

VILLAGE OF BARTLETT
VILLAGE HALL, 228 S. MAIN STREET
COMMITTEE AGENDA
DECEMBER 19, 2023
7:00 P.M.

1. CALL TO ORDER
2. ROLL CALL
3. TOWN HALL: (Note: Three (3) minute time limit per person)
4. STANDING COMMITTEE REPORTS:
 - A. BUILDING AND ZONING COMMITTEE, CHAIRMAN GUNSTEEN
 1. Promenade of Bartlett Mixed Use Development
 - B. PUBLIC WORKS AND GOLF COMMITTEE, CHAIRMAN DEYNE
 1. Public Works Golf Projects
 2. Bartlett Hills Golf Revenue and Operational Analysis
5. ADJOURNMENT



Agenda Item Executive Summary

Item Name Promenade Committee or Board Committee

BUDGET IMPACT

Amount: N/A

Budgeted

N/A

List what fund N/A

EXECUTIVE SUMMARY

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 Zoning District. The petitioner is requesting a **Special Use Permit** to allow a planned unit development and a car wash on Lot 1.

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.

The **Planning and Zoning Commission** held the required public hearing, reviewed the petitioner's request, and **recommended approval** at their meeting on August 3, 2023, with the following additional conditions:

- N. That a sound study be conducted by an acoustical engineer approved by the Planning & Development Director.
- O. That the sound wall be extended along Newport Boulevard to screen the carwash entrance and stacking lanes.
- P. That the car wash hours of operations be limited to 9 a.m. to 7 p.m. Monday through Sunday.

The Committee of the Whole reviewed the P&Z Commission recommendation at their **September 5, 2023** meeting and requested that the petitioner submit a sound study prior to the application being moved forward for a final vote.

The petitioner has hired Acoustic Associates, LTD to perform the sound study which was also reviewed by the Village's environmental consultant, The Deigan Group. Based on the study, the car wash does not require sound walls along Newport Blvd. or Stearns Road if sound absorption materials are installed within the carwash but a sound wall is necessary between the exit of the carwash and the rear of the gas station/Dunkin Donuts to minimize noise levels at the drive-thru speakers and pickup window. Staff has updated their recommendation based on the conditions recommended in the sound study and by the Village's environmental consultant.

ATTACHMENTS (PLEASE LIST)

PDS Memo, minutes of P&Z Commission meeting, location map, plat of subdivision/PUD, revised Site/PUD Plan, acoustical wall exhibit, landscape plan, elevations and floor plans, sound study, November 28, 2023 email from The Deigan Group

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: December 12, 2023

PLANNING & DEVELOPMENT SERVICES MEMORANDUM

23-87

DATE: December 8, 2023
TO: Kristy Stone, PDS Director
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

UPDATE

Based on noise concerns brought during the Planning & Zoning Commission public hearing and the Village Board Committee meeting, the petitioner commissioned a sound study to analyze the projected noise impact of the car wash with the surrounding area. The sound study concluded that if the carwash was constructed with at least 500 square feet of sound absorption materials installed inside the car wash with a minimum of 0.95 NRC (Noise Reduction Coefficient), then the car wash use would not negatively impact the surrounding residential areas and would be within adherence to the State of Illinois noise code (Title 35: Environmental Protection, Subtitle H: Noise, Chapter 1, Pollution control Board, Sections 900-901).

The sound study has suggested that the site include a sound wall located east of the carwash to mitigate noise impacts into the neighboring commercial site to the east. The study stated that the sound wall be:

1. At least 10 feet tall.
2. Approximately 120 feet long.
3. Extend to the ground.
4. Not have any openings
5. Achieve a STC (Sound Transmission Class) of at least 20 db.
6. Must be in the same position as shown on the proposed site plan.

These findings and suggestions were reviewed and approved by the Village of Bartlett environmental consultant.

The applicant has modified the proposed site plan and will modify the landscape plan to include a sound wall to screen the carwash exit from the neighboring commercial property. The updated Site Plan is attached for your review.

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 carwash on Lot 1.
3. The **Site/PUD Plan** identifies a carwash 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.
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 site plan, landscape plan, photometric plans, and engineering plans are currently under review by Staff. The attached sound study has been reviewed by the Village's traffic consultant.

RECOMMENDATION

1. 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. 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.
- K. 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.
 - iv. That the car wash hours of operation be limited to 9 a.m. to 7 p.m. Monday through Sunday.
- L. 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 Planning and Zoning Commission held the required public hearing, reviewed the petitioner's request, and **recommended approval** at their meeting on August 3, 2023, with the following additional conditions:
 - A. That a sound study be conducted by an acoustical engineer approved by the Planning & Development Director.
 - B. That the sound wall be extended along Newport Boulevard to screen the carwash entrance and stacking lanes.
 - C. That the car wash hours of operations be limited to 9 a.m. to 7 p.m. Monday through Sunday.
3. Based on the recommendations of the Village environmental consultant and the sound study submitted by the applicant, staff recommends the following changes to the proposed conditions of this application:
 - A. That the condition requiring a sound wall along Newport Boulevard to screen the carwash entrance and stacking lanes be removed.
 - B. That the car wash be constructed with at least 500 square feet of sound absorption materials installed inside the car wash with a minimum of 0.95 NRC (Noise Reduction Coefficient).
 - C. That a sound wall located east of the carwash be constructed that is at least 10 feet tall, approximately 120 feet long, extends to the ground, does not have any openings, and achieves a STC (Sound Transmission Class) of at least 20 db and must be in the same position as shown on the proposed site plan.
 - D. That a site-specific sound study, conducted by an acoustical engineer approved by the Planning & Development Services Director, using the same receiver points and real-time field sound level measurements as the initial sound study shall be conducted once the car wash is constructed. If allowable residential sound levels are exceeded by the car wash, the operator shall provide additional sound attenuation measures at the facility to bring the facility into compliance with the Village's Excessive Noise Ordinance.

PDS Memo 23-87
December 8, 2023
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The sound study, revised site plan, minutes of the P & Z Commission meeting, and additional background information are attached for your review.

dh/attachments

General - PDS Team\memos 2023\087_Promenade_vbc2.docx



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Planning and Zoning Commission
August 3, 2023

(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

The following exhibits were presented:

Exhibit A – Picture of Sign

Exhibit B – Mail Affidavit

Exhibit C – Notification of Publication

Himanshu Modi of NAV Design Build, 2044 Techny Road, Northbrook, IL came forward on behalf of the petitioner and was sworn in by **M. Werden**. **H. Modi** stated that the proposed project is a mixed-use development that would be developed as 3 separate lots on the 4.61-acre parcel of vacant land on the northeast corner of Newport Boulevard and Stearns Road. The development would be done in stages. Lot 1 would be the location for the proposed carwash, lot 2 is the retail space, and lot 3 would be the daycare center. **M. Hopkins** asked, will these lots all be developed at the same time? **H. Modi** the retail space would be built first, then the carwash, and the daycare center would be the last lot to be developed. We have not selected an operator for the daycare. **B. Bucaro** asked, where will the mechanicals for the vacuum systems be located? **H. Modi** the vacuum mechanics will be located inside the building. **M. Hopkins** would a drive-through be allowed in the retail space? **K. Stone** they would have to come back for approval for a special use for a drive-through, as well as liquor sales, or restaurants serving liquor. **J. Batterman** where will the dumpsters be located? **D. Harper** each lot will have their own dumpster as shown on the proposed site plan. The dumpsters will be located in masonry enclosures with a solid gate. **M. Hopkins** what type of building material will be used for the north elevation? **H. Modi** that will be a masonry veneer near the bottom of the wall with the rest of the façade being gray EIFS above. **M. Hopkins** what type of masonry veneer is used? **H. Modi** the veneer is stone-clad to look like natural stone. **M. Hopkins** how are the RTU's screened? **H. Modi** there are parapet walls up to 4 feet in height. **K. Stone** RTU's are required to be screened when looking at the elevation, not by line of sight. If the parapet walls are not tall enough, additional screening is required per the Building Code. **M. Werden** what types of tenants will be in the center? **H. Modi** they would be small businesses. **J. Miaso** do you have any lease agreements in place? **H. Modi** no, not yet.

M. Hopkins I would like to hear the staff report before we ask any further questions. **D. Harper** as stated in the staff report, the petitioner is proposing to rezone the subject property from B-3 Neighborhood Shopping District to the B-3 PUD District and to subdivide the property into 3 separate lots to develop 3 buildings with shared drainage, detention, and parking. Lot 1 is proposed to be developed as a carwash requiring a special use permit. The carwash has 3 stacking lanes which would accommodate 30 vehicles entering the facility. There would be 19 vacuum spaces and 5 employee parking spaces, which meets the zoning ordinance requirements. The Committee of the Whole had concerns regarding the noise impact of the vacuums to neighboring residential properties. To address these concerns the applicant has 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



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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. Lot 3 is the proposed daycare and 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 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, exceeding the zoning ordinance requirement of 80 spaces. A shared parking agreement must be recorded for Lots 2 and 3. The shared stormwater detention basin is located on Lot 2 at the northwest corner of the site. The proposed landscape plan meets the Village requirements. The petitioner is proposing to install a 6-foot-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.

M. Hopkins asked the petitioner, why did you decide not to include a landscape berm in your plan? **Tom Carroll** of Geotech, Inc, 1207 Crestwood Dr, Crest Hill, IL stated that the reason a berm is not going to be done is because the residential properties currently sheet flow drain onto this property and a berm would create a drainage problem on the residential lots. There is a manhole in the area that collects the storm water from the residential property and this property that would empty into the proposed detention basin.

M. Hopkins has there been a photometric plan turned in for this project? What lighting is proposed on the north elevation of the building? **H. Modi** replied, a photometric plan was submitted and there will be a wall pack located above the rear door for each unit. **K. Stone** stated the landscape plan, photometric plans, and engineering plans are currently under review by Staff. **M. Hopkins** what will the average foot-candle measurement for the site be? **K. Stone** according to the Photometric Plan, the maximum is 7.0 foot-candles located near the center of the site and the overall site average is 2.4 foot-candles. The range varies from 0.0 to 0.2 foot-candles along the north property line which meets the Village's standards at residential property lines. The wall packs on the north elevation would be required to be shielded so that the light source is not visible, the lighting is directed straight down. **M. Hopkins** was there a traffic impact study performed for this site? **D. Harper** responded that a traffic impact study was performed, and the Village's traffic consultant agreed that the existing roadway system had adequate capacity to accommodate the traffic generated by the proposed development.

M. Sarwas asked staff, have you ever received noise complaints from the townhome residents adjacent to the Everclean carwash located on Route 59? **K. Stone** I do not recall receiving any noise complaints for that property.

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



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Taha Ahmed 1127 Longford Road stated, I am concerned about safety and privacy. I have 2 small children and our backyard would be facing the west entrance and exit of this development. Could the fence go all the way to the end of property for privacy? Our HOA built a fence a few years ago and were told it could only be 3 feet tall by the Village and could not be at the corner. Our HOA president could talk about that more, she is here. Why do they get a 6-foot fence on the north side, but we do not? There is a big gap in the fence that the Village said they had to have. **K. Stone** the applicant is not required to provide a fence along Newport Blvd, they are providing the required landscaping within the interior parkway, fences are only required when sharing a property line with a residential lot. Fences are allowed on the corners if they are not within the vision clearance triangle, we did amend the fence regulations a few years ago so fences taller than 3 feet would be allowed along Newport on the townhome properties.

Ron Valenzuela 1247 Dunamon Drive stated, I live northwest of where the daycare center would be located. I am concerned about the traffic on Newport Boulevard. There is a lot of cut-through traffic on Dunamon Drive. It would be dangerous since there is no traffic light and no crosswalk, and there are not any sidewalks on the east side of Newport so crossing is dangerous. I am also concerned about crime and noise. I do not think that a wood fence would be a good sound barrier and would not block the noise or the lights from the traffic. **M. Werden** is there a sidewalk for this project? **D. Harper** a sidewalk will be constructed on the east side of Newport Blvd because this project is a subdivision.

Jackie Blodgett 1224 Dunamon Drive, we have lived in Bartlett for 20 years. Our neighborhood was a nice, quiet community that has seen a lot of changes over the years. Dunamon Drive was a safe place to be, but since the village put up the stop light at the intersection of Stearns and Newport, Dunamon Drive is now a place of accidents and drivers who cut the corner to avoid the light and speed through our neighborhood to get to County Farm Road. We've had several accidents on Newport and Dunamon Drive as well as a driver who missed the curve on Dunamon Drive and took out a tree on the parkway just a few years ago. I invite any member of the Village government to sit in our yard from 6:30-8:30 a.m. to watch all the people turn east on Dunamon Drive headed to County Farm Road. I also invite all of you to come back from 4:30-6:30 p.m., to watch all the cars speed down Dunamon Drive heading west from County Farm Road to Newport, at which time they usually blow through the stop sign to turn right on Newport. In the past we have been in touch with Officer Roger, of the Bartlett Police Department, to have officers stationed on Dunamon Drive to enforce the 25 miles per hour speed limit as well as radar speed display to alert drivers to how fast they are driving, none of these deterrents have had any effect on traffic on Dunamon Drive. Now, Mr. Patel wants to build a giant carwash and retail space next to our homes with an exit between Stearns Road and Dunamon Drive. This will turn our neighborhood into a disaster with a lot more traffic turning onto Dunamon Drive. Has a noise report been done yet by an outside independent consulting company? As of the last meeting, it had not been done. Also, the application Mr. Patel submitted states a fence between the property and our townhomes of only 6 feet, I am 5'11" so that means the fence would be pretty much as tall as I am. The proposal shows a huge carwash with 3 lanes to wash 6 cars at a time. Has a traffic study been done? How many cars per hour at peak times does Mr. Patel anticipate? What are the peak times and days? Why do we need a carwash here? A carwash was not the intended use for this property. There are 3 carwashes within a 2-mile radius of this property at Jewel, Everclean, and Extreme Carwash in Streamwood. There are too many questions about this plan; the noise, the traffic, the



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impact on the residential community surrounding this property. I urge the trustees not to allow this plan for a giant carwash to move forward and uphold the Village's mission statement: "The Village of Bartlett is committed to preserving the high quality of life enjoyed by our residents, providing fiscally sound, responsive municipal services and delivering those services in a professional matter with a high degree of integrity." A giant carwash does not preserve the high quality of life we currently enjoy. As a member of the HOA for the Townhomes of Country Place, I think I can speak for our homeowners, no carwash in our neighborhood. **D. Harper** the applicant has not submitted a sound study, he did provide the specifications for the vacuums, and we conditioned that a sound study be completed. **K. Stone** there was a traffic study conducted by the petitioner that was subsequently reviewed by the Village Traffic Engineer. The Village Traffic Engineer approved the petitioner's study. Officer Roger has retired and Sergeant Simone is currently in charge of traffic control. The Village does take safety very seriously and residents' concerns about traffic are a high priority. I will share the traffic concerns that many of you are sharing about Dunamon Drive with the Police Department tomorrow.

Remie Baranowski 1201 Dunamon Drive stated, I am concerned about the garbage dumpsters backing up to my backyard and the traffic. I live on the corner of Dunamon and Newport. There was a very bad accident recently and a car rolled over. A tree in my front yard has been hit by a speeding car on Newport, as well. Drivers cut through and speed there already and this would make that worse. Additionally, privacy is an issue with this development. The townhomes on Dunamon are higher than the proposed site, so a six-foot fence would still allow passersby to see us through our windows. The backs of our homes have 2-story windows, it's like an aquarium. The barrier separating the commercial uses from residential should be much taller to give us privacy. I walk back there with my dog and sit on my patio, and I don't think the dumpsters should be this close to my house. The Village shouldn't allow this in our neighborhood.

Nicholas Grinvalds 1221 Dunamon Drive said, I live on the corner and think that there should be a better fence there for privacy. A daycare is okay as many young, growing families live nearby. I am okay with the daycare. The HOA put up a vinyl fence so why aren't they installing a vinyl fence, why are there 2 fences? **K. Stone** the commercial development is required to install a solid 6-foot-tall fence which they show on their plans. The Zoning Ordinance does not require a specific type of fence material, it is up to the petitioner. The townhomes are not required to have a fence so in the event the townhomes' fence is removed, the commercial property will still be required to maintain one on their property.

Alvin Gutierrez 1129 Longford Road stated, I am a current educator here in the second largest school district in Illinois, District U-46. I am also a newer resident of Bartlett. I have lived here for about 2 years only. While I may not be able to answer logistical questions about the residential overlook of Bartlett itself, I am up here today to express great concern in regard to the installation of this recent carwash proposal. As an educator myself, the safety of children especially, everyday bikers, and morning walkers strolling along the north side of Longford Road is a major concern and one that cannot be overlooked. With every decision that the Board makes, I ask that we consider the health and safety of our children. As a matter of fact, according to the Erie County Environment and Planning Committee, many soaps contain chemicals that harm fish and degrade water quality. When you wash your car, the soap together with the dirt, grime, grease, and oil washes from your car and flows into nearby storm



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drains. These can run directly into lakes, rivers, or streams keeping in mind the ponds and lakes and nearby residential areas. Some soaps may also contain phosphates, which can cause excess algae to grow in local waterways. Algae looks bad, smells bad, and harms water quality. As algae decay, the process uses up oxygen in the water that fish need to survive. This said, not only are Bartlett residents affected, but the ecosystems of the natural environment too. I was able to find 9 car washes within a 5-7-mile radius from where we live. That means that residents and even non-residents can drive to a car wash that is at least 6-8 minutes away. So why a car wash? As my fellow neighbor Mr. Ahmed stated, with every decision, consider the safety and privacy of our families, friends and new residents of Bartlett, which by the way, may not be as appealing to new-homeowners and new Bartlett residents like myself. We need to carefully and cautiously consider the protection and privacy for our families. Let us say we establish a carwash on that commercial property, rather than waking up every morning to the beautiful sunrise or watching the sun set with your loved ones, you are telling me that we have to get up to the industrial view of cars washing dirt and listening to the sound of grumbling cars. With all this in mind and many more, I am certain that the least we can make a request for is a fence with height that will provide the nearby residents with more privacy. What are the hours for the carwash? **H. Modi** the hours will be 9am-7pm every day. **B. Bucaro** the wastewater created by the carwash would be processed and would not enter the sewer system. **H. Modi** correct, the wastewater would be processed per EPA standards that we will follow and would not enter the sewer system untreated.

Randy Depakokibo 1207 Dunamon Drive said, I am worried about the noise from the vacuums at the carwash and the noise from the customers' car stereos. My backyard would face this carwash and I think there would be noise from the loud car stereos. People leave their doors open when they are vacuuming, and we will hear the bass. I am also concerned that there would be chemicals coming from the carwash and there are a lot of people around that would be affected by that. Traffic needs to be addressed. It is already unsafe at Newport and Dunamon.

Miller Gutierrez 1129 Longford Road, I don't want to repeat the concerns about traffic and noise, but I share those concerns. Whose idea was it to put a carwash here? **K. Stone** the petitioner and the owner of the property submitted an application, which we review against the code of ordinances. The Zoning Ordinance outlines what uses are allowed in each zoning district. **M. Hopkins** this property has been zoned commercial since 1978 and the carwash is an allowed special use. **B. Bucaro** asked, what type of carwash will be this be? **H. Modi** this would be a fully automated carwash. I am willing to extend the sound wall on the west side of the carwash to screen it from the townhomes across Newport Boulevard.

Rob Meyer 1224 Dunamon Drive asked, was there a traffic study done for this development? Would the traffic enter and exit in both directions? Where will trash be located? **M. Hopkins** this property has been zoned commercial since 1978. Traffic would be able to access the site from County Farm, Stearns, and Newport Road. You can look at the aerial and see that the gas station provided connections to this site. The applicant is providing one access on Newport Blvd equally between Stearns Rd and Dunamon Drive, sharing the existing access on Stearns Rd with the gas station and moving the existing access on County Farm Road further away from the intersection. **M. Werden** the traffic on Dunamon Drive is an existing condition and is a separate matter from the application before this Commission. **D. Harper** each building has its own dumpster enclosure as



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shown on the site plan. **J. Blodgett** asked, what type of doors would the carwash have? I am concerned about noise from the automatic doors and jet dryers usually positioned at the end of automatic carwashes. **H. Modi** the blowers are situated on the far east side of the building facing the gas station. **B. Bucaro** the carwash tenant would be required to perform a sound study once they are in operation to verify that they are in compliance with the code. **J. Blodgett** our fence contractor said they could only install a 3-foot fence. Will the Village pay for a taller one now that the codes are changed? **K. Stone** that would be the responsibility of the homeowners' association.

M. Hopkins thanked those present for coming to the meeting, voicing their concerns, and for being civil and respectful tonight. The Planning & Zoning Commission is an advisory commission with the purpose of reviewing development applications for compliance with the Village's Zoning Ordinance. We do not set policy. We listen to the concerns voiced and make a recommendation based on the application and staff report, but are limited as to what conditions we can add. The recommendation that we make tonight will be forwarded to the Village Board for their consideration and a final vote. This is not a final decision tonight.

M. Hopkins made a motion to add the following **conditions to staff's recommendation:**

Amend Condition J. to add that a sound study shall be conducted by an acoustical engineer approved by the Planning & Development Services Director, Condition L that the petitioner will extend the sound wall along Newport Boulevard to screen the carwash entrance and stacking lanes and Condition M. the hours of operation for the carwash are limited to 9 am to 7 pm Monday through Sunday.

Motioned by: M. Hopkins
Seconded by: B. Bucaro

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

Roll Call

**Ayes: B. Bucaro, M. Hopkins, J. Kapadoukakis, G. Koziol, J. Miaso, M. Sarwas,
J. Battermann, M. Werden**
Nays: C. Deveaux

The motion carried.



Village of Bartlett
Planning and Zoning Commission
August 3, 2023

M. Hopkins made a **positive recommendation** to the Village Board to approve case **(Case #21-18) Promenade of Bartlett Mixed Use Development** for a Final Plat of Subdivision/PUD, rezoning from B-3 to B-3 PUD, Special Use Permits for Planned Unit Development and carwash, and Site/PUD Plan subject to the conditions as amended and findings of fact outlined in the staff report.

Motioned by: M. Hopkins
Seconded by: B. Bucaro

Roll Call

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

The motion carried.

RECEIVED

NOV 2 2021

PLANNING & DEVELOPMENT
VILLAGE OF
BARTLETT

HEMANT PATEL
HP PETROLEUM MANAGEMENT
1710 W ARMITAGE CT, ADDISON, IL 60101.
P: 847-331-1879 F: 847-220-9214 E: babla33@hotmail.com

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 20 2021

PLANNING & ZONING DEPARTMENT
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: _____ Phone Number: _____

Preferred Method to be contacted: See Dropdown email.

PROPERTY OWNER INFORMATION

Name: HEMANT PATEL

Street Address: _____

City, State: _____ Zip Code: _____

Phone Number: _____

OWNER'S SIGNATURE: H Patel Date: 9/16/21
 (OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

ACTION REQUESTED (Please check all that apply)

- Annexation
- PUD (preliminary)
- PUD (final)
- Subdivision (preliminary)
- Subdivision (final)
- Site Plan (please describe use: commercial, industrial, square footage) RETAIL 14,000 SF
DAYCARE 6,175 SF, CAR WASH - 7,955 SF
- Unified Business Center Sign Plan NA
- 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)

Acreage: 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

GEOTECH, 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, ALISES, 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
 01-01-433-048
 DUPAGE COUNTY
 BARTLETT, ILLINOIS

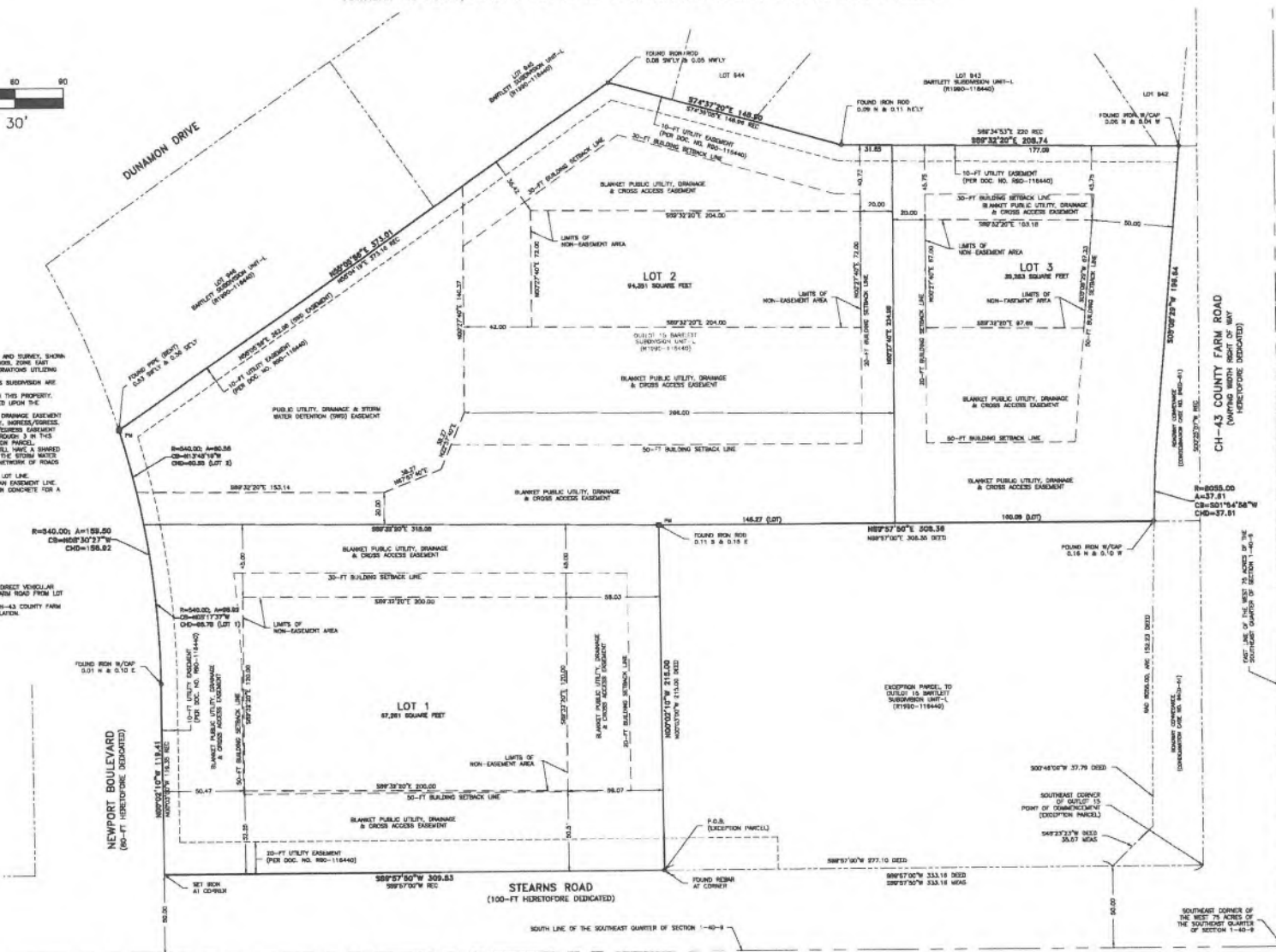
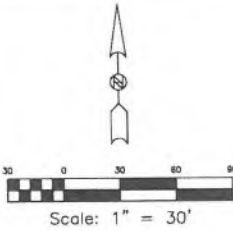
APPROVED BY:
 DATE:
 REVISION:

FINAL PLAT OF
 SUBDIVISION
 DRAWN BY:
 JOB #
 DATE:
 CHECKED BY: 07/07

HD COMMERCIAL
 SUBDIVISION P.U.D.

GEOTECH INC.
 CONSULTING ENGINEERS - LAND SURVEYORS
 1307 CEDARWOOD DRIVE CREST HILL, ILLINOIS 60403 815/730-1010

1



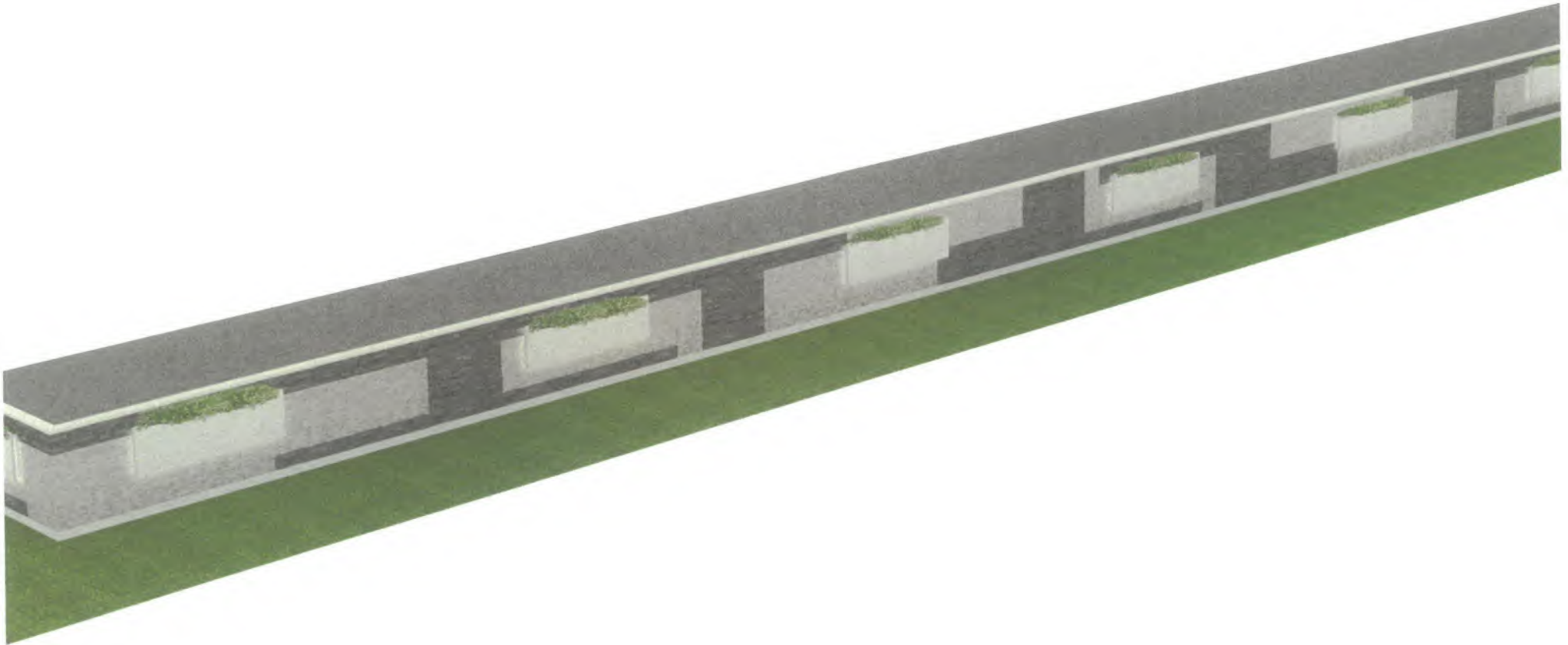
SURVEY NOTES:

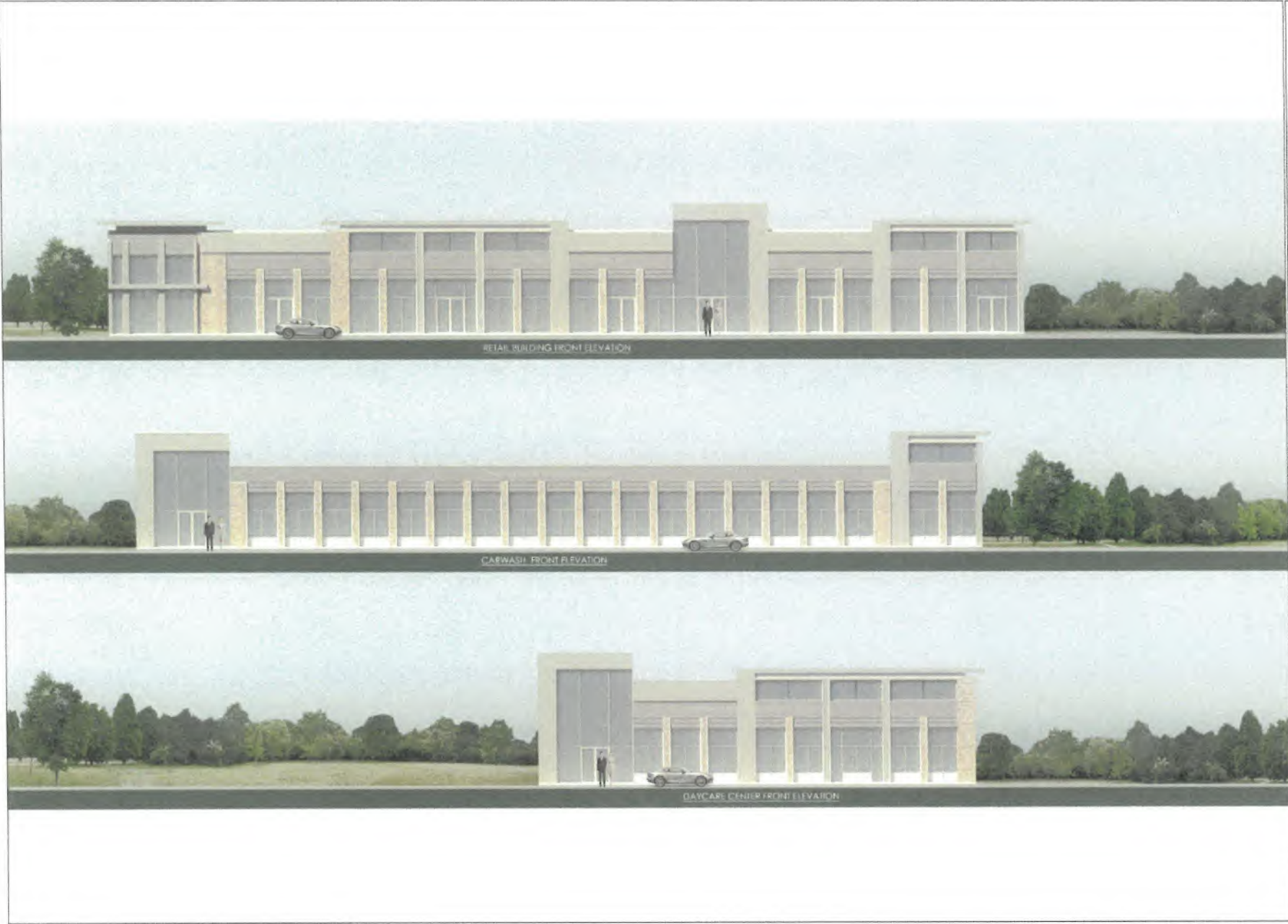
1. THE BASE OF FINISH FOR THE PLAT AND SURVEY, SHOWN HEREON, IS THE STATE PLANE OF ILLINOIS ZONE (GAST UNADJUSTED) (1), BASED ON EPOCH OBSERVATIONS UTILIZING THE TRIMBLE SOW VMS NETWORK.
2. ALL PUBLIC IMPROVEMENTS LOCATED ON THIS SUBDIVISION ARE HEREBY DEDICATED TO THE PUBLIC.
3. THERE ARE NO RELEASES LOCATED ON THIS PROPERTY.
4. NO EASEMENTS OR DISTURBANCES EXIST UPON THE PLAT.
5. PUBLIC UTILITY DRAINAGE LINE (PER DOC. NO. 890-118440) & DRAINAGE EASEMENT.
6. PUBLIC UTILITY DRAINAGE LINE (PER DOC. NO. 890-118440) & DRAINAGE EASEMENT.
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. (LPT) - DENOTES A DIMENSION OF A LOT LINE.
9. (LMS) - DENOTES A DIMENSION OF AN EASEMENT LINE.
10. (S.P.M.) - DENOTES 5/16" BIRM 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.

Acoustic Wall Exhibit





RETAIL BUILDING FRONT ELEVATION

CARWASH FRONT ELEVATION

DAYCARE CENTER FRONT ELEVATION

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 ARCHITECTS & ENGINEERS
 2044 TECHNICAL ROAD NORTHBROOK, ILL. 60062
 PHONE: (630) 574-3134 FAX: (630) 584-0348

NOVA DESIGN BUILD, INC.
 ARCHITECTS & ENGINEERS
 2044 TECHNICAL ROAD NORTHBROOK, ILL. 60062
 PHONE: (630) 574-3134 FAX: (630) 584-0348

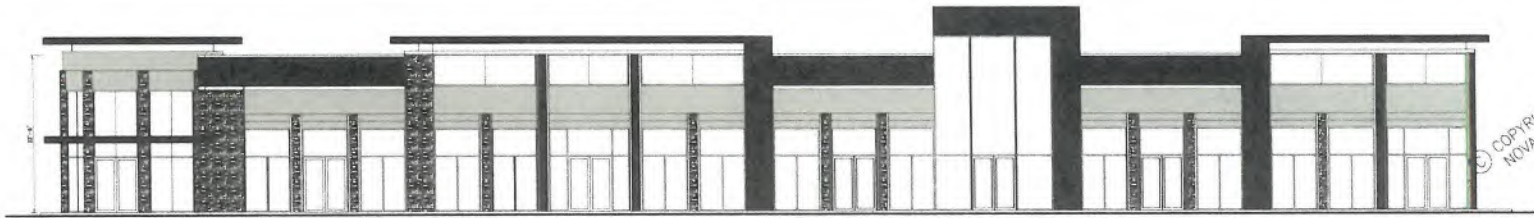
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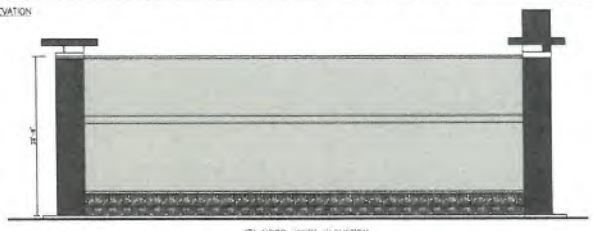
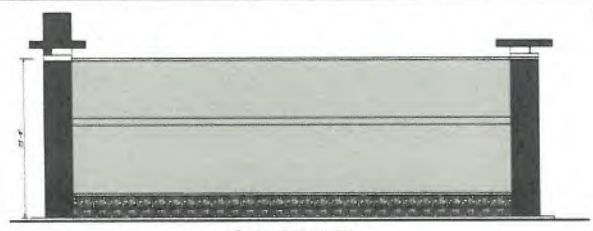
PROPOSED
 MIXED-USE DEVELOPMENT
 AT
 OUTLOT 15 IN BARTLETT SUBDIVISION UNIT ONE L,
 BARTLETT IL 60103

NO.	DATE	REMARKS

DWG. TITLE

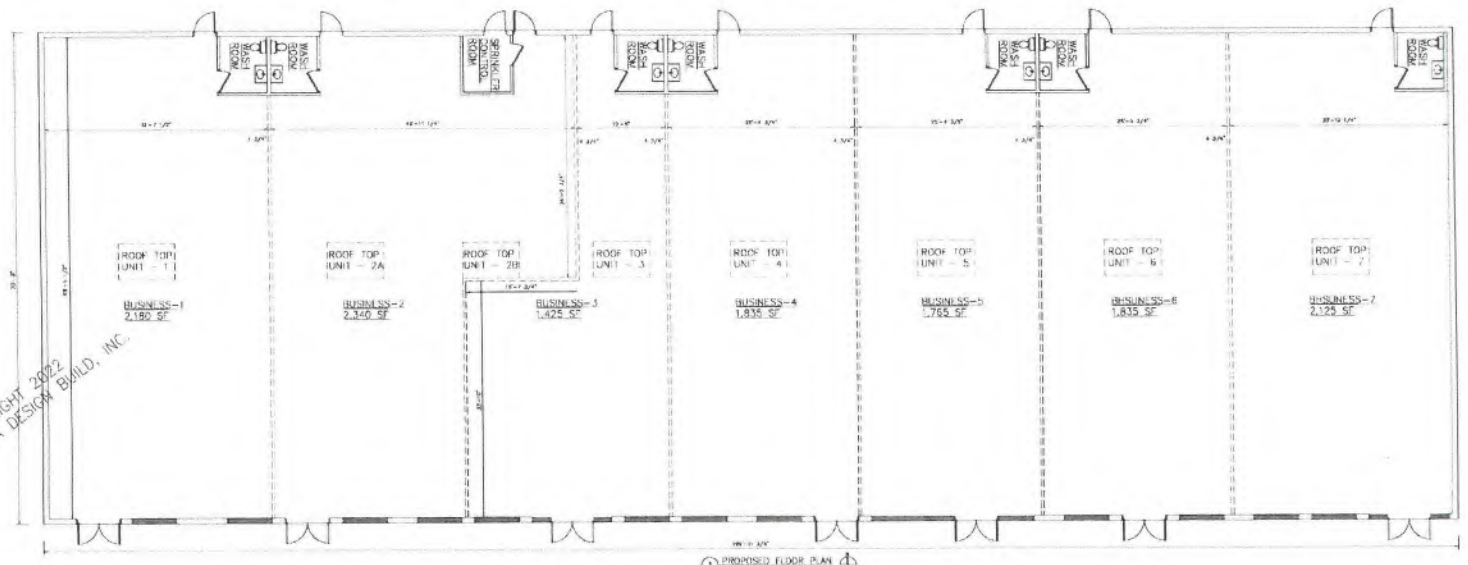
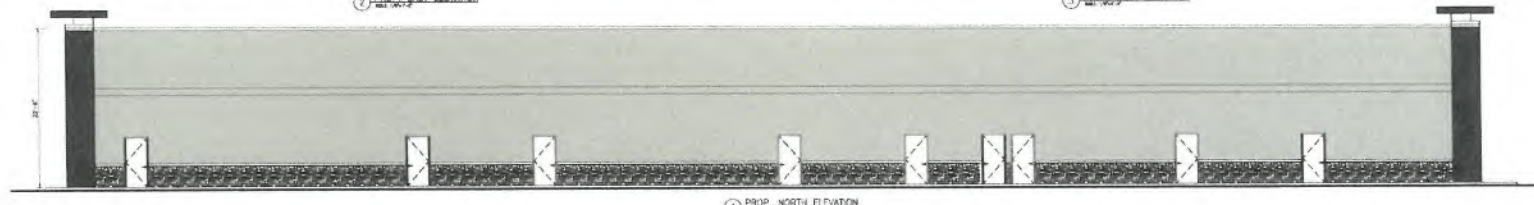


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EXTERIOR MATERIAL LEGEND:

- METALLIC GREY METAL ELEMENTS
- BOGGE STONE MASONRY
- LIGHT GREY S.F.S.



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

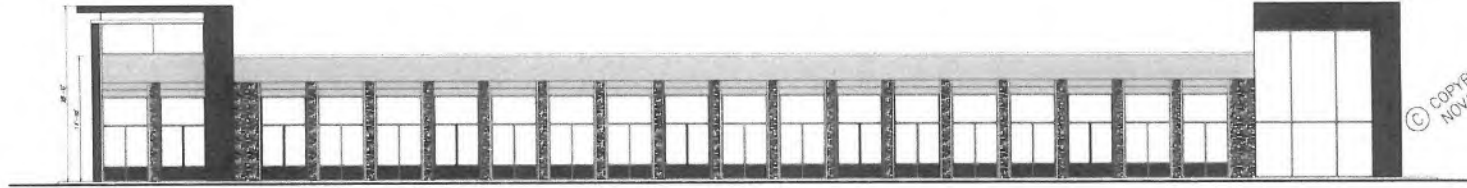
NOVA DESIGN BUILD, INC.
ARCHITECTS ENGINEERS
204 TEGANY ROAD, MERRIDEN, IL 60459
PHONE NO. (815) 511-0101 FAX: 1-800-949-0000

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

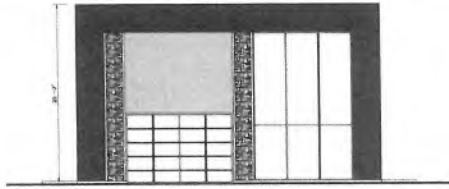
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DWG. TITLE	PROF. INITIALS	DATE	REMARKS
PROF. EXTERIOR ELEVATIONS		12.14.22	ISSUED FOR ZONING APPROVAL

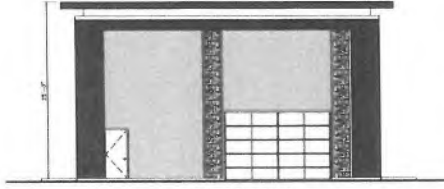
A-1-1



1 PROP. NORTH ELEVATION

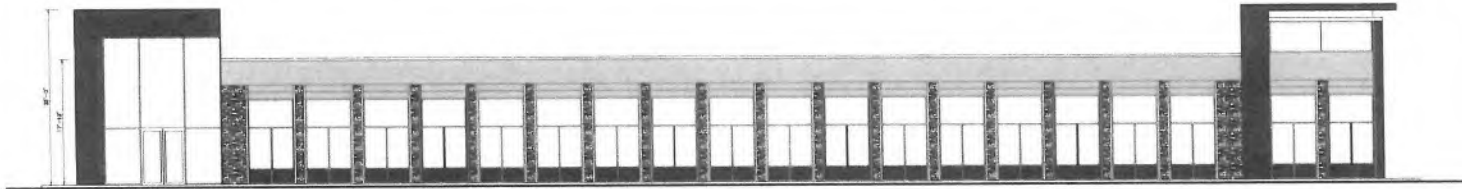


2 PROP. WEST ELEVATION

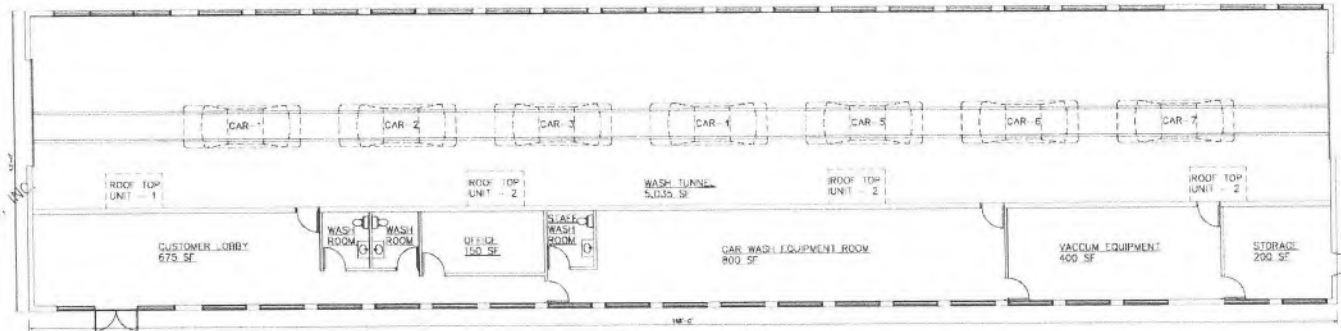


3 PROP. EAST ELEVATION

EXTERIOR MATERIAL LEGEND:	
	METALLIC GREY METAL ELEMENTS
	BEIGE STONE MASONRY
	LIGHT GREY C.F.S.



4 PROP. SOUTH ELEVATION



5 PROP. FLOOR PLAN

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

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

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 ARCHITECTS ENGINEERS
 204 TEGANY ROAD, MONTBROOK, IL 60058
 PHONE: (630) 574-0700 FAX: (630) 574-0701

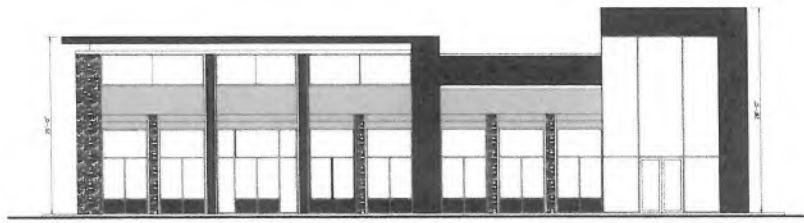
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PREPARED BY
PROMENADE OF BARTLETT
 A MIXED-USE DEVELOPMENT

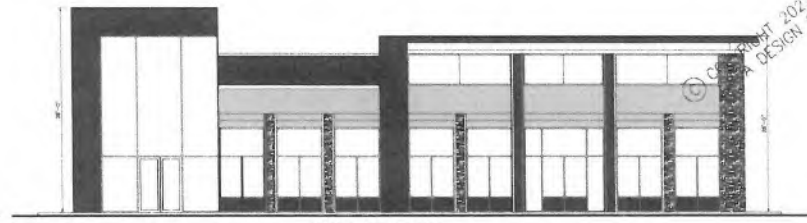
OUTLOT 15 IN BARTLETT SUBDIVISION UNIT ONE-L,
 BARTLETT, IL 60103

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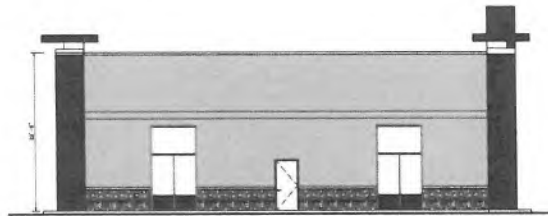
NO.	DATE	REMARKS
1	12-14-22	ISSUED FOR ZONING APPROVAL



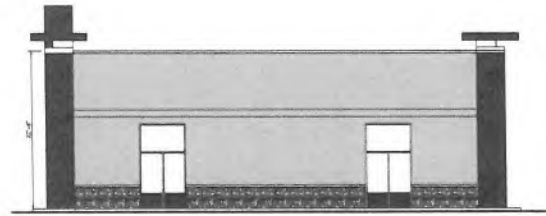
1 PROP. NORTH ELEVATION



2 PROP. SOUTH ELEVATION



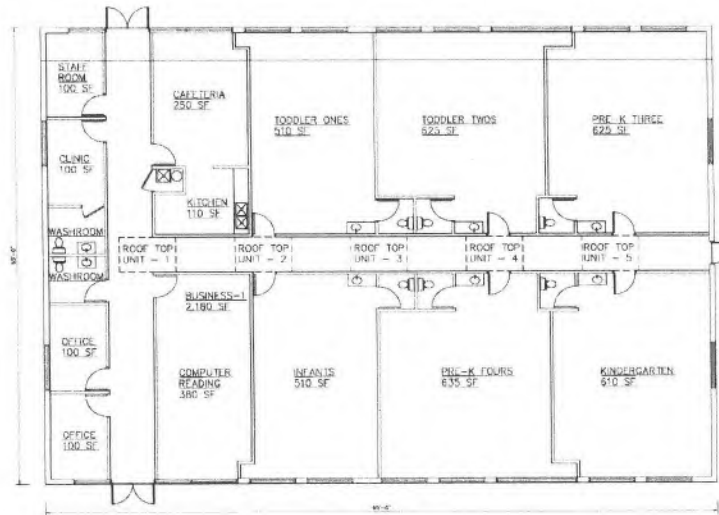
3 PROP. WEST ELEVATION



4 PROP. EAST ELEVATION

EXTERIOR MATERIAL LEGEND:

	METALLIC GREY METAL ELEMENTS
	BLUE STONE MASONRY
	LIGHT GREY E.T.S.



1 PROPOSED FLOOR PLAN

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

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ARCHITECTS ENGINEERS
2044 TERRY ROAD NORTH BROOK, IL 60062
PHONE NO (847) 514-0744 FAX: (847) 514-0744

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

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INC.

DWG. TITLE	NO.	DATE	REMARKS
PROP. EXTERIOR ELEVATIONS	10	12-14-22	ISSUED FOR ZONING APPROVAL

Acoustic Associates, Ltd.



Specialists in Hearing and Acoustics

867 Scottsdale Drive, Pingree Grove, IL 60140
Office: 847-359-1068 • Fax: 847-359-1207
Website: www.AcousticAssociates.com

Tom Thunder, AuD, FAAA, INCE – Principal
Greg Andorka, BSEE, MCS – Senior Field Engineer
Steve Thunder, BSE – Acoustical Engineer

Modi Car Wash – Bartlett, IL

November 22nd, 2023

Prepared for:
HP Petroleum Management
1710 W Armitage Ct, Addison, IL 60101

Acoustic Associates examined the noise radiated from the proposed car wash near Stearns Rd and Newport Blvd in Bartlett, IL. The plan includes a 185-foot tunnel with automated wash equipment and vacuum bays outside. Because the operation of a car wash generates noise, we were asked to evaluate the potential impact of this noise on the adjacent residential community. The planned car wash operation hours are from 8:00 AM to 8:00 PM.

Applicable Noise Regulations

The Village of Bartlett noise code requires adherence to the State of Illinois noise code (*Title 35: Environmental Protection, Subtitle H: Noise, Chapter 1, Pollution Control Board, Sections 900-901*) which limits the noise level at each of nine octave-band frequencies from 32 Hz to 8,000 Hz - nearly the full range of hearing. For simplicity, when no particular frequency dominates the sound (like a humming or squealing sound), these limits can be logarithmically summed to establish a single, overall noise level limit.

For noise radiated from **commercial property (Class B) to residential property (Class A)**, the **overall limit is 55 dB(A) for the daytime hours (7:00 AM to 10:00 PM)**. Additionally, for noise radiated from **commercial property (Class B) to commercial property (Class B)**, the **overall limit is 62 dB(A) for all hours**. For reference, 60 dB(A) is the level of casual conversation while 50 dB(A) is half as loud and about the level of a dishwasher. At times,

A-Weighting

“A-weighting” is a filter that diminishes the importance of low-frequency sounds. This scale approximates the filtering effect of the human ear primarily by diminishing low frequency sounds. Consequently, it is the most used scale for environmental noise assessment. It is also the scale adopted by the US EPA as well as most city codes.

however, the ambient noise levels at this site are higher than the State limits. When this occurs, the ambient noise level is the de facto limit, because there is no impact when the sound produced is lower than the existing background sound.

In addition, Section 4-3-4, subsection C of the Bartlett code limits noise to levels that don't "unreasonably interfere with the enjoyment of life or with any lawful business and/or activity". To determine if noise interferes with enjoyment or activities, it must be compared to the ambient noise at the site.

Ambient Noise Assessment

Regardless of any given noise limit in a state or municipal code, the impact of a noise source depends mostly on its audibility. To assess the degree of audibility, the existing ambient noise must be evaluated. We conducted this work by visiting the site on Tuesday, October 3rd, 2023. During this visit, we inspected the topography of the site, examined the surrounding area, characterized the ambient noise, identified its sources, and set up professional-grade equipment to record this noise. The equipment was set up in the approximate location of the car wash as shown in **FIGURE 1**.



Figure 1 - View showing the location of the digital audio equipment.

The recording ran for a nominal 24 hours and was analyzed to determine the sound levels at 1-second intervals. The results of this analysis are shown in **FIGURE 2**. The light green peaks represent the maximum sound levels generated. The dominant noise was passing vehicles on Sterns Rd.

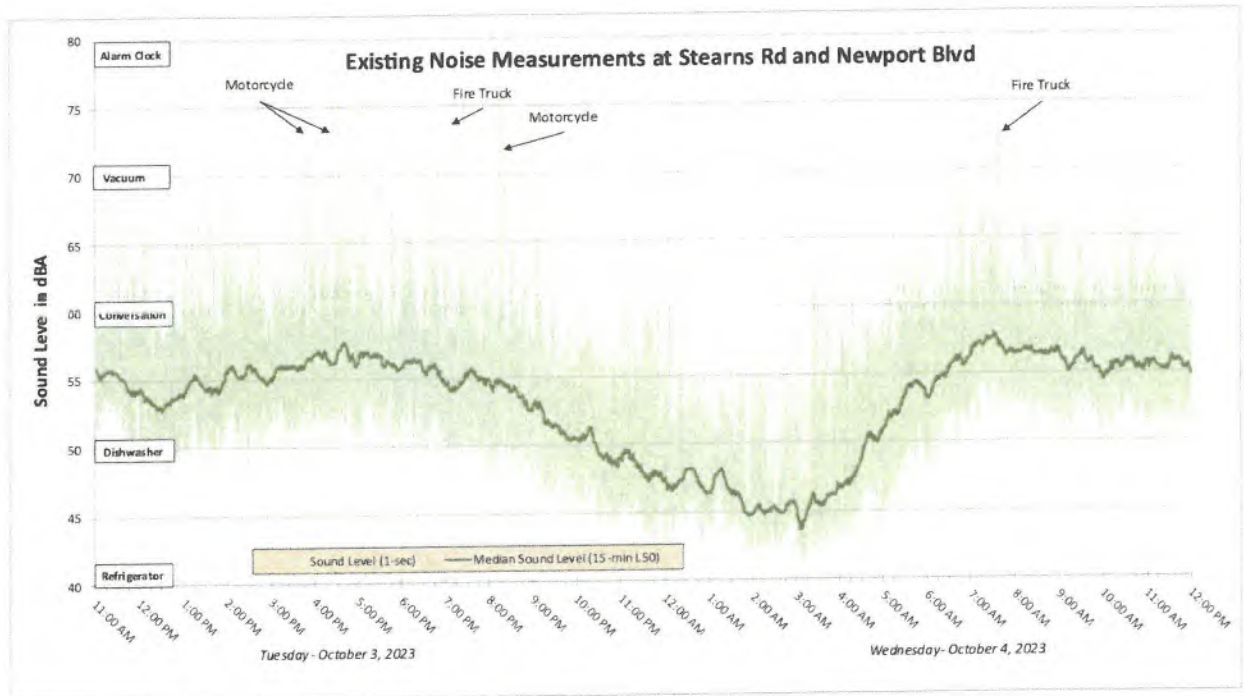


Figure 2 – Sound level trace of ambient noise at the site over 24 hours

The preferred metric to assess this type of ambient noise is the median noise level (L50). This is shown by the solid dark green line in Figure 2 using a 15-minute sliding window. During the operation times of the car wash (8 AM – 8 PM), the median noise level (L50, 15-min) varies from 53-58 dB(A).

Source Noise Assessment

The dominant noise of a car wash is the blowers. To assess the sound emissions of this equipment, we used measurement data from a previous project. We measured the sound from Fuller Car Wash located at 4800 N. Nagle Ave. Harwood Heights, IL 60706, on January 19th, 2022. This data was selected because its blowers are the same as those for the proposed Modi Car Wash in Bartlett, IL.

The car wash was in continuous use while the noise was measured using a professional ANSI type 1 sound level meter. Many different measurements were made to ensure a complete study, but the critical readings were at 40 ft straight out from the exit and 26 ft straight out from the entrance. The sound levels at various frequencies were measured (1/3rd octave bands) and used for the modeling but the overall A-weighted level at the exit was **80 dBA at the exit (40 feet)** and **74 dBA at the entrance (26 feet)**.

Sound Modeling

To predict the sound levels radiated from the car wash operations, we used an Internationally accepted software program called SoundPlan™. This program calculates the sound level at millions of distant points based on the car wash sound emission levels, the topography of the site, reflections from buildings, absorption by the atmosphere and vegetation, and shielding from berms and structures. Based on these calculations, the program then generates color-coded sound-level contours surrounding the site.

Table 1 – Perceptual Difference as a Function of the Decibel Increase

Decibel Increase	Perceptual Difference	Impact
1-2 dB	Negligible	None
3-4 dB	Just Noticeable	Slight
5-6 dB	Clearly Noticeable	Mild
7-8 dB	Strongly Noticeable	Moderate
9-10 dB	Doubling in Loudness	Substantial

Using our source data and details of the car wash building, the model generated the sound contours as shown in **FIGURE 3**. These contours represent the hourly average of use of the car wash based on the expected volume of vehicles. To visualize these levels compared to the



Figure 3 – Sound Level Contours Around the Car Wash for the 6:00 PM Hour

existing ambient noise, we set the green color on the legend to 56 dB(A), the ambient noise level at the site between 6 PM and 7 PM (the time of maximum car washes). Each contour line represents a change of 3 dB; an amount chosen because it represents a “just noticeable” change to the human ear (see Table 1). The blue dots are virtual receiver locations that we chose to look at in more detail.

While **FIGURE 3** shows the radiation of sound from the car wash, **FIGURE 4** shows the hourly LEO of the car wash noise compared with the hourly L50 ambient sound levels. The ambient sound levels each hour are shown by the green line. The blue bars are the sound levels from the car wash at location #1 (the backyard of 113 Longford Rd). Each blue bar also lists the estimated number of car washes for each hour. This is a heavy-use estimate based on general car wash patterns and the owner's estimate of 8-10 car washes per hour. During some hours the car wash noise is projected to be above the 55 dBA limit and ambient noise, therefore noise mitigation will be needed.

We also looked at the noise to the neighboring business to the east (a combination gas station and Dunkin), and the noise here is also projected to be above the limit (62 dBA for Class B to Class B). Additionally, the unmitigated noise is high enough to interfere with speech communication at the drive-thru.

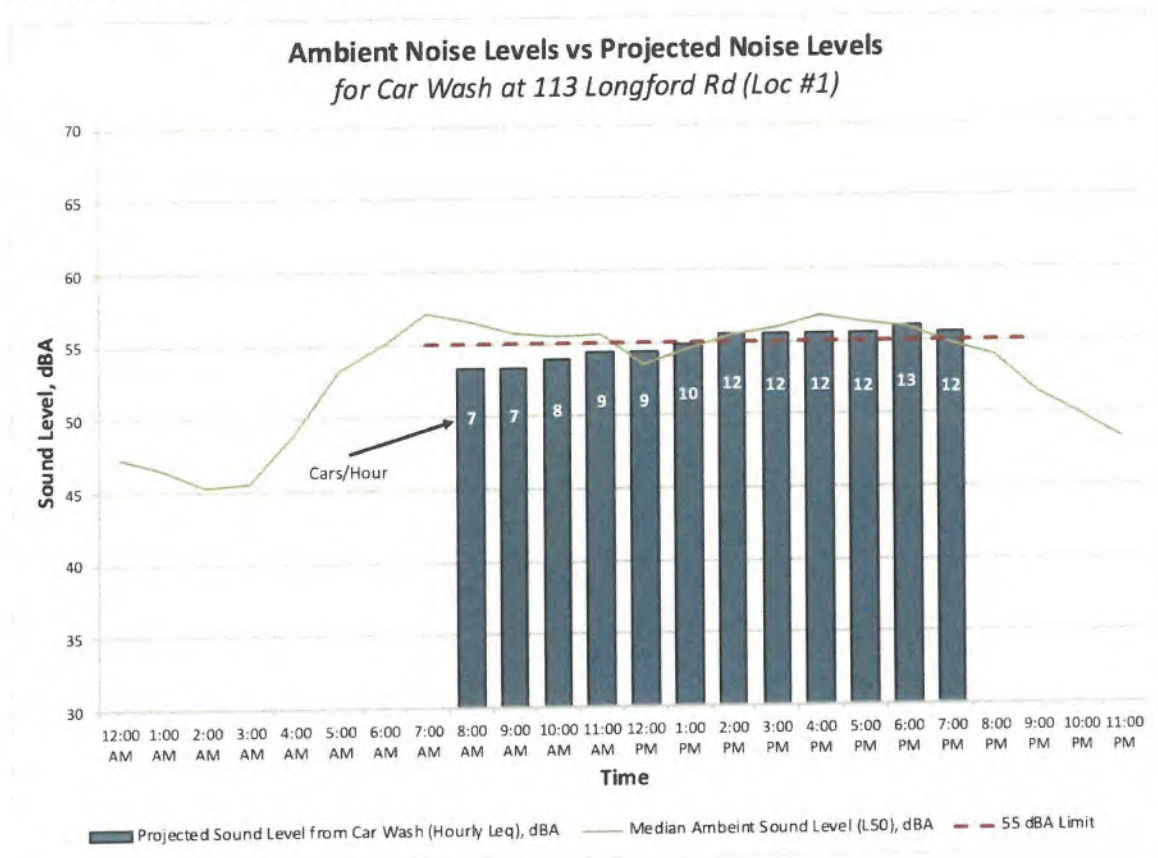


Figure 4 – Ambient and Car Wash Sound Levels by Hour

Vacuum Noise Assessment

We also assessed the vacuum noise. The vacuums are over 150 feet to the nearest resident. We modeled the vacuums with previous noise data from another car wash (Crystal Car Wash in Forest Park, IL). This data measured a level of **69 dBA at 10 ft** from a vacuum. We input this information into our model, with a worst-case scenario of every vacuum stall in use at the same time. We also assigned a 50% use rate for each vacuum, which is typical of our observations.

The results are shown in **FIGURE 5**. To visualize these levels compared to the existing ambient noise, we set the green color on the legend to 53 dB(A), the lowest ambient noise level at the site between 8 AM and 8 PM (the open time of the car wash). For this worst-case scenario, the sound levels are below the 55 dBA and 62 dBA limits at the nearby homes and businesses, respectively. The noise at the homes is also less than the ambient noise, therefore, there would be no impact from vacuum noise.

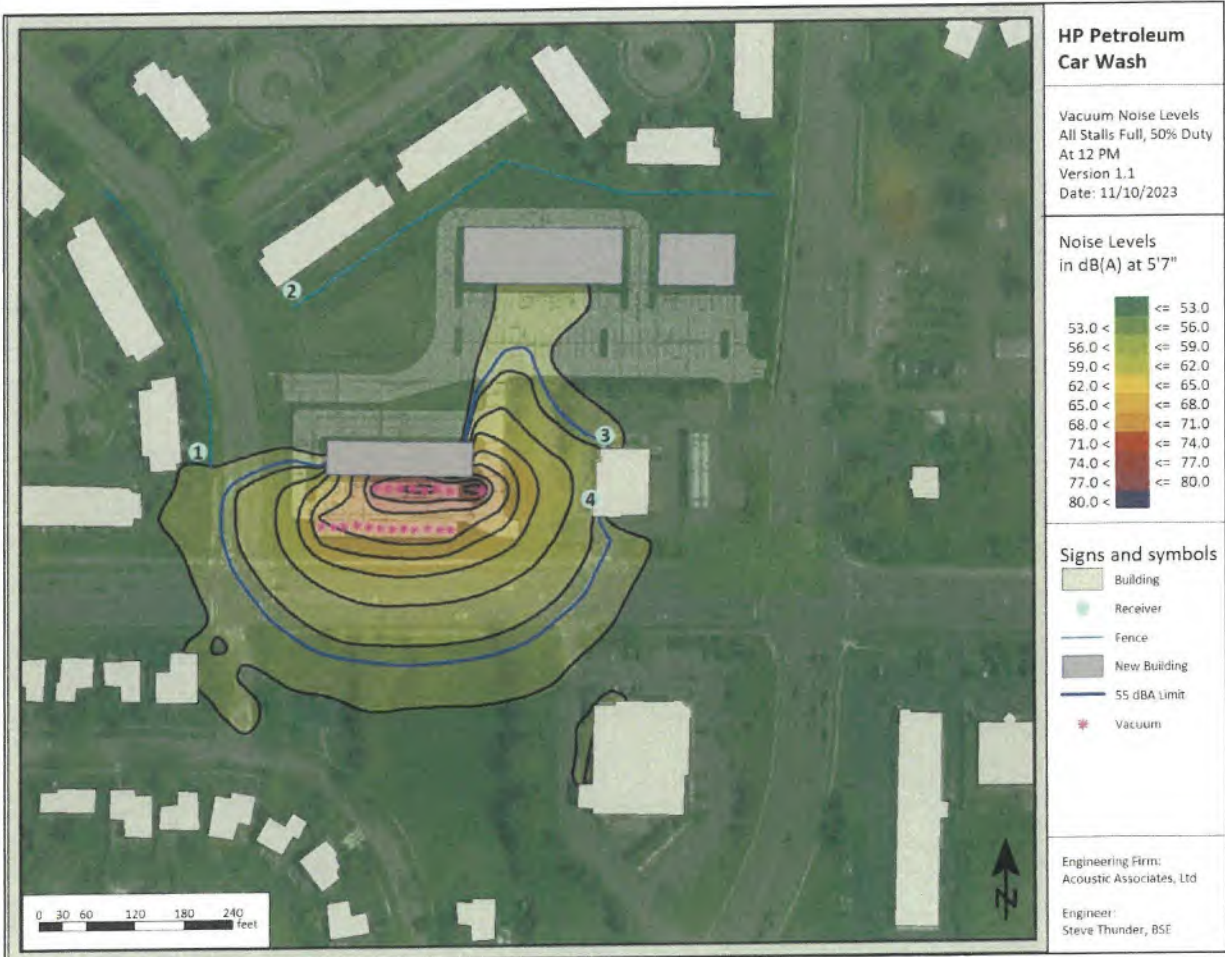


Figure 5 – Sound Level Contours for Maximum Vacuum Use

Mitigation

Because the car wash noise was found to be higher than some limits, we also modeled the sound levels with mitigation, i.e., the addition of a sound wall at the exit (east side of the car wash). Also included is sound absorption inside the car wash and on the sound wall. This wall is shown as a purple line in **FIGURE 6** (the sound wall is just east of the car wash; the blue lines near homes are existing fences). **FIGURE 6** shows the sound levels with the sound wall compared to the existing ambient noise. We set the green color on the legend to 56 dB(A), the ambient noise level at the site between 6 PM and 7 PM (the time of maximum car washes). Each contour line represents a change of 3 dB; an amount chosen because it represents a “just noticeable” change to the human ear (see Table 1). The blue dots are virtual receiver locations that we chose to look at in more detail. Location #3 is the drive-thru speaker location and Location #4 is the drive-thru window.

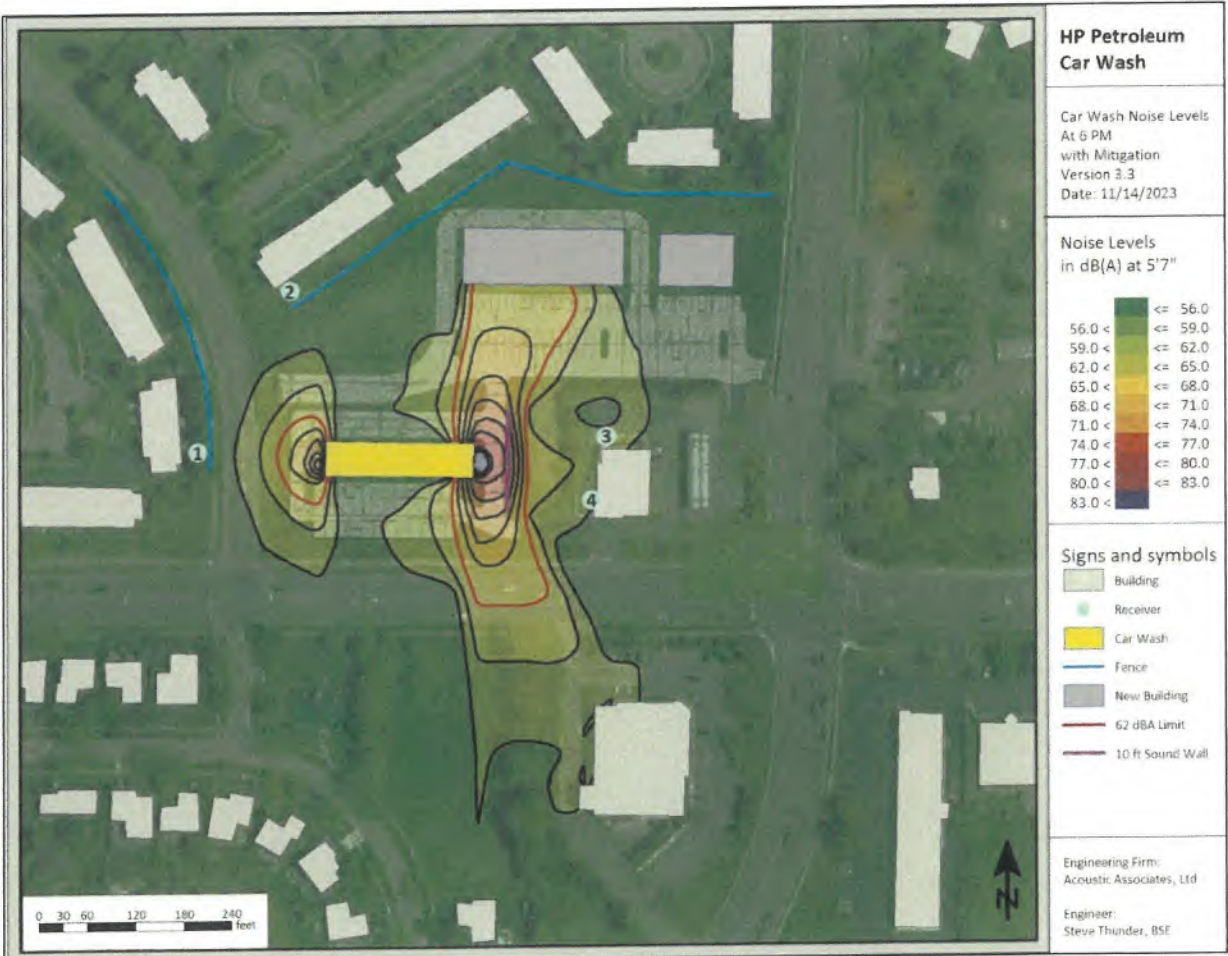


Figure 6 – Sound Level Contours with a Sound Wall

There are different ways sound absorption can be added and a sound wall constructed, but the important components to achieve the full effects of our model are:

- 1) The sound wall,
 - a. Must be at least 10 feet tall.
 - b. It should be approximately 120 feet long.
 - c. It must extend to the ground.
 - d. It must not have any openings.
 - e. It must achieve an STC (Sound Transmission Class) of at least 20 dB (loss of sound going through it).
 - f. It must be in the same position we have shown in Figure 6 (~3 ft from the curb)
- 2) The sound wall must have an absorptive side facing the car wash with a minimum of 0.80 NRC (Noise Reduction Coefficient). This can be accomplished with absorptive masonry, such as Sound Seal’s RSC SoundBlox; a traditional wall lined with sound absorption panels; or a metal panel wall with an absorptive side, such as Noise Barriers QuietLine® Barrier Walls.
- 3) 500 square feet of sound absorption panels must be installed inside the car wash with a minimum of 0.95 NRC.

The sound wall effectively reduces the noise from the car wash to less than 62 dBA for the Dunkin/gas station. The level is above 62 dBA for the new building north of the car wash, but this building is part of this construction project and there isn’t a sensitive area affected by the noise. Although, I do recommend using higher noise-reduction windows and doors on the front of this building when it’s constructed.

At location #4 (the drive-thru pickup window) this wall also helps ensure good speech communication while the car wash is running. **FIGURE 7** shows the A-weighted levels of a female talker at various efforts (normal – purple line, raised – green line, loud – red line) compared to the projected maximum noise levels with a sound wall at the pickup window (blue shaded area). **FIGURE 7** shows that typical female voice levels will be above the car wash noise while it is running and therefore offer adequate speech understanding for the drive-thru pickup window. Location #3 will have less noise due to the car wash, so better speech understanding is expected at that location.

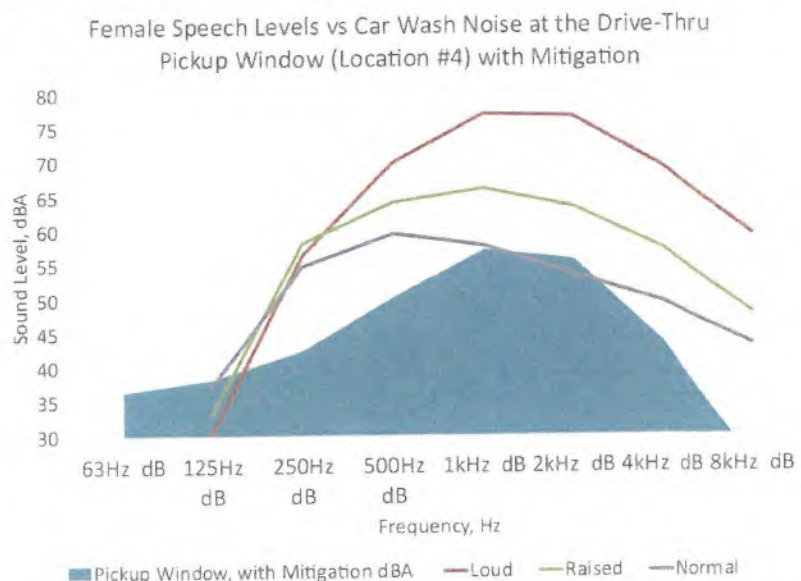


Figure 7 – Speech vs Noise at Loc #4

**Ambient Noise Levels vs Projected Noise Levels with Mitigation
for Car Wash at 113 Longford Rd (Loc #1)**




Figure 8 – Ambient and Car Wash Sound Levels with Mitigation by Hour

FIGURE 8, is the same as **FIGURE 4** but with the mitigation specified above. It shows for each hour the car wash is open, the hourly average noise from the car wash will be below the 55 dBA limit and below the ambient noise.

Conclusion

Using a sophisticated computer program, we projected the time-averaged sound levels radiated from a heavy-use car wash to the surrounding community by drawing sound contours around the site. We repeated this analysis with a noise control sound wall and absorptive sound treatment in place. When the noise mitigation is in place as specified and the car wash and vacuum noise is compared to the existing ambient noise, we predict there to be no noise impact on the nearby homes or businesses, and it will be below the limits specified by the Village of Bartlett noise code.

Submitted,

 Steve Thunder, BSE
 Acoustical Engineer

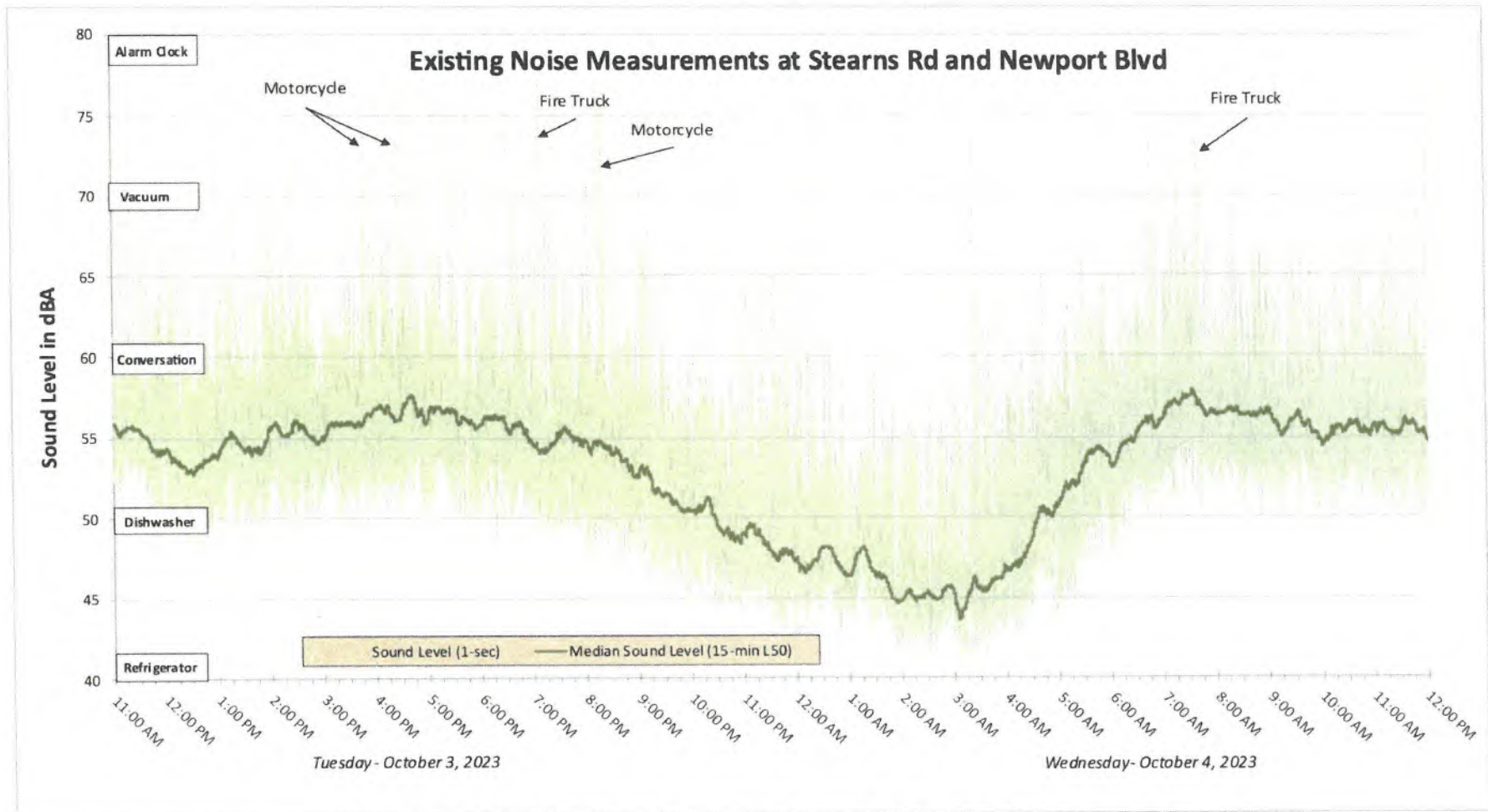


Figure 2 – Sound level trace of ambient noise at the site over 24 hours

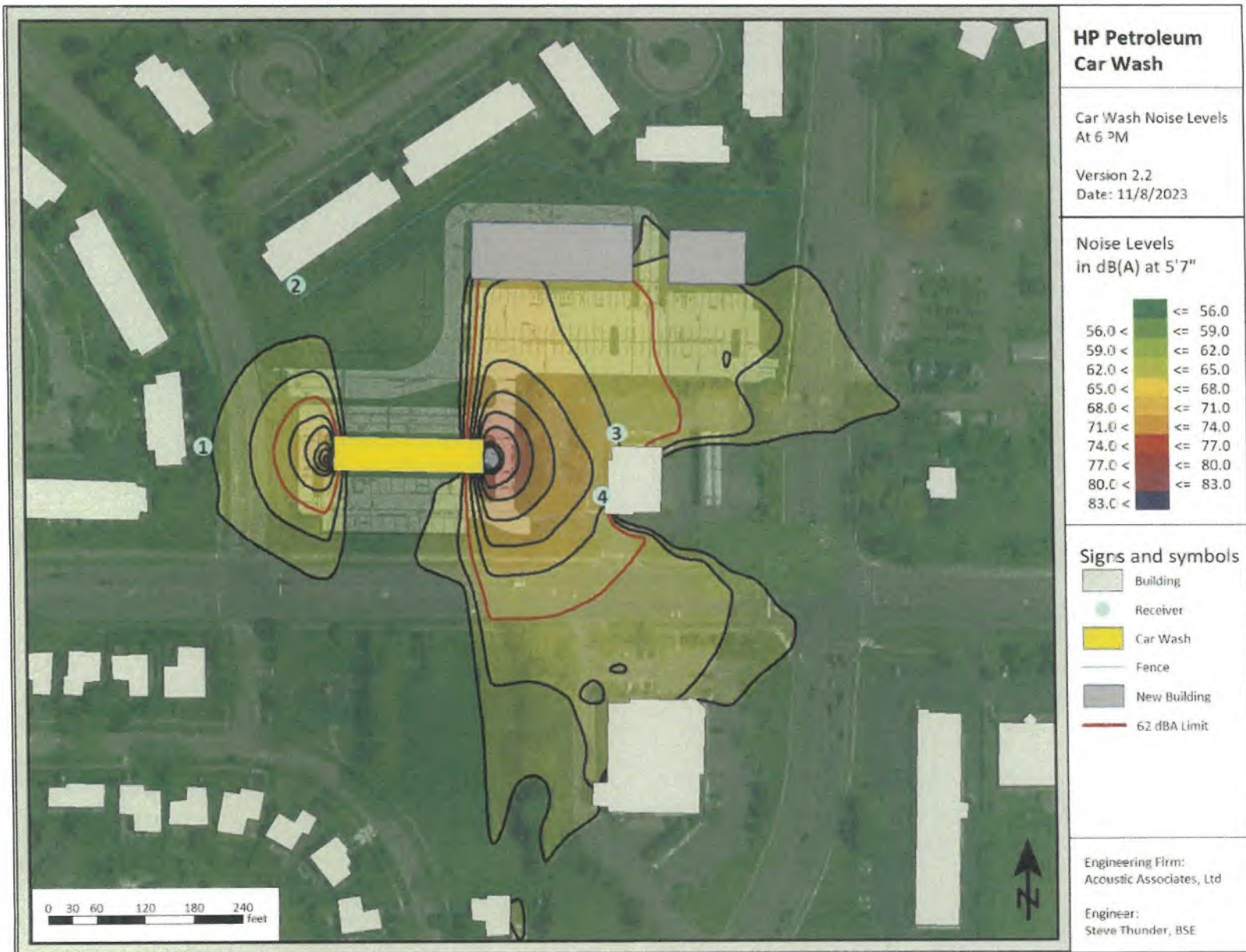


Figure 3 – Sound Level Contours Around the Car Wash for the 6:00 PM Hour

Ambient Noise Levels vs Projected Noise Levels for Car Wash at 113 Longford Rd (Loc #1)

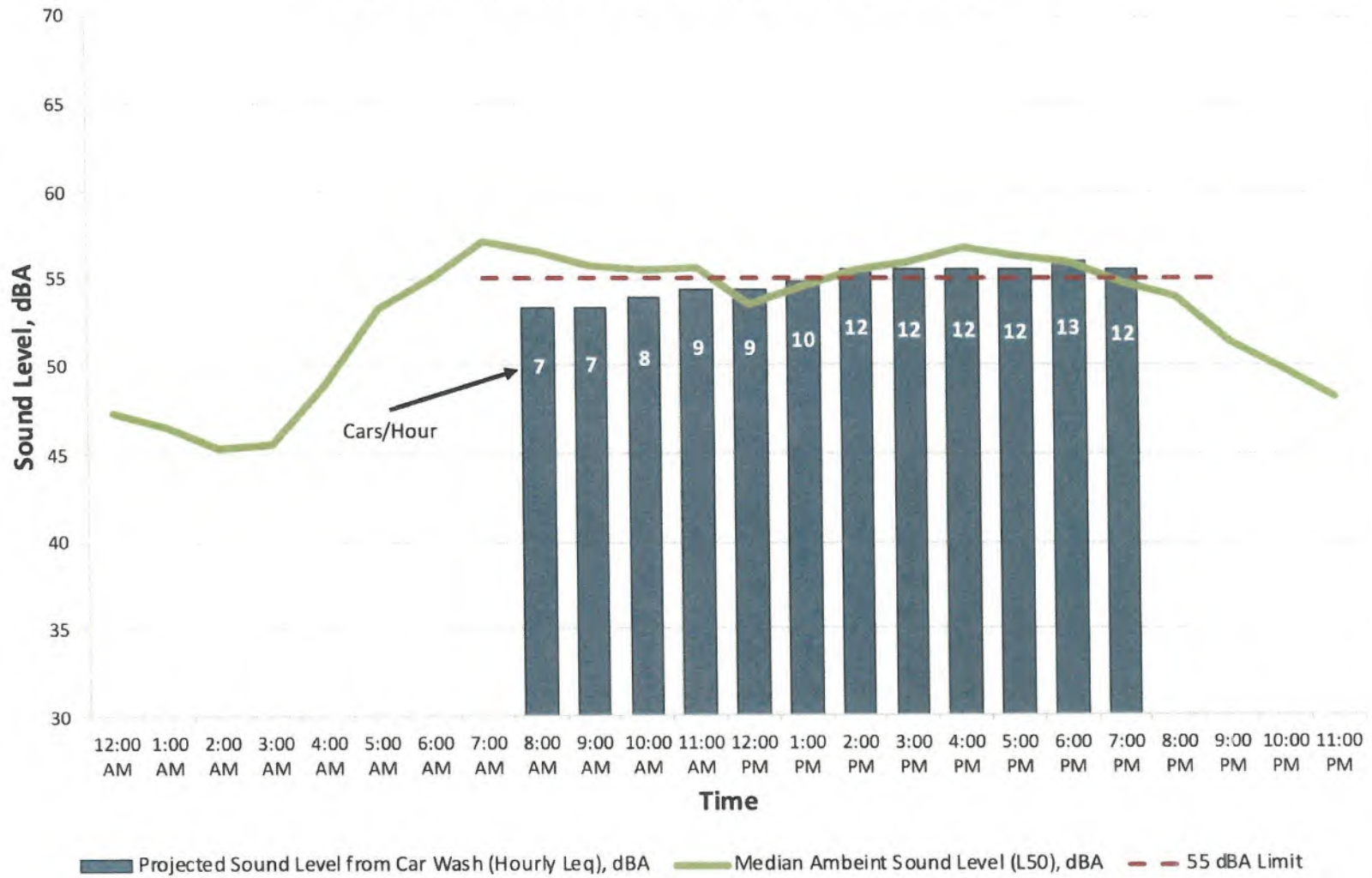


Figure 4 – Ambient and Car Wash Sound Levels by Hour

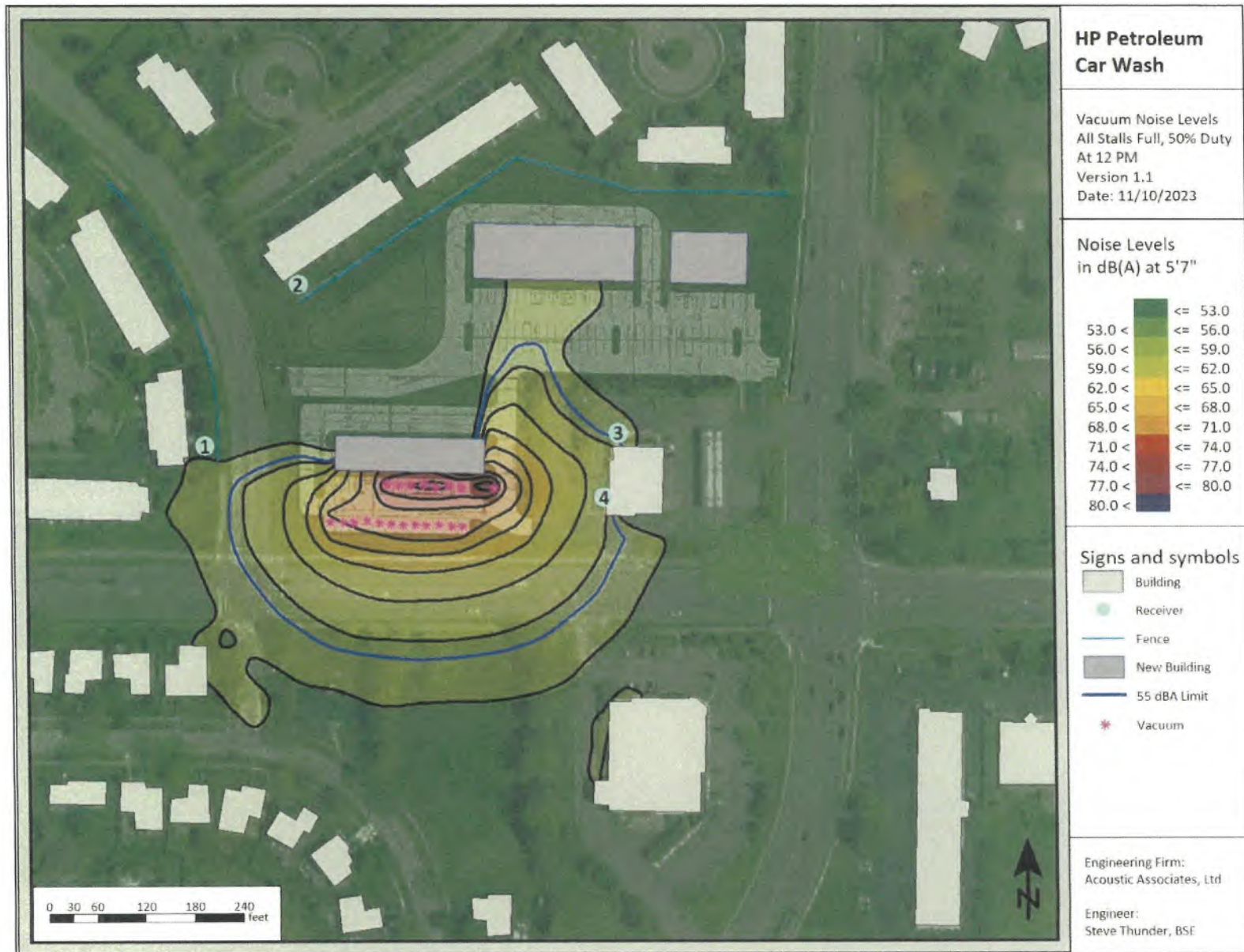


Figure 5 – Sound Level Contours for Maximum Vacuum Use

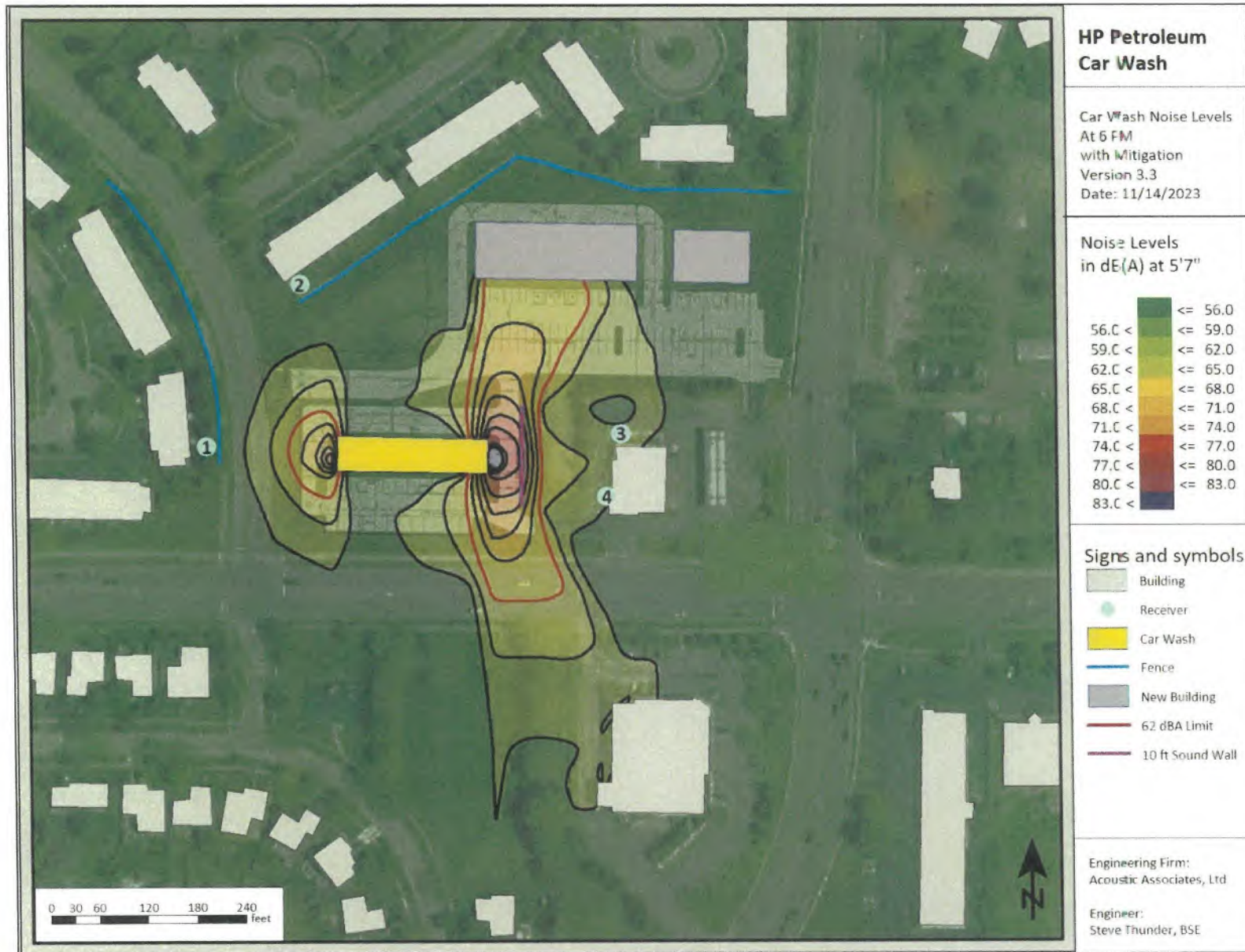


Figure 6 – Sound Level Contours with a Sound Wall

Female Speech Levels vs Car Wash Noise at the Drive-Thru Pickup Window (Location #4) with Mitigation

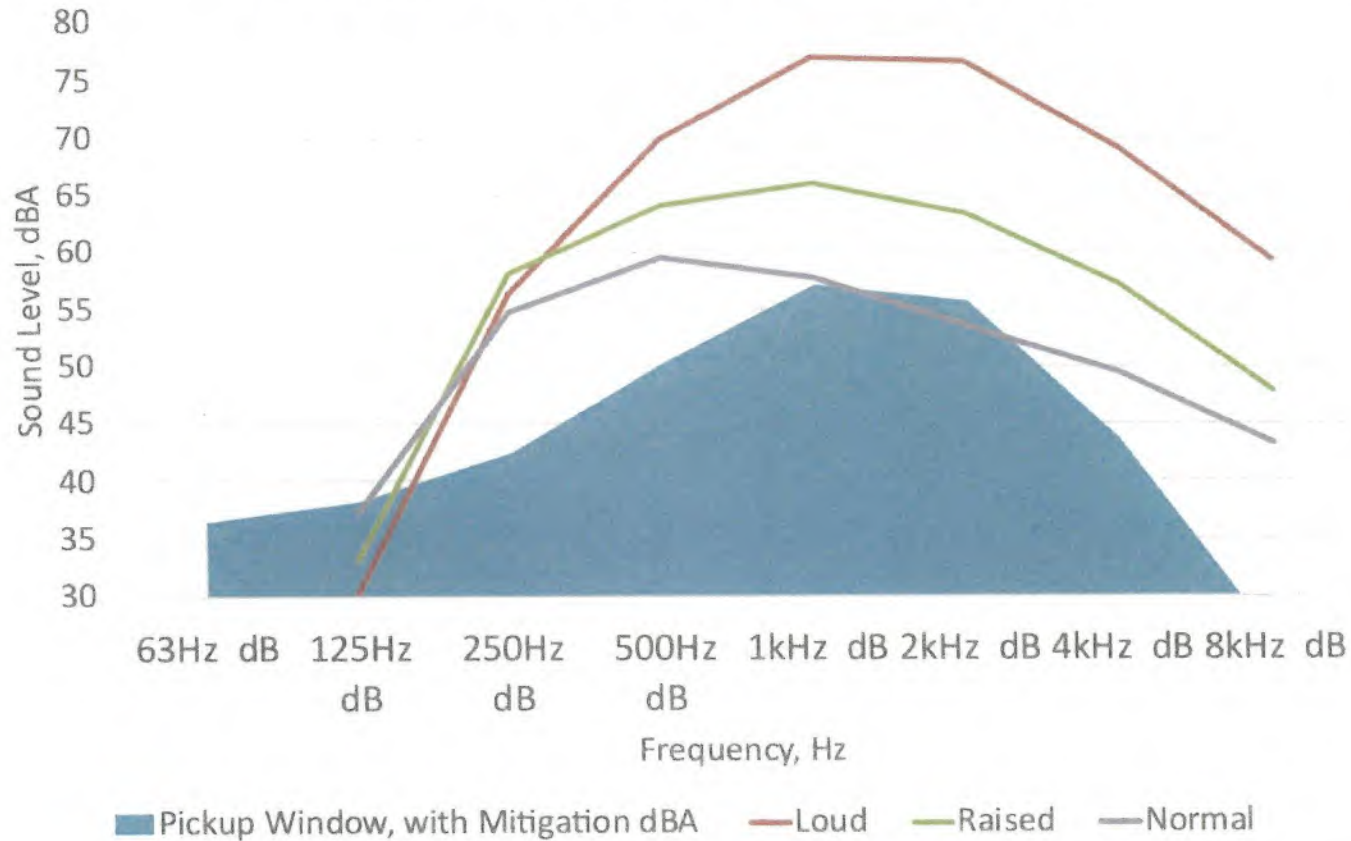


Figure 7 – Speech vs Noise at Loc #4

Ambient Noise Levels vs Projected Noise Levels with Mitigation for Car Wash at 113 Longford Rd (Loc #1)

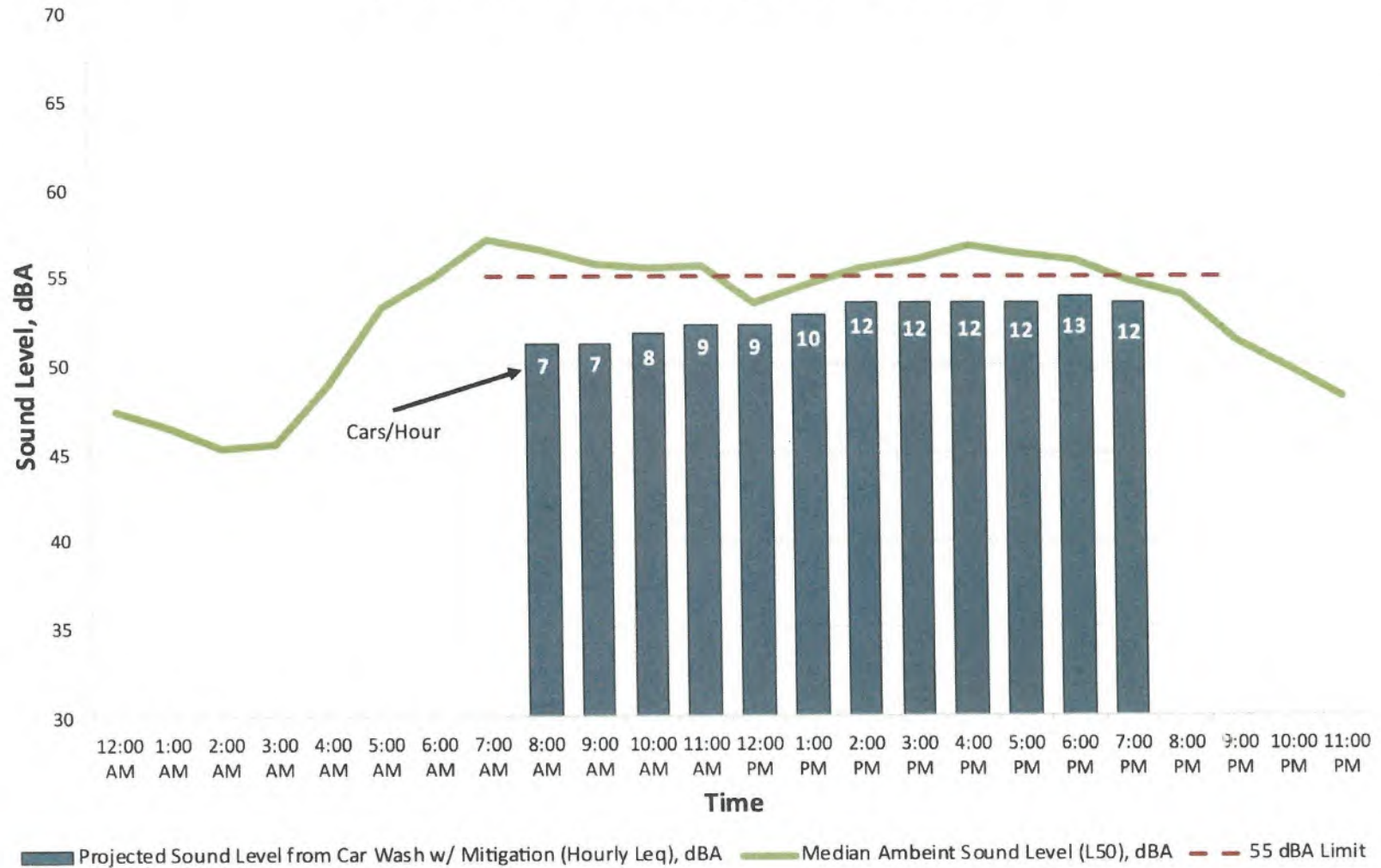


Figure 8 – Ambient and Car Wash Sound Levels with Mitigation by Hour

Receiver	Location	Leq daytime dB(A)	Leq 12 pm dB(A)	Leq 6 pm dB(A)	8-9 o'clock dB(A)	9-10 o'clock dB(A)	10-11 o'clock dB(A)	11-12 o'clock dB(A)	12-13 o'clock dB(A)	13-14 o'clock dB(A)	14-15 o'clock dB(A)	15-16 o'clock dB(A)	16-17 o'clock dB(A)	17-18 o'clock dB(A)	18-19 o'clock dB(A)	19-20 o'clock dB(A)
Without Mitigation																
113 Longford Rd	1	54	54	56	53	53	54	54	54	55	56	56	56	56	56	56
1201 Dunamon Dr	2	51	51	53	50	50	51	51	51	51	52	52	52	52	53	52
Drive Thru	3	63	63	65	62	62	63	63	63	64	64	64	64	64	65	64
Pickup Window	4	66	66	68	65	65	66	66	66	67	67	67	67	67	68	67

With Mitigation (i.e. Sound Wall & Absorption)																
113 Longford Rd	1	52	52	54	51	51	52	52	52	53	54	54	54	54	54	54
1201 Dunamon Dr	2	50	50	52	49	49	50	50	50	51	52	52	52	52	52	52
Drive Thru	3	54	55	56	54	54	54	55	55	55	56	56	56	56	56	56
Pickup Window	4	56	57	58	56	56	56	57	57	57	58	58	58	58	58	58

Receiver, Levels while wash is running	Location	Leq, dB(A)	63Hz dB	125Hz dB	250Hz dB	500Hz dB	1kHz dB	2kHz dB	4kHz dB	8kHz dB
Without Mitigation										
113 Longford Rd	1	58	54	47	45	51	54	53	41	26
1201 Dunamon Dr	2	54	53	48	44	48	51	49	37	20
Drive Thru	3	67	64	57	54	59	63	62	51	39
Pickup Window	4	70	67	60	58	62	66	65	54	42

With Mitigation (i.e. Sound Wall & Absorption)										
113 Longford Rd, with Mitigation	1	56	53	47	45	48	52	51	40	25
1201 Dunamon Dr, with Mitigation	2	54	53	48	43	45	50	49	39	21
Drive Thru, with Mitigation	3	58	59	51	48	50	55	53	41	25
Pickup Window, with Mitigation	4	60	63	54	51	54	57	55	43	27

Female Talker Levels	dB(A)	63Hz dB	125Hz dB	250Hz dB	500Hz dB	1kHz dB	2kHz dB	4kHz dB	8kHz dB
Loud	81	54	30	56	70	77	77	69	59
Raised	70	53	33	58	64	66	63	57	48
Normal	63	53	37	55	60	58	53	49	43

Levels Due to Vacuums	Location	Leq, dB(A)
113 Longford Rd	1	52
1201 Dunamon Dr	2	42
Drive Thru	3	54
Pickup Window	4	59

Ambient Noise

Time, 24 hr	Median Ambient Sound Level (L50), dBA	Average Ambient Sound Level (Leq), dBA	32 Hz Leq	64 Hz Leq	125 Hz Leq	250 Hz Leq	500 Hz Leq	1k Hz Leq	2k Hz Leq	4k Hz Leq	8k Hz Leq
00:00 - 01:00	47	50	53	57	54	46	42	45	43	42	43
01:00 - 02:00	46	48	53	56	53	41	38	40	38	39	43
02:00 - 03:00	45	47	49	52	48	36	34	40	38	38	43
03:00 - 04:00	46	49	50	54	50	39	38	43	42	38	42
04:00 - 05:00	49	51	53	56	52	40	41	47	45	38	42
05:00 - 06:00	53	55	58	62	60	47	45	51	49	41	40
06:00 - 07:00	55	57	61	65	62	50	48	53	50	41	41
07:00 - 08:00	57	59	65	67	64	54	53	56	52	43	44
08:00 - 09:00	57	58	63	66	62	52	50	54	51	42	45
09:00 - 10:00	56	57	62	64	61	54	51	52	50	41	48
10:00 - 11:00	55	57	61	63	61	54	50	52	49	40	50
11:00 - 12:00	56	57	61	63	62	53	50	53	50	42	49
12:00 - 13:00	53	56	60	64	62	52	48	51	48	40	48
13:00 - 14:00	55	56	61	64	63	54	50	51	48	39	48
14:00 - 15:00	55	57	62	65	63	54	50	53	50	41	48
15:00 - 16:00	56	58	62	65	64	51	49	54	51	42	46
16:00 - 17:00	57	60	63	67	65	56	53	56	53	44	41
17:00 - 18:00	56	58	62	66	65	53	50	55	52	42	37
18:00 - 19:00	56	58	65	67	66	53	50	54	51	41	35
19:00 - 20:00	55	60	64	65	64	53	53	56	53	44	37
20:00 - 21:00	54	56	59	62	59	52	49	53	50	42	35
21:00 - 22:00	51	55	55	62	58	49	46	52	49	43	38
22:00 - 23:00	50	51	54	58	57	42	40	47	45	42	40
23:00 - 24:00	48	51	53	58	56	47	45	46	44	41	39

From: cbrown@deiganassociates.com <cbrown@deiganassociates.com>

Sent: Tuesday, November 28, 2023 11:45 AM

To: 'Gary Deigan' <gdeigan@deiganassociates.com>; 'Bryan Peter' <bpeter@deiganassociates.com>

Subject: RE: Bartlett Sound Study Review

In summary, we don't believe that there is concern for the residents to the west or south of the proposed car wash, based on the model study. However, after the car wash is operational we recommend that residential boundaries be measured for actual sound levels using calibrated field instruments at peak times.

We agree that there would be impacts at the Dunkin Donuts/Gas Station to the east and agree with the mitigation recommendations, including the sound dampening wall and sound absorption panels within the car wash.

There is concern that the sound would affect the proposed building to the northeast of the car wash. It is unknown at this time what that building will be, but at minimum the recommendation for higher noise-reduction windows and doors on the south facing wall of the car wash building is valid.

Due to this sound study being strictly theoretical, we would advise that the Village issue a condition that the sound study be recreated using the same receiver points and real-time field sound level measurements once the car wash is constructed. This would confirm the absence of impacts to the neighboring receptors. In the event that residential sound levels are exceeded by the car wash, the operator shall provide additional sound attenuation measures at the facility.

Best,
Cullen Brown
Environmental Specialist



Mobile: (815) 347-5135

Office: (847) 578-5000

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28835 N Herky Dr., Unit 120

Lake Bluff, IL, 60044



Agenda Item Executive Summary

Item Name Public Works Golf Projects

Committee
or Board Committee

BUDGET IMPACT

Amount: N/A

Budgeted N/A

List what
fund N/A

EXECUTIVE SUMMARY

Staff has compiled information on recent public works projects for the golf course, including informal estimates reviewed by both departments. The data highlights time savings from avoiding complex processes and the convenience of aligning projects with public works' operational schedule. Specific project details and costs, such as repairs on the 18th hole, vault digging, and sidewalk replacement, are provided, with employee costs based on a \$41 per hour rate for a full-benefited employee from the streets department.

In summary, public works has done approximately one weeks' worth of work and reduced costs by approximately \$10,000

ATTACHMENTS (PLEASE LIST)

Staff Memo

ACTION REQUESTED

- For Discussion Only
- Resolution
- Ordinance
- Motion:

Staff: Scott Skrycki, Assistant Village Administrator

Date: December 12, 2023

Memorandum

To: Paula Schumacher, Village Administrator
From: Scott Skrycki, Assistant Village Administrator
Date: December 12, 2023
Re: Public Works Golf Projects

Staff has been asked to gather some information about recent projects that public works assisted the golf course with the last couple years. While our contracted estimates (chart below) are more informal, derived from thorough research rather than formal quoting, they still represent relatively accurate figures and were looked at by both public works and golf. In summary, public works has done approximately one weeks' worth of work and reduced costs by approximately \$10,000.

What's not explicitly captured in these numbers are the substantial time savings resulting from avoiding the complexities of multiple quotes, crew scheduling intricacies, insurance review, and other processes. Moreover, the notable advantage of executing projects at our (public works) convenience, seamlessly fitting into our operational schedule without inconveniencing golfers, is a valuable aspect not quantified in the presented data.

Year	Project	Duration (Days)	Employees	Employee Cost	Material Cost	Contracted Estimate
2022	Repair of Hole 18	1	2	\$ 656.00	\$ 558.00	\$ 5,940.00
2022	Vault Digging for Hole 12 Bathrooms	1	2	\$ 656.00	\$ -	\$ 3,500.00
2023	Stump Grinding Assistance	0.5	2	\$ 353.00	\$ -	\$ 400.00
2023	Repair of Walk	0.5	2	\$ 353.00	\$ -	\$ 875.00
2022/23	Grease Trap Assistance	2	2	\$ 656.00	\$ 3,329.00	\$ 5,000.00
2023	Sidewalk Replacement	2	2	\$ 656.00	\$ 559.00	\$ 2,789.00
2023	Midway Signage Enhancement and Handicap Parking Sign	0.5	1	\$ 177.00	\$ 100.00	\$ 400.00
Total		7.5	13	\$ 3,507.00	\$ 4,546.00	\$ 18,904.00
Total Cost:				\$	8,053.00	\$ 18,904.00

Employee cost was based on a streets department full benefited employee at \$41 per hour. These rates are approximate and could be up or down marginally based on which employee was doing the work.

- Repair on 18: Grading, leveling, and drainage for 540 square feet at \$3 per square foot, amounting to \$1,620. Additionally, the path will be paved over the same area at \$8 per square foot, bringing the total cost for paving to \$4,320.
- Vault digging: This estimate is based off of a historical work that Leibold irrigation has done at the golf course. For a day's work, they are roughly \$1,800 for basic irrigation work. The vault work would have been more, given the fact that it would be more advanced than basic irrigation work. Material cost was invoiced to golf.
- Stump Grinding: Based on historical conversations and other data through staff research.

- Repair of walk: based on historical conversations with vendors and other data through staff research. Grease trap assistance, there would be mark ups to the chemicals and their labor to come out. This was a guestimate of public works.
- Sidewalk Replacement: Removal of 230 sq ft at \$3.50/sq ft (\$805) and replacement of the same area at \$8.63/sq ft, resulting in a total cost of \$2,789.
- Signage: Managing the project internally at Public Works eliminates additional expenses like design fees and shipping, providing a more efficient and cost-effective solution.



Agenda Item Executive Summary

Item Name Golf Revenue and operational analysis Committee or Board Committee

BUDGET IMPACT

Amount:

Budgeted

List what fund

EXECUTIVE SUMMARY

This memo offers a detailed look into Bartlett Hills Golf Course, including charts, fee structures, a breakdown of revenues versus expenses, and an outline of the management structure.

ATTACHMENTS (PLEASE LIST)

Staff Memo

ACTION REQUESTED

- For Discussion Only
- Resolution
- Ordinance
- Motion

Staff: Scott Skrycki

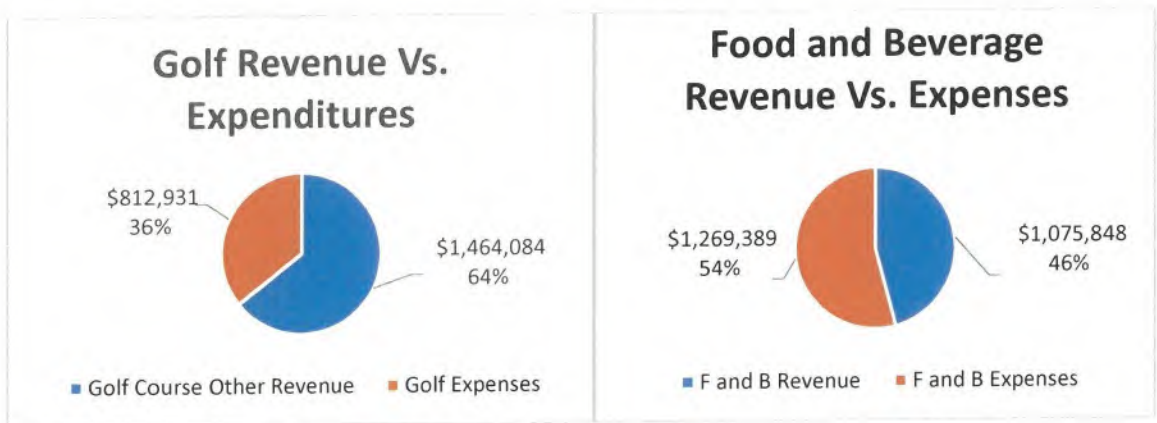
Date: December 12, 2023

Memorandum

To: Paula Schumacher, Village Administrator
From: Scott Skrycki, Assistant Village Administrator
Date: 12/12/2023
Re: Golf Revenue and operational analysis

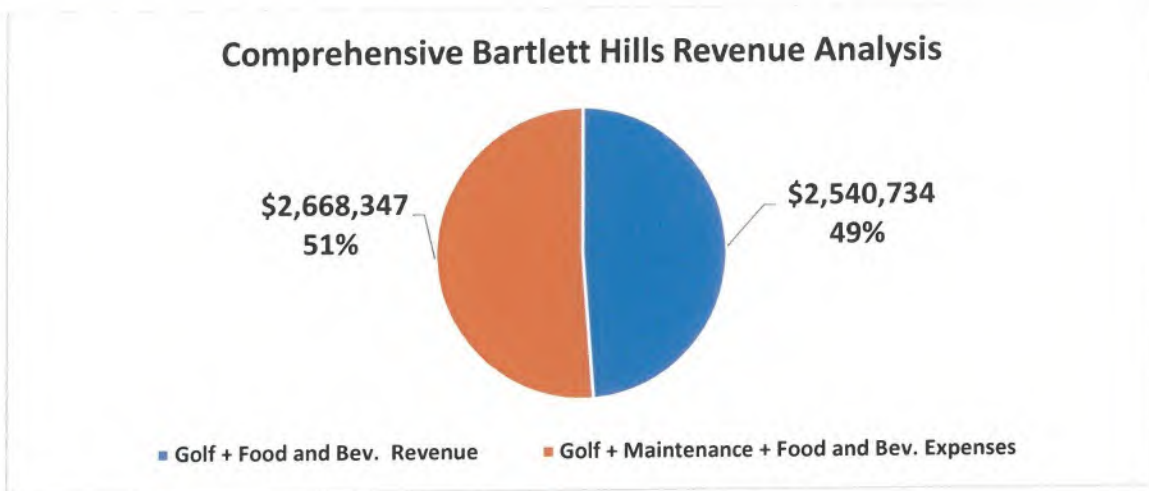
During discussions about the operations at Bartlett Hills Golf Course, revenue generation was discussed and the price per golfer to break-even/profit was a critical question that came up. Over the last six fiscal years, we have seen a low of 26,793 rounds in fiscal year 19/20 followed by a high of 33,182 rounds in 20/21. This large increase was felt throughout the industry and is what golf professionals refer to as a COVID boom. The pandemic reintroduced people to the outdoors and golf were a winner during those early stages when restrictions began to be softened for outdoor activities. The remaining years have been around that 30,000-round mark. Weather is a major factor that cannot be controlled. In particular, during early spring and late fall, we have seen 1,500 round fluctuations in a month based on precipitation and temperature.

For the purpose of this memo, we are looking at the 31,995 rounds as a baseline for the analysis as that is the round count, we reach in FY23. The two charts below show revenue/expenditure for both the golf course, and food and beverage. While the two operations can't function without one another, I did separate the divisions to demonstrate where each department is within the current fiscal year.



However, what isn't shown above is the grounds maintenance line item. The maintenance does not generate direct revenue; but the conditions of the grounds do drive revenue. The beautification and condition of the course drives golfers to facilities as well as putting on a

nice presentation for brides and grooms as they evaluate everything from the grounds themselves to the views. The expenditure of grounds maintenance in FY23 were \$586,027 and reflected below in the analysis relative to the expense side of the operation.



The charts below show the (2022/2023) actual revenues/expenses and the breakdown of each division. Golf maintenance expenses are not included in the “golf expenses” line item, but they are included in the golf course expenses total.

Fund/Dept	FY 23 Actual	22/23 actual minus transfers in	
Revenues		31,995 rounds per year	
		\$45.75 per head	
Golf Course	1,464,084	Golf Course Other Revenue	\$ 1,464,084
Restaurant	143,265	Golf Expenses	\$ 812,931
Banquet	769,583	Difference	\$ 651,153
Midway	163,802		
Total	2,540,734		
Expenses		Food and Beverage Revenue	\$ 1,076,650
Golf Program Exp	792,045	Food and Beverage Expenses	\$ 1,269,389
Golf Maint Exp	586,027	Difference	\$ (192,739)
Driving Range Exp	20,886		
Restaurant	394,144	Golf + Food and Bev. Revenue	\$ 2,540,734
Banquet	784,708	Golf + Maintenance + Food and Bev. Expenses	\$ 2,668,347
Midway	90,537	Difference	\$ (127,613)
Total	2,668,347		

There are essentially 20 plus different rates at the golf course posted below. There are also rates that we work with outings on from year-to-year. Corporate outings are typically based on our rack rate with some concession considerations based on volume, times, and food and beverage accommodations. For example, if an outing wants to go out at noon, we will charge them a higher rate since they take out a larger part of the day. For an outing that wants to start earlier, we will reduce the price because it allows the facility to cycle through more golfers after the outing is over. Being a community course, we also work with our civic groups, high schools, and special Olympics on rates that are equitable, but still fair market prices.

2022 Rates /2023 Rates /2024 Rates

Resident

Weekend

18 Holes	\$43	\$46	\$47
18 Holes (12-3pm)	\$37	\$40	\$41
Twilight (After 3pm)	\$28	\$30	\$31
Super twilight (After 5:30 pm)	\$24	\$26	\$27

Weekday

18 Holes	\$30	\$33	\$34
Twilight (After 3pm)	\$22	\$24	\$25
9 Holes	\$22	\$24	\$25
Jr/Sr 9 Holes (Mon-Fri)	\$20	\$22	\$23
Jr/Sr 18 Holes (Mon-Fri)	\$26	\$28	\$29
Super twilight (After 5:30pm)	\$22	\$24	\$25

Non-Resident

Weekend

18 Holes	\$50	\$53	\$54
18 Holes (12-3pm)	\$42	\$44	\$45
Twilight (After 3pm)	\$32	\$34	\$35
Super twilight	\$26	\$28	\$29

Weekday

18 Holes	\$36	\$39	\$40
Twilight (After 3pm)	\$24	\$26	\$27
9 Holes	\$24	\$26	\$27
Jr/Sr 9 Holes (Mon-Fri)	\$22	\$24	\$25
Jr/Sr 18 Holes (Mon-Fri)	\$29	\$31	\$32
Super twilight (After 5:30 pm)	\$24	\$26	\$27

Best Rates Always Available at www.BartlettHills.com

Cart Rental

18 Holes	\$21pp	\$21pp	\$21pp
Senior 18 Holes	\$17pp	\$17pp	\$17pp
9 Holes/Twilight	\$13pp	\$13pp	\$13pp

Season Passes

Resident Single	\$1,595	\$1,695	\$1,695
Resident Couple	\$2295	\$2,400	\$2,400
Resident Senior (Mon-Fri)	\$875	\$950	\$950
Resident Junior (Mon-Fri) (Limited)	\$345	\$450	\$450
Non-Resident Single	\$1995	\$2,095	\$2,095
Non-Resident Couple	\$2850	\$2,975	\$2,975
Non-Resident Senior (Mon-Fri)	\$1,025	\$1,100	\$1,100
Non-Resident Junior (Mon-Fri) (Limited)	\$395	\$495	\$495

*Bartlett Hills added revenue last year by way of a booking fee which rolled into the greens fee.

**Historically, about two thirds of golfers rent motorized carts during play

The food and beverage side of the operation is continuing to see an increase in labor costs, food costs, and staffing shortages just like the rest of the banquet/restaurant industries nationwide. However, they have been very successful in defraying those costs with revenue-generating events as well as sales. Both the midway and lounge are both coming off record years of sales, and we anticipate that trend to continue. We have also seen a very significant positive trend in our weddings as well, which are our biggest revenue generating events.

Wedding Booking Comparison by Year

2016	2017	2018	2019	2020	2021	2022	2023	2024
25	27	22	41	COVID	COVID	42*	38**	32 scheduled

Weddings during the COVID years were in the teens, and those numbers are certainly outliers.

*In 2022, six weddings were cancelled, some with the COVID cloud still looming for the prospective bride and groom, as well as some other issues. However, even with those factors, bookings were still made for 42 events.

**In 2023, there were initially 44 bookings, although six cancelled.

SUMMARY/CONCLUSION

The product we sell at Bartlett Hills on both the golf and food and beverage side is less a commodity and more of an experience. Given the unknowns for weather, economic cycles, and industry fluctuations, predicting revenue and expenses year to year is more reliable when we use historic data to find an average.

In answering what dollar amount should we charge per golfer to “break even:”, a more nuanced answer is required. Based on an average year of 32,000 rounds, a “break even” rate would be approximately \$49.75 per head. The recent rate increase brings us closer to bridging the gap, and we are committed to further analysis and adjustments as both the market dictates, and our operations require.

Weather is the biggest factor impacting revenues at Bartlett Hills. For example, precipitation on the weekend vs. during the week can create a big swing in revenue. A rainstorm of just a few hours can have a significant impact on revenues. One rainstorm during an outing can result in \$6,000 for golf (\$60 ahead for \$100 players). That loss does not include the fall out that would occur on the food and beverage side. Many of these can

be rescheduled, but some are not. A washed-out weekend in the summer can result in a loss of \$12,000.

The length of the season year to year also varies because anticipating playability in the spring and fall is difficult. Spring and fall can see 30–40-day differences in the overall season, making it very difficult to pinpoint revenue. Because of this volatility, the staff uses historical data for the budget.

The most difficult aspect of balancing revenue vs. expenses on the food and beverage side is larger events. When a wedding is booked and a contract is locked in, and food prices go up 30%, that cost is not passed down to the client, as prices are locked in at the time of the agreement.

There are places that pass on costs, and it is something staff has studied, however, their ratings, reviews, and reputations do take hits as a result of that, making the cost/benefit less palatable and more importantly less profitable, as the hit in reputation would equal a hit in event bookings. Another recent factor is finding qualified staff, the food and beverage department utilizes temporary staffing agencies, if we do not have enough regular part-time staff. Given the employee shortages felt around the nation, Bartlett Hills is not alone in this problem.

OUTLOOK/WHAT'S NEXT

The fallout from the pandemic and the ups and downs of the economy in the last few years have made for interesting times; however, the trends have been positive from an operational standpoint.

Golf Trend

The condition of the grounds, as well as the popularity of the game has set up the golf program up for continued success it has seen the past three years. Our round count of 31,995 in FY23 was only about 1,100 less than what we saw in the peak covid era and our staff will continue to raise rates and analyze the competition to capitalize on this success.

Food and Beverage Trend

New wedding packages, both higher tier and casual, has been added to our traditional style weddings, and staff anticipates a lot of momentum in both these areas.

The food and beverage hosted 4 fewer weddings in FY23 than in FY22. Some of that success in 2022 was contributed to extra weddings from covid reschedules.

The charts below show what a 100-person traditional and casual wedding looks like financially.

Wedding Profit/Loss			
Casual Wedding		Traditional Wedding	
Revenues		Revenues	
Ceremony	\$ 1,000	Ceremony	\$ 1,000
3 station Package	\$ 8,800	Horderves	\$ 250
20% Service Charge	\$ 1,960	50 Chicken	\$ 3,700
Total	\$ 11,760	50 filet	\$ 4,450
		20% Service Charge	\$ 1,880
Expenses		Total	\$ 11,280
Temporary Salaries	\$ 2,700	Expenses	
Food	\$ 900	Temporary Salaries	\$ 3,900
Liquor	\$ 625	Food	\$ 1,000
Linen	\$ 400	Liquor	\$ 625
Flowers	\$ 200	Linen	\$ 400
Cake	\$ 300	Flowers	\$ 200
Misc.	\$ 100	Cake	\$ 300
Total	\$ 5,225	Misc.	\$ 150
Profit	\$ 6,535	Total	\$ 6,575
		Profit	\$ 4,705

Financial considerations

The upcoming golf season is seeing a rate increase of \$1 coming off a rate increase of \$3 for the past season. It is the first time in many years that staff will be instituting a pay increase in back-to-back years. If the game of golf continues with a steady trend of success and the grounds department continues to make improvements, this aggressive pricing can continue.

Food and beverage just finished analyzing a 10% increase in events costs for all events that are booked in 2024, this is after a 6% increase for the current season. The 10% increase wouldn't be actualized till 2025 for the most part, as most events currently for this year have been already booked.

In terms of day-to-day operations, the Village is currently operating at a point close to breaking even, with a deficit of approximately \$127,000 for the fiscal year 2022/2023. The primary challenge lies in sustaining the capital necessary to upkeep a substantial property that was built in 1924 with the primary building on it being built in 1995.

The introduction of a gaming component presents an opportunity for the Village to not only secure the 5% municipality share but also potentially gain up to 35% ownership. Projections indicate that the potential monthly revenue for the three machines could hover around \$3,000. This setup would enable revenue generation without incurring additional expenses.

Current staffing structure

The current staffing structure at the golf course overseeing the facility is organized into three main departments: golf, food and beverage, and grounds maintenance. Specifically, the golf department comprises two full-time employees – a head professional and an assistant professional. In grounds maintenance, there are three full-time employees, including the grounds superintendent who supervises an assistant superintendent and a mechanic.

The food and beverage department is led by a food and beverage manager, responsible for overseeing a team consisting of a head cook, lead line cook, events coordinator, and assistant events coordinator.

Administrative direction and guidance for these departments at Bartlett Hills come from the administration, with direct reporting channeled to the assistant administrator.

Current Policy

The existing policy consistently advocates for the endorsement of the golf course, recognizing it as a valuable community asset. This meticulously maintained open space not only aligns with the Villages brand but also serves as a key catalyst for downtown traffic.