifolia</i>	Elm	6	2-1/2" cal	B&B	single straight trunk.

Botanical Name	Common Name	Qty	Size	Condition	Notes
<i>Pinus strobus</i>	Colorado Spruce	3	8 foot ht.	B&B	
<i>Pinus sylvestris</i>	White Pine	6	8 foot ht.	B&B	
<i>Thuja 'Smaragd'</i>	Emerald Green Arborvitae	13	8 foot ht.	B&B	

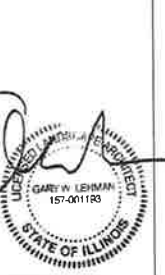
Botanical Name	Common Name	Qty	Size	Condition	Notes
<i>Cornus sericea</i>	Red-twig Dogwood	54	36" height	B&B	
<i>Fothergilla gardenii</i>	Fothergilla	52	24" height	B&B	prune to a hedge form
<i>Juniperus horizontalis</i>	Creeeping Juniper	137	24" height	B&B	evergreen
<i>Physocarpus opulifolius 'copperina'</i>	Ninebark	15	36" height	B&B	
<i>Rhus aromatica 'Gro-low'</i>	Gro-low Sumac	79	24" height	5 gal.	
<i>Ribes alpinum</i>	Alpine Currant	18	36" height	B&B	prune to a hedge form
<i>Syringa meyeri 'Palibin'</i>	Dwarf Korean Lilac	103	36" height	B&B	prune to a hedge form
<i>Taxus x media</i>	Yew	135	36" height	B&B	evergreen, prune to a hedge form
<i>Viburnum dentatum</i>	Arrowwood	73	36" height	B&B	prune to a hedge form

Botanical Name	Common Name	Qty	Size	Condition	Notes
<i>Alliumcernuum</i>	Nodding Wild Onion	253		1 gal.	
<i>Echinacea purpurea</i>	Purple Coneflower	270		1 gal.	
<i>Heuchera 'Georgia Peach'</i>	Georgia Peach Coral Bells	40		1 gal.	
<i>Rudbeckia hirta</i>	Black-eyed Susan	149		1 gal.	
<i>Pennisetum alopecuroides</i>	Fountain Grass	136		5 gal.	
<i>Calamagrostis acutiflora 'Karl Foerster'</i>	Karl Foerster Grass	185		5 gal.	

LANDSCAPE PLAN
 SCALE: 1" = 30'-0"

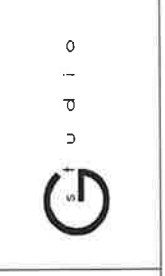
LANDSCAPE CALCULATIONS

PLANT SCHEDULE



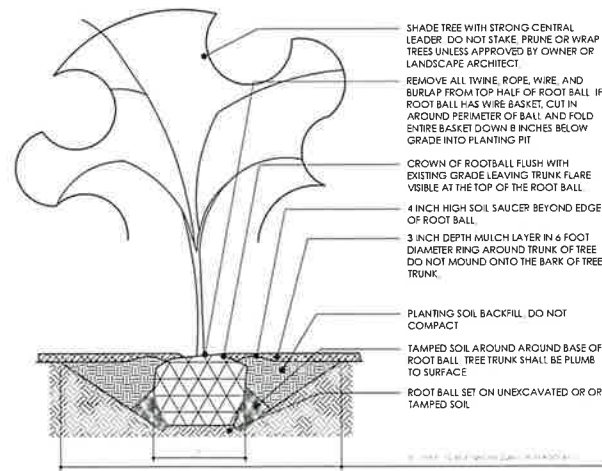
REVISIONS

NO.	DATE	DESCRIPTION
1	05/01/2023	ISSUE FOR PERMITS
2	05/01/2023	REVISED PER COMMENTS
3	05/01/2023	REVISED PER COMMENTS
4	05/01/2023	REVISED PER COMMENTS
5	05/01/2023	REVISED PER COMMENTS



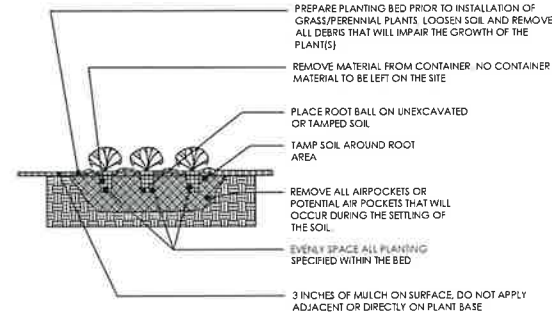
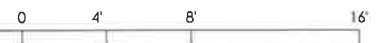
LANDSCAPE PLANS
 PROMENADE OF BARTLETT
 OUTLET 15 BARTLETT SUB UNIT ONE-L
 BARTLETT, IL 60103

PROJECT NO: 20038
ISSUE DATE: MAY 1, 2023
SCALE: SEE DRAWING
SHEET NUMBER: L1



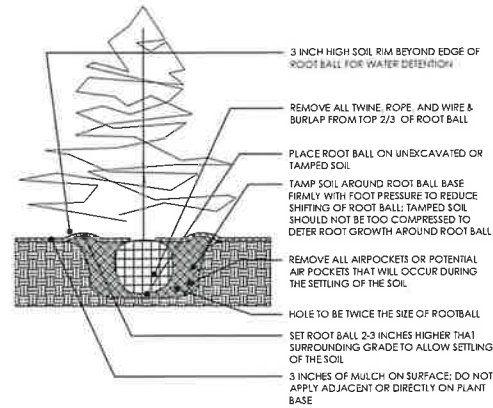
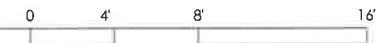
DECIDUOUS TREE DETAIL

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



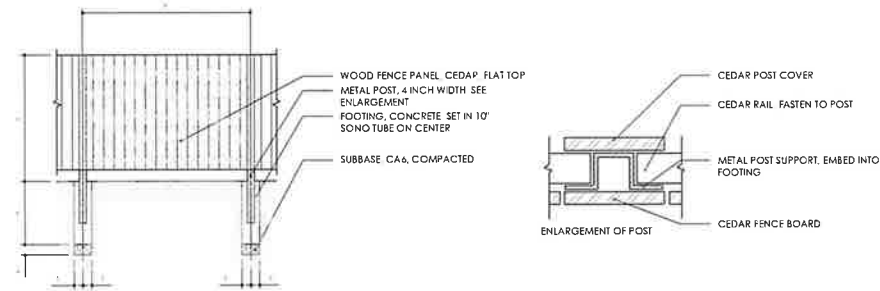
PERENNIAL PLANT DETAIL

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



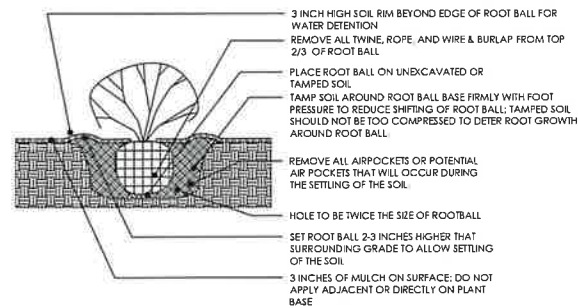
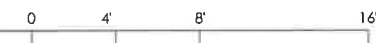
EVERGREEN TREE DETAIL

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



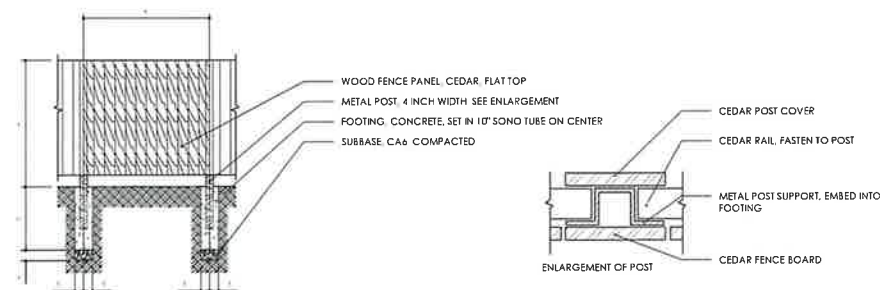
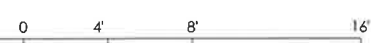
WOOD FENCE, 6'-0" HEIGHT, DETAIL

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



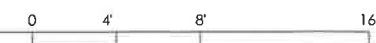
SHRUB DETAIL

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

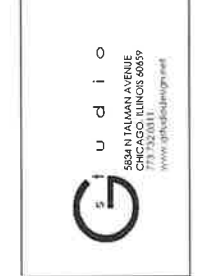


WOOD FENCE, 4'-0" HEIGHT, DETAIL

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



DATE	REVISIONS
11/19/21	1. INITIAL DEVELOPMENT
01/11/22	2. STAKEOUT FOR INSTALLATION
03/09/22	3. STAKEOUT FOR INSTALLATION
09/27/22	4. STAKEOUT FOR INSTALLATION
09/27/22	5. STAKEOUT FOR INSTALLATION



LANDSCAPE PLANS
PROMENADE of BARTLETT
OUTLET 15 BARTLETT SUB UNIT ONE-L
BARTLETT, IL 60103

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PROJECT NO:	20038
ISSUE DATE:	MAY 1, 2023
SCALE:	SEE DRAWING
SHEET NUMBER	L2



RETAIL BUILDING FRONT ELEVATION



CARWASH FRONT ELEVATION



DAYCARE CENTER FRONT ELEVATION

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DWG. TITLE:



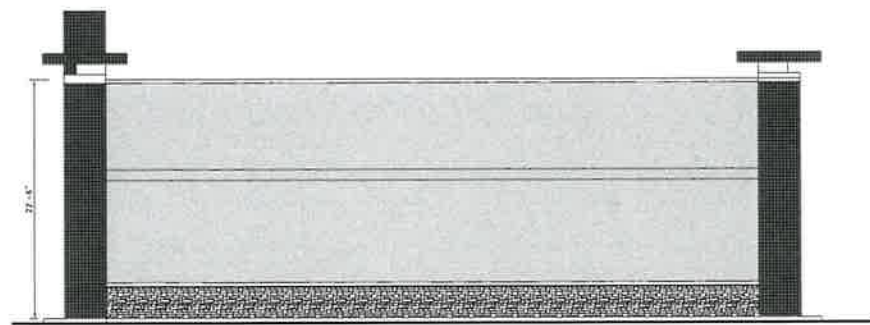
NOVA DESIGN BUILD, INC.
ARCHITECTS ENGINEERS
2044 TECHNY ROAD NORTHBROOK IL, 60062
PHONE NO. (847) 514-0704 / FAX NO. (847) 769-6356

PROPOSED
MIXED-USE DEVELOPMENT
AT
OUTLOT 15 IN BARTLETT SUBDIVISION UNIT ONE-L,
BARTLETT IL 60103

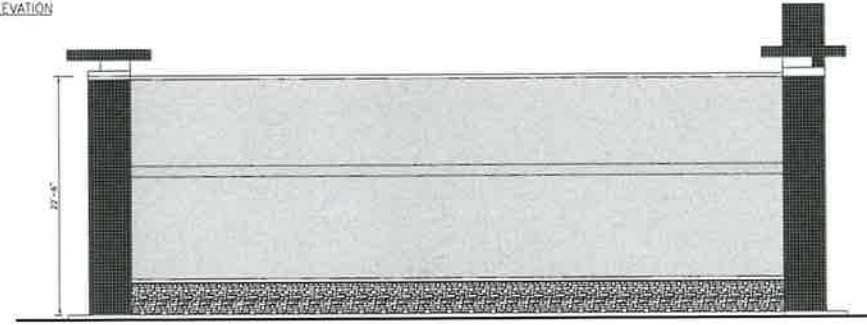
NO.	DATE	REMARKS



1 PROP. SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



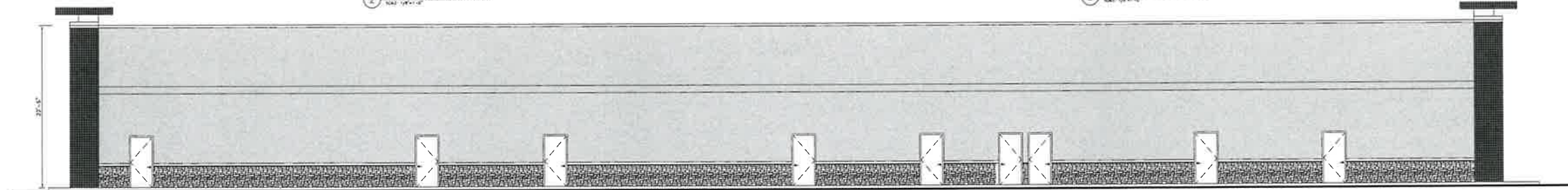
2 PROP. EAST ELEVATION
SCALE: 1/8" = 1'-0"



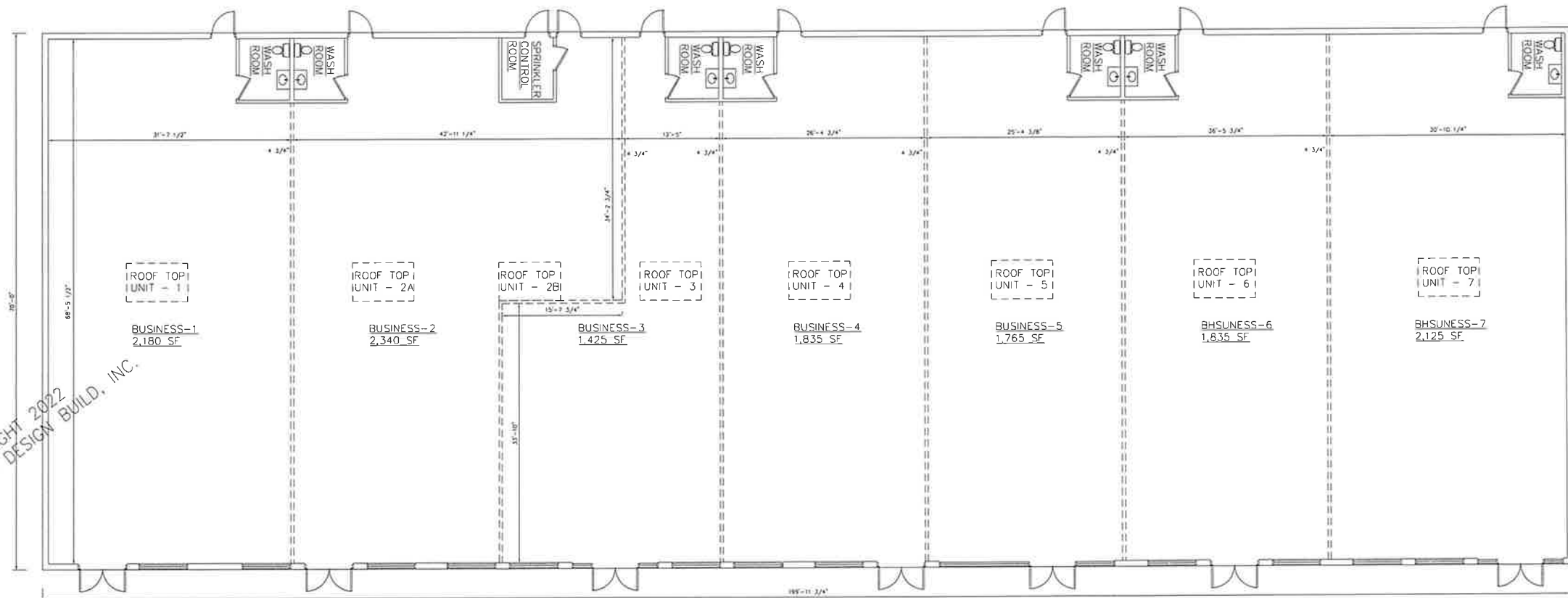
3 PROP. WEST ELEVATION
SCALE: 1/8" = 1'-0"

EXTERIOR MATERIAL LEGEND:

- METALLIC GREY METAL ELEMENTS
- BEIGE STONE MASONRY
- LIGHT GREY E.I.F.S



4 PROP. NORTH ELEVATION
SCALE: 1/8" = 1'-0"



1 PROPOSED FLOOR PLAN
SCALE: 1/8" = 1'-0"

ROOF TOP UNIT - X
PRELIMINARY ROOF TOP UNIT LOCATION - SUBJECT TO CHANGE AS PER MECHANICAL ENGINEERING DESIGN

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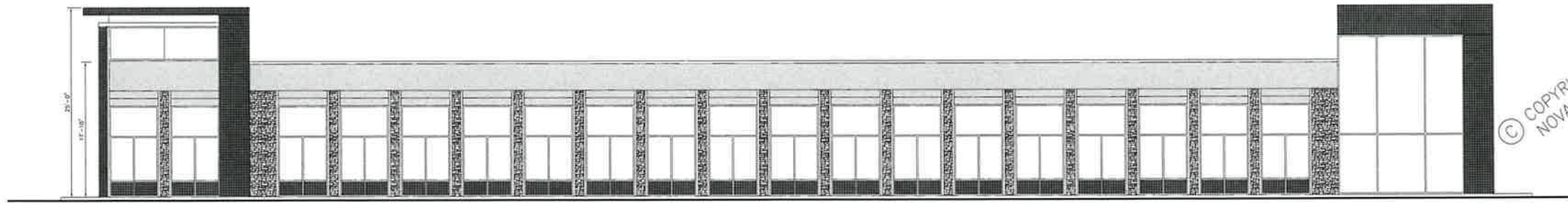
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DWG. TITLE: PROP. RETAIL BUILDING
PROP. EXTERIOR ELEVATIONS



NOVA DESIGN BUILD, INC.
ARCHITECTS ENGINEERS
2044 TECHNY ROAD NORTHBROOK, IL, 60062
PHONE NO. (847) 514 0704 EMAIL: njmodi@gmail.com

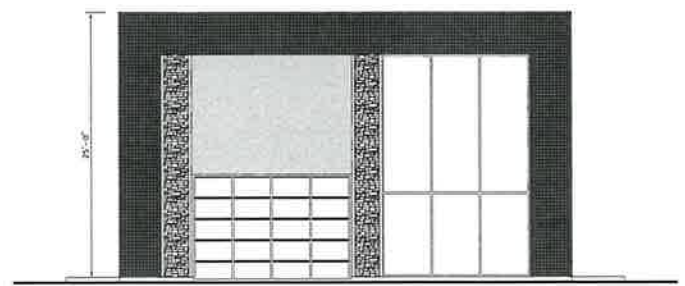
PROPOSED
PROMENADE OF BARTLETT
A MIXED-USE DEVELOPMENT
AT
OUTLOT 15 IN BARTLETT SUBDIVISION UNIT ONE-L,
BARTLETT IL 60103

NO.	DATE	ISSUED FOR ZONING APPROVAL	REMARKS
12-14-22	12-14-22	ISSUED FOR ZONING APPROVAL	

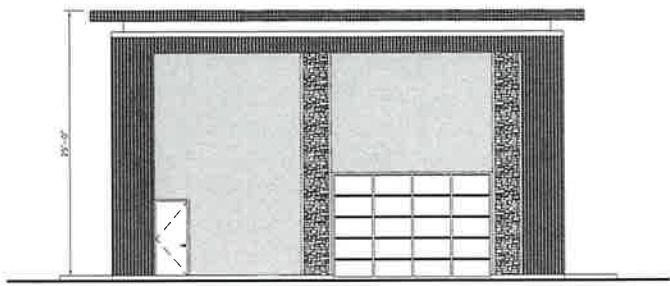


1 PROP. NORTH ELEVATION
SCALE: 1/8"=1'-0"

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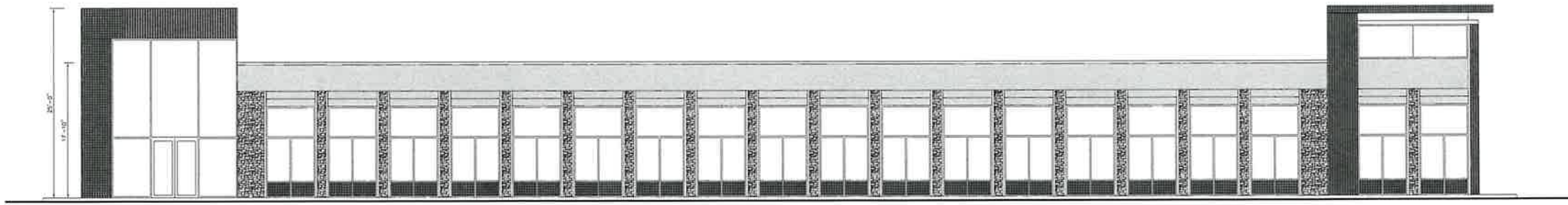
2 PROP. WEST ELEVATION
SCALE: 1/8"=1'-0"



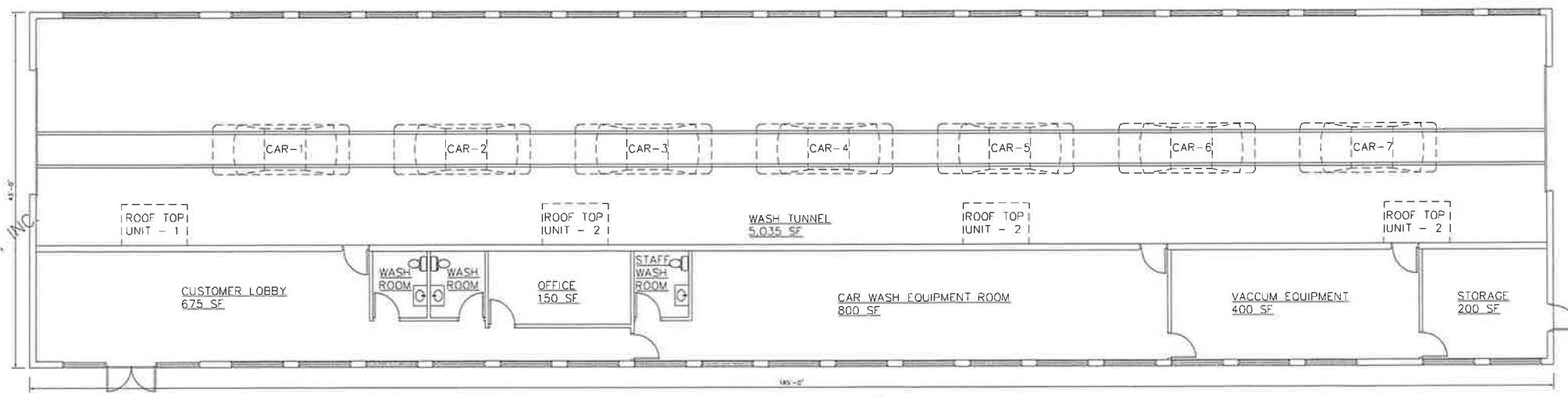
3 PROP. EAST ELEVATION
SCALE: 1/8"=1'-0"

EXTERIOR MATERIAL LEGEND:

- METALLIC GREY METAL ELEMENTS
- BEIGE STONE MASONRY
- LIGHT GREY EIFS



4 PROP. SOUTH ELEVATION
SCALE: 1/8"=1'-0"



5 PROP. FLOOR PLAN
SCALE: 1/8"=1'-0"

ROOF TOP UNIT - X
PRELIMINARY ROOF TOP UNIT LOCATION - SUBJECT TO CHANGE AS PER MECHANICAL ENGINEERING DESIGN

CAR - X
PRELIMINARY LAYOUT SUBJECT TO CHANGE AS PER THE FINAL SELECTION OF CAR WASH EQUIPMENT.

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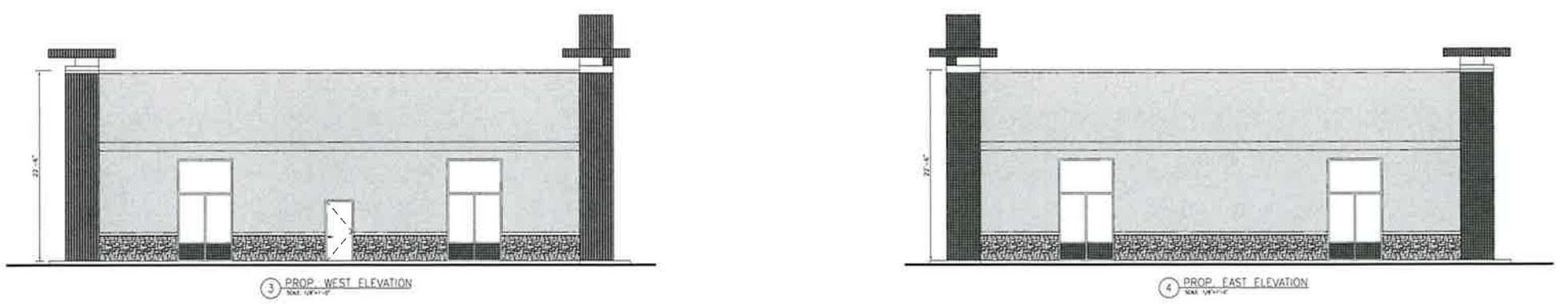
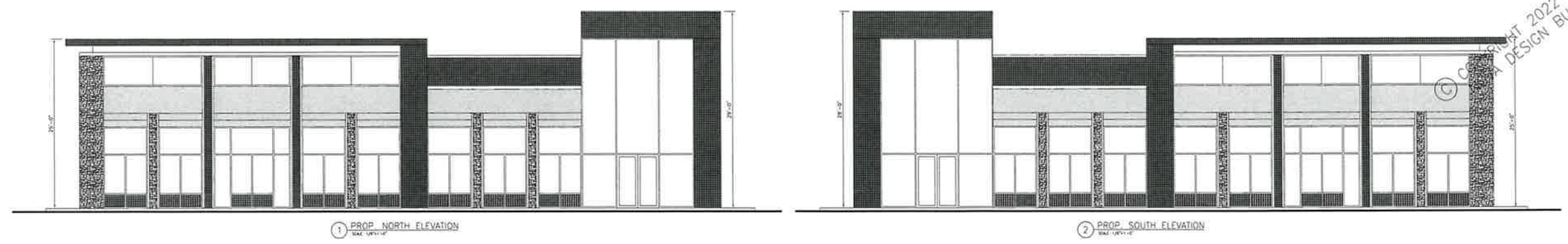
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ARCHITECTS ENGINEERS
2044 TECHNY ROAD NORTHBROOK, IL, 60062
PHONE NO. (847) 514 0704 EMAIL: njmod@gmail.com

PROPOSED
PROMENADE OF BARTLETT
A MIXED-USE DEVELOPMENT
AT
OUTLOT 15 IN BARTLETT SUBDIVISION UNIT ONE-L,
BARTLETT IL 60103

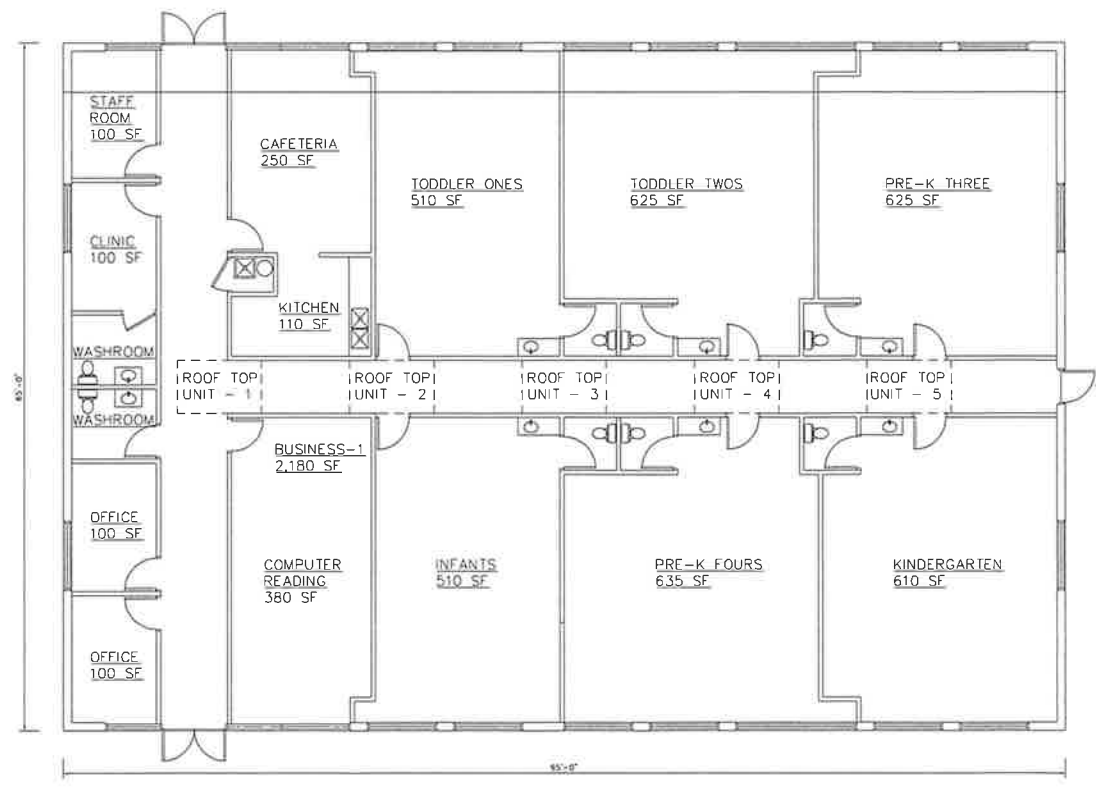
NO.	DATE	ISSUED FOR ZONING APPROVAL	REMARKS
	12-14-22		

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EXTERIOR MATERIAL LEGEND:

- METALLIC GREY METAL ELEMENTS
- BEIGE STONE MASONRY
- LIGHT GREY EIFS



(ROOF TOP) UNIT - X
PRELIMINARY ROOF TOP UNIT LOCATION-SUBJECT TO CHANGE AS PER MECHANICAL ENGINEERING DESIGN

1 PROPOSED FLOOR PLAN
SCALE: 1/8\"/>

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ARCHITECTS ENGINEERS
2044 TECHNY ROAD NORTHBROOK, IL 60062
PHONE NO. (847) 514 0704 EMAIL: njm@novadb.com

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PROPOSED
PROMENADE OF BARTLETT
A MIXED-USE DEVELOPMENT
AT
OUTLOT 15 IN BARTLETT SUBDIVISION UNIT ONE-L,
BARTLETT IL 60103

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NO.	DATE	REMARKS
1	12-14-22	ISSUED FOR ZONING APPROVAL

Daniel Harper

From: Himanshu Modi <hjmodi@gmail.com>
Sent: Friday, July 21, 2023 2:52 PM
To: Daniel Harper
Cc: Hemant Patel; Tom Carroll
Subject: Promenade of Bartlett - Car Wash / Vacuum Noise Control Documents
Attachments: SAFE-NOISE-CHART.pdf; Autovac Liberty Vacuum System.pdf; TUNNEL-CAR-WASH-SPEC-MCWW_V8.pdf; SITE-PLAN-PROMENADE-OF-BARTLETT-rev-6-geometric-plan.pdf

CAUTION

This e-mail originated **outside** of the Village of Bartlett. **DO NOT** click links or open attachments unless you are expecting the email and know the content is safe. If you have any doubt, contact the sender by phone to confirm.

Hi Daniel

Sorry, this is a repeat of the email that was sent earlier (this time it is sent with the title).

Latest technology in the tunnel car wash and vacuum industry has brought the noise control to a substantially lower level from what it used to be.

Noise from the car wash dryers shall not be a concern for the residential properties as the exitside overhead door opening is facing a substantial size detention pond and a gas station building with road intersection on the east.

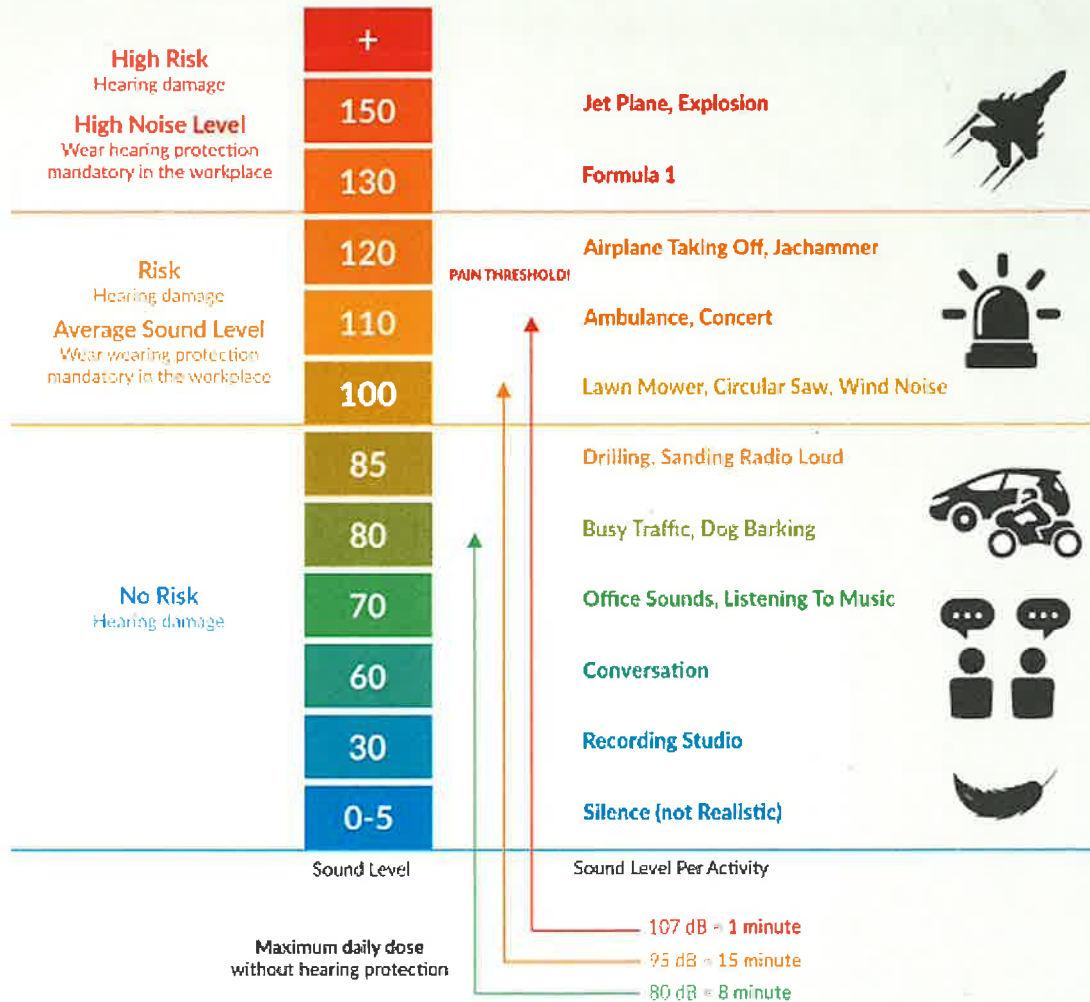
For Noise control from the car vacuum equipment (600 series 74 Decibels at 10') , there is no land available to build landscaping mounds .

However the noise could be reduced to an acceptable level (70 Decibels or less) by building a 6' high wall in the critical area. Attached pl. find the site plan showing the noise controlling wall location and the extent. Also attached pl. find the related specifications of the equipment.

Thanks

HIMANSHU J. MODI
Cell: 847.514.0704
hjmodi@gmail.com

NOISE LEVEL DECIBEL CHART



VACUUM SYSTEMS

AUTOVAC

Industrial
Vacuum & Air Systems

Liberty Vacuum System

Each Liberty Vacuum System combines an AutoVac vacuum producer and an AutoVac filter separator into one convenient package. Choose from nine different Liberty models varying in size to serve between one and 12 simultaneous users.

As your vacuum producer creates suction it pulls air, dirt and debris from the end user's nozzle, through the vacuum hose, and into the lower half of the filter separator. Here, a precisely engineered cone creates a powerful cyclone that guides debris downward into a waste container. The air then passes through a series of filter bags in the upper portion of the filter separator. Only clean dry air returns to the vacuum producer. Combine your Liberty Vacuum with engineered piping, support structures and motor controls to complete your central vacuum system.



Piping and muffler sold separately.

888-628-8682

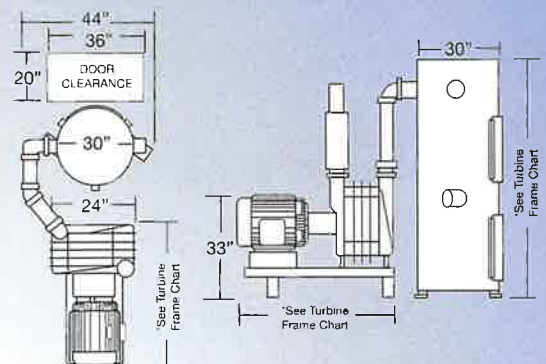
email: sales@auto-vac.com • www.auto-vac.com

Liberty Vacuum System, 400 Series

Standard 3 Phase	Model: Standard Performance, 3600 RPM*					
Total Simultaneous Users 15'x1 1/2" Dia. Vac Hose	HP	Vacuum Frame Dimensions	Weight lbs.	Decibels at 10ft.	Separator Dimensions	Order #
3-4 Users	10HP 3600 RPM	38"	850	70	64"x 30"	114-1032
4-5 Users	15HP 3600 RPM	48"	975	71	64"x 30"	114-1542
5-6 Users	20HP 3600 RPM	48"	1050	72	76"x 30"	114-2052
6-7 Users	25HP 3600 RPM	54"	1200	74	76"x 30"	114-2562

* Please consult your AutoVac sales professional for 50 Hz, 575 volt, and high altitude applications above 3000'. Explosion proof motors available.

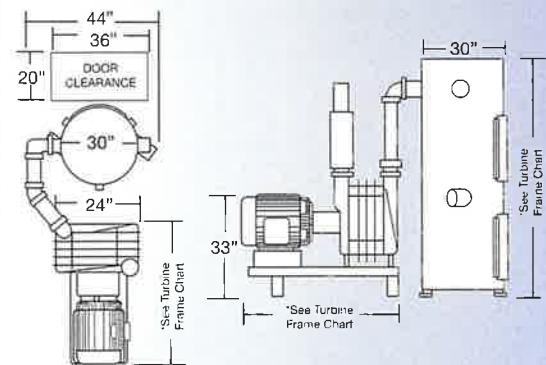
To complete your central vacuum system, combine your Liberty with the appropriate piping, motor controls and support structure.



Liberty Vacuum System, 600 Series

Standard 3 Phase	Model: Standard Performance, 3600 RPM*					
Total Simultaneous Users 15'x1 1/2" Dia. Vac Hose	HP	Frame Dimensions	Weight lbs.	Decibels at 10ft.	Separator Dimensions	Order #
8-10 Users	25HP 3600 RPM	60"	1250	72	76"x 30"	116-2562
10-12 Users	30HP 3600 RPM	64"	1300	74	76"x 30"	116-3072

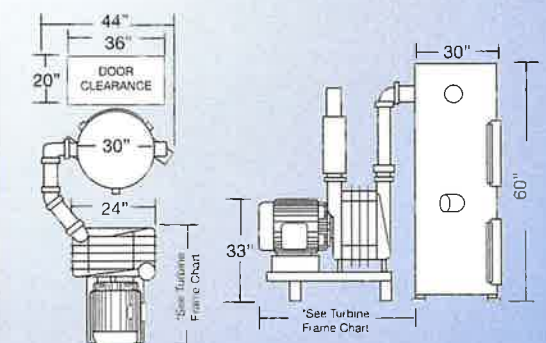
* Please consult your AutoVac sales professional for 50 Hz, 575 volt, and high altitude applications above 3000'. Explosion proof motors available.



Liberty Vacuum System, Direct Drive Series

Standard 3 Phase	Model: Standard Performance, 3600 RPM*					
Total Simultaneous Users 15'x1 1/2" Dia. Vac Hose	HP	Frame Dimensions	Weight lbs.	Decibels at 10ft.	Separator Dimensions	Order #
3-4 Users	10HP 3600 RPM	32"	725	70	60"x 30"	111-1032
4-5 Users	15HP 3600 RPM	35"	750	71	60"x 30"	111-1542
5-6 Users	20HP 3600 RPM	38"	775	72	60"x 30"	111-2052

* Please consult your AutoVac sales professional for 50 Hz, 575 volt, and high altitude applications above 3000'. Explosion proof motors available.



ITEM	DESCRIPTION
1	XD - Roller Conveyor Roller Y - In-Ground Roller Conveyor with UIMAW Roller "Y" Section
2	Auto Doffle Threaded Switch - with Stairless In Ground Frame
3	150' XD Conveyor - Hydraulic - Rear Wheel Push (Choice of X458 or Log Chain)
4	HP Prep Guns - Warner D10 Pump, 9GPM, 7.5HP, 1100PSI High Pressure Pump Station Aluminum Frame - Includes: (2) Spring Holders & (2) Guns
5	Manual Bug & Wheel Prep Applicator System - with 42" Stands and Dilution Station (set of 2)
6	Entrance photo eye set - with integrated relay and universal floor/wall mounting stand
7	LIU - Grand Entry Arch - Left Instructional, Right Package Confirmation, 2 Sets of LED Wall Wash Light Bars, Foam Wall Power Supply, and a K Nozzle Foaming Manifold
8	Wheel & Tire Applicator Set - With Mega Foam Chamber and Color Skinz™
9	Under Carriage/Wash Inhibitor - 8 nozzle manifold with stainless steel cover, floor mounted
10	Accelerator™ Top Wheel - With Color Skinz™ Structure Wrap, Star Foam Wash Material - Electric Drive 1.5HP - with Truck Sensor Package - Includes <i>glowwash</i>
11	Building - 2.0 Wheel Brush - Gray Powder Coated Aluminum Frame, 96" long, Beveled HD PEK sections, brush with fully replaceable 3-1/2" brush sections, alternating 13" and 19" Diameter - Hydraulic Drive - 32GPM @ 200RPM
12	PIK - High Pressure Phoning-Maintaining-Rotating Wheel Master Set - 6 Nozzles per Side, Requires 15HP, 1,000PSI, 18GPM, 1425 HP Pump Station
13	Wrap Mounted Low Riderz™ - bottom driven - Hydraulic Drive - Includes Upgrade to Air Operated Cylinder, In Side Pressure & Retriacts
14	Cross-Over™ Wrap Around Brushes - Color Skinz™ - Electric - Retract, Minor Bump, and License Plate Control Kits - Includes <i>glowwash</i>
15	Arch - Arch 2 - Horizontal Surface Profiling, High Pressure, Clearing and Rinsing - 12 Rotary Nozzles Strategically placed for Best Coverage - With Color Skinz™ - Includes <i>glowwash</i>
16	Miple Foam Strainer - Mount Plate and Stand Set
17	Wrap Mounted High Boys - Full Side Wheel Brushes outfitted to be mounted to Crossover Wraps. Includes Color Skinz Structure Wrap - Hydraulic
18	Cross-Over™ Wrap Around Brushes - Color Skinz™ - Electric - Retract, Minor Bump, and License Plate Control Kits - Includes <i>glowwash</i>
19	Rain Bar - Ceiling Mounted
20	Wheel & Tire Applicator Set - With Mega Foam Chamber and Color Skinz™
21	Suaz™ Arch - Color Skinz Arch Framework - Suaz Head Assembly, Which Includes an Aluminum Framework, Suaz Manifold, Accent Plastic or Backlit Clear Sign Face, LED Multi Color Spot Lights and Controller, and an Air Manifold and Electric Controller - Includes <i>glowwash</i>
22	Accelerator™ Top Wheel - With Color Skinz™ Structure Wrap, Star Foam Wash Material - Electric Drive 1.5HP - Includes <i>glowwash</i>
23	LIU™ Arch - 2 Sets of LED Wall Washer Light Bars, Power Supply, and a Single Foaming Rain Bar
24	Color Skinz™ Triple Manifold Arch - 2 V-Nozzles Manifolds & 1 K-Nozzles Manifold - Includes <i>glowwash</i>
25	Color Skinz™ Single Manifold V-Nozzle Arch - Riser/Wax - Includes <i>glowwash</i>
26	30 HP Air One™ Profiler Dryer - With Energy Gates - Includes <i>glowwash</i>
27	70 HP Air One™ Profiler Dryer - With Energy Gates - Includes <i>glowwash</i>
28	Dry N Shine™ Crossover Wrap - With Ultra-Thin Drying Cloth, Mechanical Application Assembly - Features include: (2) 1.5 HP Drive Motors - Includes <i>glowwash</i>
29	Dry N Shine™ Side Wheels - with Ultra-Thin Drying Cloth, Mechanical Application Assembly - Features include: (2) 1.5 HP Drive Motors - Includes <i>glowwash</i>
30	Dry N Shine™ Top Wheel - with Ultra-Thin Drying Cloth, Features include: 1.5 HP Drive Motor, Mechanical Application Assembly, Roller Over Header Design, Customer Service Confirmation Sign Package, and Double Color Skinz™ Crossbeam and Leg Which Hold Utilities and Glow Lights. - Includes <i>glowwash</i>
31	Spin Shine™ Rotary Tire Glass Application - Conveyor - Powder Coated Gray Aluminum Frame, 9 Foot Long Rotary Applicator Brush with Replaceable Brush Sections and Spindle Shafts, Electric Motor and Gearbox Drive - Includes 10 Gallons of Spin Tire Dressing Chemical
	Accelerator™ System - 4 BAM + 4 BAM with a 20 GPM & 40 GPM Gnomads Pump
	Motor Control Center - Integrated Panel(s) with VFD's, Motor Starters, Soft Starters & Disconnects
	Hydraulic Power Pack System
	Motor City Wash Works Tunnel Controller - 32 Inputs/96 Outputs
	Installation Package

Price Starting At: \$905,867.60



WS150' RWP-DNSW with glowwash



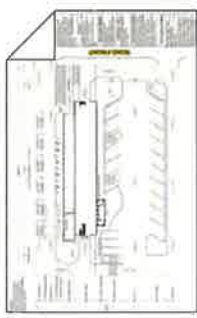
What's included w/ A Motor City Tunnel System?

- All Systems Include:**
- Complete Electrical Drive System
 - Control™ Package with Gen 2
 - Power with VFD's
 - Glowwash™ Package
 - All Installation Materials
- Systems Don't Include:**
- Installation
 - Auto Cashiers or Gates
 - Utility Rack
 - Reclaim System
 - Spot Free (RO) System

Complete Mechanical Drawing Set w/ Site Layout Requirements

Drawings Include:

- Site Layout
- Equipment Layout
- Backroom Equipment Layout
- Conveyor Trench Details
- Electrical Schedules
- Control Electrical Line Diagram
- 1 Phase Electrical Line Diagram
- 3 Phase Electrical Line Diagram
- 120VAC Electrical Line Diagram
- Tunnel Equipment Locations
- Utility Track Layout
- Plumbing Elevation
- Accushel Plumbing Detail
- Underground Chase Details
- Underground Conduit Details
- DBB, Hamilton, & Washly Auto Cashier Drawings Supported
- Underground Reclaim Tank Plumbing



Acoustic Wall Exhibit



Acoustic Wall Exhibit Detail

