



Village of Bartlett  
Plan Commission Meeting Minutes  
March 14, 2019

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J. Lemberg called the meeting to order at 7:09 pm.

**Roll Call**

Present: J. Lemberg, J. Miaso, J. Allen, J. Kallas, A. Hopkins and D. Gunsteen

Absent: T. Ridenour, D. Negele and M. Hopkins

Also Present: R. Grill, Planning & Development Services Director, K. Stone, Assistant Village Planner

**Approval of Minutes**

A motion was made to approve the minutes of the February 14, 2019 meeting.

Motioned by: A. Hopkins

Seconded by: J. Miaso

**Roll Call**

Ayes: J. Lemberg, J. Miaso, J. Allen, A. Hopkins and D. Gunsteen

Abstain: J. Kallas

Nays: None

The motion carried.



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

**Third Site Plan/PUD Amendment**

**Special Use Permits:**

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

**Exhibit A - Picture of Sign**

**Exhibit B - Mail Affidavit**

**Exhibit C - Notification of Public Hearing Notice in Newspaper**

**Petitioner: Manny Rafidia** of 2 Star Lane, S. Barrington, IL was sworn in by **J. Lemberg**.

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

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

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

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

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



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

Three additional Variations are being requested for the proposed monument signs:  
A 20 square foot increase from the maximum permitted 100 square foot allowable sign area for each monument sign (120 square feet),

A 2 foot increase in the maximum permitted 10' height to allow both monument signs to be 12' in height, and

A 2 foot reduction in the required 5 foot setback along E. Devon Avenue.

(Staff will work with the Petitioner to ensure the sign locations will be safe and clear visibility will be provided.) The Variation requests were discussed by the Zoning Board of Appeals at their meeting on March 7, 2019 and all were recommended for approval.

The Petitioner is requesting the following Special Use Permits for the subject property in its entirety: Package liquor sales (excluding within 100' of a school), serving alcohol including wine tastings (excluding within 100' of a school), recreation and amusement establishments, live entertainment, banquet hall facility, outdoor seating, and pet daycare (kennel)

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

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

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

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

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

The Petitioner is requesting Special Use Permits for a banquet hall facility and pet daycare (kennel). These uses are not currently proposed but the Petitioner is requesting the Special Use Permits to have



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the option to attract these uses to fill any vacancies. A detailed review of these uses would be required by the Staff at building permit submittal (i.e. parking, pet elimination area, etc.)

As part of the redevelopment improvements for the shopping center the Petitioner proposes to replace the existing parking lot lights with the downtown light fixtures to tie this center to the existing downtown improvements. This was a request from the Staff and the Petitioner has agreed to incorporate the downtown lights.

A Site Plan will be required to be submitted for the commercial building pad once additional details are finalized for its development. If there are no additional special use(s) and/or variations(s) being requested this will be reviewed as an Administrative Site Plan review and will be submitted directly as a building permit application.

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

The Staff recommends approval of the Petitioner's requests subject to the following conditions and Findings of Fact outlined in the Staff report.

**J. Lemberg** asked the Petitioner if there was anything he wanted to add to **R. Grill's** comments. **M. Rafidia** stated he had nothing to add, **R. Grill** did a great job explaining his proposed plan.

**A. Hopkins** stated he didn't think the smaller businesses would have adequate parking by removing 159 parking spaces. **R. Grill** stated by transforming the existing grass area in the southwest corner of the property to parking, approximately 30 parking spaces would be added back to the total number provided. To serve the current and future tenants 381 parking stalls are required to meet the Zoning Ordinance and 406 parking stalls are proposed for the site. **A. Hopkins** stated he would like to see the parking issue come back to the Plan Commission once the building plans are submitted. **M. Rafidia** stated that there will still be all of the parking spaces available along the south property line.

**D. Gunsteen** stated he welcomed the idea of bringing new life back into the south end of town. He also mentioned he liked the name change from Bartlett Plaza to Streets of Bartlett. **A. Hopkins** stated he liked the name change as well. **D. Gunsteen** asked if the tenants have been asked about the name change. **M. Rafidia** said he does not have the authority to because he is not the owner yet.

**M. Rafidia** stated he has five commercial properties in Arlington Heights, Palatine, Montgomery, Roselle, 2 in Addison and a medical building in Schaumburg that are similar to this project that have 100% occupancy. He makes his properties his priority and keeps them all well maintained. **A. Hopkins** asked if the area near Pasta Mia will be redone. **M. Rafidia** stated the whole center will have a new façade. He stated he does things differently by remodeling a space before he gets a tenant and doesn't wait until the space has been rented.

**J. Lemberg** asked **M. Rafidia** what kind of amusements. **M. Rafidia** stated similar to the Dino Rex concept with 2 rides, trampolines. This would be for toddlers and children up to 12 years old, a restaurant with a bar proposed for the adults.

The layout of the entertainment uses was discussed.

**J. Lemberg** asked if any members had any questions or comments. No one came forward.



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The Public Hearing portion of the meeting was open to the Public. No one came forward.

The Public Hearing portion of the meeting was closed.

**J. Lemberg** then asked for a motion to approve the Petitioner's requests subject to the conditions and Findings of Fact.

**Motioned by: J. Miaso**  
**Seconded by: J. Kallas**

**A. Hopkins** asked if his parking concerns should be part of the motion. **R. Grill** stated if the proposed site plan needs a variation or Special Use it would come back to the Plan Commission for review. If it meets the code, it would be able to go through the Administrative Site Plan Review process. Staff would look at the required parking at that time. **R. Grill** also mentioned the site will be under one ownership and shared parking will come into play on the site. Different uses will also have different hours of operation.

**A. Hopkins** asked about the business hours of various businesses, the parking may become a concern when a commercial building is built. **R. Grill** stated without knowing the tenant for this commercial property we cannot truly know what the parking requirement will be.

**Roll Call**

**Ayes: J. Miaso, J. Allen, J. Lemberg, J. Kallas, D. Gunsteen & A. Hopkins**  
**Nays: None**

**The motion carried.**



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

**Preliminary/Final Plat of Subdivision,**

**Rezoning** from the OR (Office Research) and SR-5 (Suburban Residence) Zoning Districts to I-2 EDA (General Industry Economic Development Area) Zoning District,

**Site Plan Review for Lots 1 and 2,**

**Special Use Permit** to fill two (2) wetlands

**Exhibit A - Picture of Sign**

**Exhibit B - Mail Affidavit**

**Exhibit C - Notification of Public Hearing Notice in Newspaper**

**Exhibit D - Petition signed by business owners and tenants of Humbracht Circle**

**Exhibit E - Petition signed by residents of Weathersfield Subdivision**

**Exhibit F - Letter from resident and business owner, Randall R. Block**

**Petitioners: Mike Roth, Attorney for the Petitioner, Aaron Martell, Jim Martell, Adam Marshall and Bryan Rieger were sworn in by J. Lemberg.**

**K. Stone** stated through the Staff's research and as shown on the Village's Annexation Map, this parcel was annexed into the Village in 1966 by Ordinance 1966-13 and was automatically zoned R-1 Single Family upon annexation. Ordinance 67-18 rezoned the entire property to the M-Manufacturing Zoning District. During the comprehensive rezoning of the Village in 1978, the property was rezoned to the OR Office Research and SR-5 Suburban Residence (Multi-Family) Zoning District.

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

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

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

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

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

Two curb cuts are proposed along Stearns Road and one curb cut is proposed on Munger Road that would provide access to the sites. The eastern curb cut on Stearns Road would be a right-in/right-out for passenger vehicles only. The western curb cut on Stearns Road will provide full access for both





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passenger vehicles and trucks and the curb cut on Munger Road will be a right-in, right-out and left-out for both passenger vehicles and trucks. Both Munger and Stearns Roads are under the jurisdiction of the DuPage County Highway Department. At this time, Staff has not received comments from DuPage County. No curb cuts are proposed on Lynnfield Lane. The proposed curb cut on Munger Road is approximately 460 feet north of the Stearns Road intersection. The full access curb cut on Stearns Rd is approximately 760 feet east of Munger Rd. The right-in/right out curb cut on Stearns Road is approximately 280 feet west of Lynnfield Lane and 660 feet east of the proposed full access point.

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

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

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

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

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

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

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

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

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

The revised Traffic Impact Analysis was submitted on February 4, 2019. The proposed roadway improvements include opening the existing median on Munger Road to allow left turn movements out of the site, prohibiting left turns onto Munger Road during weekday peak hours and adding an



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eastbound left turn lane at the western full access point on Stearns Road. The Village's Traffic Engineer reviewed the plans and the documentation provided adequately addressed any comments pertaining to traffic, parking and on-site circulation.

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

The Staff recommends **approval** of the Petitioner's requests subject to the following conditions and Findings of Fact: Outlined in the Staff report.

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

**M. Roth** identified the petitioner/applicant, Logistics Property Company, the contract purchaser of the Subject Property.

**M. Roth** introduced the following speakers on behalf of the Petitioner:

**John and Jana Cronin**, owners of the subject property

**Aaron Martell**, Executive Vice President of Logistics Property Company

**Jim Martell**, CEO of Logistics Property Company

**Adam Marshall** – Sr. Managing Director, Newmark, Knight and Frank

**Bryan Rieger** – Civil Engineer and Traffic Consultant with V3

**M. Roth** acknowledged the well-written staff report and confirmed its accuracy. **M. Roth** then addressed the following:

Subject Property; Existing Zoning: The Subject Property is generally described as the 27.87 acre rectangular, vacant parcel located at the northwest corner of Munger and Stearns, (essentially, the SE corner of Brewster Creek Business Park). The Subject Property is zoned OR and Suburban Residential-5. The west 2/3 is OR-Office/Research and the east 1/3 is SR-5 permitting multi-family attached residential up to 8 DU/acre.

Character of the Area: The essential character of the surrounding area is as described in the Staff report. Immediately north of the Subject Property is a former quarry, now zoned "I-2 Economic Development Area", improved with mostly industrial uses in the Brewster Creek Business Park the 670 acre business park, being the Village's largest business park.

Land Planning: The governing land use plans (Village Future Land Use Plan and the West Bartlett Corridor Plan) include the Subject Property as a "development opportunity" in conjunction with the Brewster Creek "business park." The Subject Property was zoned OR/SR-5 as part of a 1978 comprehensive Village rezoning, rather than any petition for rezoning or development. About 26 years later, the I-2 EDA Brewster Creek Business Park development began.

The Subject Property has proven "not marketable" for conforming OR and Residential uses. **John and Jana Cronin** will talk a little more about this; and Adam Marshall will speak about the market





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for the subject property. The West Bartlett Road Corridor Plan shows the Subject Property "under-developed" noting market availability of Brewster Creek for industrial, business & office park use. The Bartlett Park District acquired the 3.43 acres Green Meadows Park in 2002, and its plan calls for the Park as a "neighborhood park" with 1.03 acres of it dedicated to stormwater retention. Neighborhood parks are planned for populations located within ½ mile. The Green Meadows Park plan is based on the Subject Property being developed as an "institutional use" (not residential).

The Proposed Use. The proposed use is to subdivide the parcel into 3 lots, and build two 207,000 sq. ft. industrial business park buildings, with ±9,500 sq. ft. office space in each building. (Aaron will talk a little more about this.) Lot 3 is proposed to be developed as wetland for stormwater management (**Bryan Rieger** will talk a little more about this)

Petitioner's Requested Relief:

Zoning Amendment of the entire subject property to I-2 EDA per Section 10-7C-3. I-2 EDA is an overlay district, subject to performance standards that permits light industrial, manufacturing, fabricating, processing, parking and storage uses, O/R, and B-4 community shopping.

Grant a variance from the parking table in section 10-7C-7.F. of the Zoning Ordinance to allow shared parking for 468 total spaces (234 spaces required on each lot (468 total based on sq. ft. of industrial and sq. ft. of office). The variance is to allow 222 spaces on one lot and 246 on the other for total of 468 spaces, with a shared parking agreement. Last week the Bartlett ZBA considered this variance request and unanimously recommended in favor.

Grant a Special Use for special flood hazard (wetland) development and management per Chapter 24 of the Building Code.

Preliminary/Final Subdivision Plat and Site Plan approval. The proposed development will provide necessary links to the existing and future bike paths addressed in the Plan.

All requests for relief are subject to the findings and conditions in paragraphs A-L of the March 8, 2019 Staff report. There are no other deviations from Village standards being requested, and no financial incentives are being requested.

Concluding, Mr. Roth addressed the Village standards applicable to each of the requests for relief.

During Staff review, **Mr. Roth** asked that the Plan Commissioners' for their input of possibly raising the berm along the east boundary of the Subject Property, if feasible and approved by the Village Engineer, be incorporated into the Petitioner's application, so that if any variation from the subdivision code is needed, a new variance application with additional notices and public hearings is not required.

**John Cronin** stated his father bought the land in 1967-1968 as an investment to leave to his children. **J. Cronin** felt his family has been a good neighbor throughout the last 50 years, and also allowed the Bartlett Fire Department to use the old barn as a training exercise. He understands that the residents enjoy looking at farmland, however there have been no offers for building retail or office space on the property.

**Jana Cronin** stated up until four or five years ago there hasn't been any interest in the property. Pulte was showing some interest but decided to walk away. Working with Logistics Property Company has been nothing but professional. They have not asked for any incentives from the Village or from the



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**Cronin** family. **J. Cronin** confirmed what her brother had mentioned previously that there wasn't any interest from retail, offices or residential.

**Adam Marshall** stated his colleague **Brian Carroll** has been involved with Brewster Creek Business Park since its inception in 1998, and represented Elmhurst Chicago Stone in selling sites to developers and companies for build-to-suit development.

Brewster Creek has a diverse company base that is constantly expanding with very limited opportunities to satisfy this future growth. For example, Rana Pasta is finishing a 300k SF expansion project in the park and will eventually need additional freezer building capacity in the area. On the flip side, Greco Foods is currently building a 400k SF facility in West Chicago, because there were no available sites for development in the area that could satisfy their immediate growth requirements.

The **Cronin** parcel provides much needed land for the growth of existing companies located in Bartlett and for companies currently located in the surrounding communities. The key demand driver for this **Cronin** site is its location adjacent to the highly successful Brewster Creek Business Park, but more importantly it being within DuPage County which provides favorable long term property tax assessment versus Cook County for this type of use.

I have represented many transactions within Brewster Creek over the past 10 years. A few notable transactions include:

Represented Animal Supply in its 221k SF relocation from Hanover Park @ 1323 Brewster Creek Blvd.

Represented Ace Relocation in its 50k SF relocation from Elgin @ 1543 Hecht Drive.

Represented the landlord in Winhere Brake Parts 222k SF relocation from Hanover Park @ 1331 Schiferl Rd.

Represented the landlord in Clarke Packing & Crating's 108k SF relocation from Hanover Park @ 1365 Brewster Creek Blvd.

Represented the landlord in Brolite's 48k SF expansion from Streamwood @ 1337 Schiferl Rd.

Represented the Seller in Rana Pasta's original 100k SF acquisition @ 550 Spitzer Rd.

Over the past 36 months, focusing on the North DuPage industrial submarket, there has been over 2.5 million square feet absorbed with over 2.9 million square feet of new construction delivered to handle this impressive absorption figure. However, in looking at the same statistics for office & retail, there is negative 2 million square feet of office absorption with no new construction deliveries; and a mere 372k SF of retail absorption with only 226k SF of new construction deliveries.

What this tells us is that the demand for industrial space far exceeds all other commercial property types combined.

It is really interesting to note that Brewster Creek has captured over 25% of all of this industrial absorption over the past 36 months in this entire North DuPage submarket because it had development sites ready to build on. And almost all of this absorption within Brewster Creek was in a speculative development, which is what Logistics Property Company seeks to do on the **Cronin** site.



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The quarterly market statistics strongly indicate that this industrial demand will continue based on continued positive net absorption, a decreasing vacancy rate and increased average asking rental rates.

**A. Marshall** invited **Aaron Martell** with Logistics Property Company to come up to talk more about this exciting and much needed project.

**A. Martell** is with Logistics Property Company. He is one of the owners and leads the Midwest development activity. He thanked the commissioners for having them here tonight. He also thanked **R. Grill, K. Stone** and staff for their hard work in getting us up to this point. They have been working on the Stearns and Munger project since May of 2018. There has been a considerable amount of work to get us to this point and we're very excited about the prospects of the development.

They have been active in the Bartlett community on two development projects in the Brewster Creek Business Park starting in 2015. **A. Martell's** history in Bartlett goes back to the early 1990s when he was a boy playing baseball.

The trend or dynamic of the project they are working on represents a need for additional warehouse and logistics space – as the Brewster Business park is effectively built out and the opportunity for tremendous value creation for the Village of Bartlett – jobs, tax revenue, and putting a dormant site into production.

The **Cronin** parcel has sat vacant for 52 years. 40 years with the current zoning.

Logistics Property Company is a leading national distribution and logistics developer. We build a best in class product and work to attract top tenants. Some of the tenants that we've attracted with in the past few years include Post Cereal, L'Oréal, General Mills, FedEx and Johnson & Johnson.

They have completed two very successful projects in Bartlett for a total of 450,000 SF. Both projects are leased and are leased to successful companies: Winhere, Brolite, and Clarke Packing. The estimated value of those projects are between \$35MM and \$40MM. We're looking to continue that success and positive development into the natural growth of the park at the **Cronin** parcel.

On the site plan they are planning to build two (2) 207,000 SF best in class distribution centers. They'll be state of the art. It's important to mention that fact because they want to attract the top of the line tenants. They want to attract those tenants because they're better for the community but also because they're more willing to accept longer term leases. And LPC will be the long term owners of the project - 7 - 10 years. They designed these projects to withstand the test of time. They believe that they will attract consumer product/food/e-retail users to the project. There are a tremendous amount of food users already in the park and they believe the natural progression will be for those users to locate at the project. There has already had interest from users in the park who are looking to expand and are currently out of space.

They have added amenities to the site which include the bike path and the 4.3 acres of ponds and greenspace. We do that because we need to have offerings for users. A lot of users and tenant want to have these amenities for their employees. If the employees are happy they will have more successful occupancy and stay in the building for longer periods of time.



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Again, as previously mentioned the site is in line with Bartlett's Future Land Use Plan from 2004. It has been the future land use plan for 15 years. The existing zoning has been in place since 1978 and no activity has occurred on the site.

A slide was shown depicting the view from the east side of Lynnfield Lane. They listened to some requests from the neighbors with the prior landscape plan and added some additional plantings to shield the view of the distribution center. We like the way the facilities look but we wanted to be sensitive to the neighbor's requests.

Again this is going to be a tremendous value creation for the Village of Bartlett and the Bartlett community. Over the next 15 years the project at full buildout will generate over \$6.5MM in tax revenue for the Bartlett community. Further the project will generate over \$500,000 in fee revenue for the Village. Our existing projects are producing \$435,000 annually for the community.

A slide was shown that depicts the job estimates that we generally see with buildings of this size. This data was from the tax consultants when working on community incentives. This will create 100-120 construction jobs as well as 120 to 150 full time jobs.

A slide was shown of an existing project that they developed in Wilmington, IL. Really strong corporate identity but also gives the visual of how we approach the corporate identity.

They are sensitive to the neighbor's comments on the proximity to Lynnfield Lane. The next few slides depicted the distances from our western façade to the closest home on Lynnfield Lane. These are very extensive and responsible setbacks. There is 500 feet of distance from the homes on Lynnfield Lane. That is about one and a half football fields. If you move north to Groton the existing homes are in some cases 150 feet from the existing industrial. 500 feet would be in the middle of the Groton neighborhood. This facility would be set back far from the homes at 500 feet. They have also included a 6-8 foot tall berm with additional screening so as to reduce visibility of the buildings.

They have maintained a right in-right out at the eastern most entry point into the site. That access point is only for car traffic. They will not be accessing Lynnfield Lane at all. There is no connection point to Lynnfield. That's important to them as well because we don't want the co-mingling of trucks and cars. So they have created a separate car entrance on Stearns.

With regards to traffic they have prepared a full traffic study that has been approved by the County Department of Transportation. They worked extensively with them on the design and plans of the project. The estimated traffic counts for trucks at the peak hours of the day are 7 trucks. That is 7 trucks leaving the site and headed east on Stearns.

Lastly, they wanted to say that they are really excited about this project. There is a tremendous value creation for the Village of Bartlett and this would be putting a site into production that has sat dormant for 50 years.

**Bryan Rieger** with V3 Companies. 7325 Janes Avenue, Woodridge, IL 60517.

**B. Rieger** stated **A. Martell** briefly described the plan, but he wanted to dive in a little more in detail. The site has been subdivided into three lots. Two for each building and the third lot contains the stormwater management facility along the east property line. They meet or exceed every setback required for the three lots.



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Building A, which is the western building is setback over 101 feet from the Stearns Road Right-of-way and over 106 feet from the Munger Road right-of-way. The building is set back over 205 feet from the north property line.

The truck docks and trailer parking stalls will be located on the north side of the building as the Village does not allow loading docks fronting streets. The allowable parking setback from the north property line is 10 feet for Lot 1 and 15 feet for Lot 2. They are providing a 20' parking setback from the north property line. There is a significant grade change along the north property line. A berm with heights between 10 and 13 feet runs along this property line. The top of the berm is at the property line, so the existing buildings to the north are set down between 10 and 15 feet from grade at our north property line. Since this site has a significant topographic relief from north to south, they are cutting significantly along the north property line. The top of berm remains in place, but they need to construct a couple retaining walls in order to bring the buildings down to an appropriate elevation. The truck dock elevations are between 7 and 11 feet below the top of berm elevations. This will provide good screening for the industrial neighbors to the north.

Building B is setback over 99 feet from Stearns Avenue right-of-way and over 205 feet from the north property line. The setback from the Lynnfield Lane Right of Way is over 400 feet. There are no houses on the west side of Lynnfield, so the closest house is about 500 feet from the north corner of Building B. Between Building B and Lynnfield Lane is proposed to be a stormwater management facility and a berm along the east side of the stormwater facility. To put this into perspective, they are significantly farther from the homes along Lynnfield Lane than the buildings within the park are from Groton Lane. A 500 foot distance would extend well into the residential neighborhood.

**B. Rieger** provided a rendering of the berm along Lynnfield from the perspective of someone standing on the east side of the road. The berm is between 6.5 feet and 9 feet tall as compared to the roadway elevation. Extensive landscaping will also be placed on the top of the berm to provide additional screening for the residents east of Lynnfield. We feel this provides a very nice screen, especially when the stormwater facility is also considered.

The site drains generally from northwest to southeast. There is roughly 25 feet of fall at the worst case. As proposed, the detention pond will be located along the east side of the site and will provide 12.77 ac-ft. of storage or 4,161,121 gallons of storage. The existing release from the site is 18.26 cfs and we are reducing the release rate to 2.77 cfs. This is a reduction of about 85 percent.

Regarding traffic movements, **B. Rieger** stated there will be a right-in/right-out only for the eastern most Stearns Road access, a full access point in the middle of Lot 1 and Lot 2, and a three quarter access to Munger. There is no connection to Lynnfield Lane. They will try to push the majority of the traffic to and from the site as far west as possible. To calculate the expected trips generated from developments, we use the Trip Generation Manual from the Institute of Transportation Engineers. This manual is accepted nationwide as the standard for calculating trip generations for development. The land use designation for this site is warehouse. Warehouse does not yield as significant of amount of trips as compared to office or residential uses. In their analysis, they assumed 440,000 square feet of warehouse, which is more than what is currently proposed. The expected trips coming into the site during the am peak hour are 60 – only 12 of those are trucks. The expected trips exiting the site in the am peak hour are 18 – only 4 of those are trucks. In the pm peak hour, the expected trips entering are 22 (only 4 trucks) and the expected trips exiting are 59 (only 12 trucks).





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**M. Roth** stated in the beginning of his presentation, the existing site is zoned multifamily residential along the east and office/research along the west. If they ran a scenario of possible development per code, the owners could develop with a residential density of 8 units per acre, or 80 multifamily units, and up to 400,000 square feet of office, which would yield an FAR of 0.5 which is allowable by code. We ran trip generations for an 80 unit apartment development and a 250,000 square foot office building. The total trips in the am peak hour would be 431 and the pm peak hour would be 423. That could be an increase of 4.5 times the traffic anticipated from that type of development. There is limited, to no demand, for residential or office at this location but the numbers are telling based on what is currently permissible under the code. Warehouses have lower traffic impact.

**J. Lemberg** ask the committee if anyone had any questions or concerns.

**A. Hopkins** had concerns about how the traffic is calculated. **A. Martell** stated the traffic study is done with IDOT, DuPage County and ITE manual to calculate the traffic patterns. **A. Hopkins** also had questions about trash removal and how it will impact the residents. **J. Martell** stated garbage is not allowed outside of the buildings. Enclosed trash compactors will be inside the buildings and the trash will be removed during normal business hours.

**J. Martell** stated they are very sensitive to open space to residential areas. Other industries within Bartlett are in growth mode that will require more space. If there isn't enough room for them to expand they will seek more room and move their entire businesses out of Bartlett.

**A. Hopkins** stated space with wetlands and retention areas are a good idea, but was concerned about the lights shining into the residents. **J. Martell** stated the lights will be directed down and with landscaping and a berm there shouldn't be any problems.

**D. Gunsteen** asked if a modification could be done on the variance to make the berm taller, especially near the parking areas. Also, signage stating no truck traffic allowed. **K. Stone** stated the signage would be added. The Village Engineer would need to look at the berm height. **D. Gunsteen** asked if the bike path will go all the way to Munger Road, **K. Stone** stated yes.

**D. Gunsteen** asked for the berm to be raised higher than previously planned. **J. Martell** agreed to add landscaping and discuss the setbacks with the Village Engineer.

**J. Lemberg** had concerns that snow removal would be an issue. **B. Rieger** assured him that the snow removal would not be a problem on Lot 3 vs. the north property line. Snow removal could not happen along the north property line because of the grade change between lots.

**J. Lemberg** stated he would also like to see a higher berm and more trees planted.

The Public Hearing portion of the meeting was open to the Public.

**Marlene Palmer** 874 Groton Lane, made the following comments:

Good Evening and Hello... my name is **Marlene Palmer**, I am the spokesperson for the Weathersfield Subdivision. I am currently President of the Bartlett Historical Society, Chairman of Outreach Ministry at Immanuel United Church of Christ, sustaining member of Arts in Bartlett, taught and retired from School District U-46, and have been active in the Bartlett community all my life, as were my parents.





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My roots in Bartlett grow deep. I have lived here my whole life. My family has 6 generations here in the village. I have lived in five different houses and on two farms. Never have I opposed any construction that affected those residences. On only one other time did I strongly oppose a new venture – and that was the balefill proposed for West Bartlett Road some 30 or more years ago. One other person here remembers the strong opposition from residents. She has collected 125 signatures from residents and 50 signatures from businesses. 60% of the residents are senior citizens.

Opposition to the balefill included some of the same concerns we as Weathersfield Residents have for the venture proposed at Lynnfield and Stearns. Those concerns included truck traffic, safety and the environment of the subdivision. The concerns of the residents were heard, the case proven, and thankfully we do not have truck traffic and a mountain of garbage on West Bartlett Road.

Trust is placed on the Trustees to represent and protect the health, safety and well-being of the residents. As the trustees count on votes from the residents to be re-elected, the residents of the Weathersfield Subdivision count on the Trustees and Planning Commission to listen to the residents and vote against this big box warehouse construction.

**M. Palmer** introduce **Randall R. Block**, business owner of LH Block Electric Co., 1281 Humbracht Circle.

**R. Block** read aloud the following letter he sent to **K. Stone** dated March 9, 2019.

It has been brought to our attention that there are plans in the works for a large warehouse/logistics hub to be built right behind our office/warehouse at 1281 Humbracht Circle. We would like to voice our concern and vehement protest of the re-zoning which would allow this project to move forward. After viewing the plans, and based on our experience with logistic warehouses of this size, there will likely be day and night truck movement and all that it entails, extremely close to our office doors.

Our company moved to Bartlett in 2003 after moving out of our previous building in Schaumburg due to the heavy diesel fumes, truck traffic and noise that goes along with this kind of proposed operation. We bought our office space in Bartlett because of the diligence the city has always shown in keeping the industrial area aesthetically pleasing, safe and functional for all business owners. We did our homework and knew the adjacent property south of our office was not zoned for industrial purposes and felt safe investing in this building for our business. I am certain all of our neighbors on Humbracht Circle also purchased their office suites imagining this kind of business would be operating mere yards from their office doors.

We are asking that you reconsider re-zoning this property which would most definitely create a hardship for all the current businesses that have been established along Humbracht Circle. We moved our business her with the belief we would not be exposed to the noise and hazards that will certainly come along with this project. Although I am not going to be in town during the week of these public hearings involving the zoning, I wanted to share my feelings. I hope you understand where we are coming from and consider our situation while making these important zoning decisions.

**Mary Yacullo**, 876 Middleton Lane, expressed her concerns through a GOREquest:

I am currently writing as a concerned homeowner in the Bartlett Weathersfield Subdivision. The biggest concern is safety, Stearns road is already a traffic nightmare and accidents happen almost daily, adding more truck traffic is going to increase the noise and the number of accidents. Getting in and out of this subdivision safely is already very difficult. This is a residential area and no place for



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industrial buildings. Bartlett could use a 55 and older community, existing of ranch town homes or a single family 55 and older community. I know of several friends and residents that have left Bartlett to go to Toll Brothers and Del Web. If you want to keep your older age but young at heart residents something else needs to be done, rather than putting warehouses in a residential area.

**John Martin**, 870 Groton Lane stated he has worked for Jen Land Designs for many years. His concerns are for the safety, health and welfare of the residents in the area. The proposed buildings are 2 football fields long and 40 feet high, the small berm will have absolutely no impact. The improvement of bringing in Lake Michigan water will be a great benefit to their health. The intersection improvements at Rt. 59 and Stearns are also appreciated. Brewster Creek Business Park is a vital portion of Bartlett as is our Weathersfield, however, it belongs at Stearns & Munger intersection and beyond to the west and to the north, not to the east up against the subdivision, Lynnfield Lane. The previous Village Board and Plan Commission who developed the Comprehensive Plan back in 1978 understood land use transition. When you look at the proposed development it doesn't show the size of the buildings, it just says 2 football fields away from residents, making it difficult to judge. A 6 foot landscape berm that they just came up with, after they saw the drawings and letters in opposition from the residents. This will not alleviate the scale and impact of this development. This development belongs on the west side of Munger and they certainly applaud the Village for developing the property. **J. Martin** stated if you go back to the view of the site plan, with the size of these buildings in proportion with businesses to the north, the proposed buildings are massive structures. **J. Martin** stated he is from Iowa and the saying goes, they are trying to put 20 pounds of manure into a 10 pound bag.

**Robert Miller**, 1171 Wakefield Lane, stated there are no other businesses that have traffic in and out on Stearns Road. This project will potentially have 3 shifts a day where the trucks will be waiting in que to get into the businesses'. **R. Miller** believes trucks should leave on Munger Road, not Stearns Road. He doesn't think the snow issue was covered, where would all of the snow go? He appreciated the threat of what could go into that area, and all the people driving through the subdivision. Some people call it a warning, and he may call it a threat. His answer is if any other kind of construction are being built there they will be back.

**Terry Witt**, 471 S. Western Ave. stated he is a bicycle rider and wanted to mention the value of the bike path if the development comes in. This would be part of a larger path for people to safely ride. On Stearns Road a rider must accept the risk of riding with the traffic that's going 45-50 miles an hour. The value of this path being 10 foot wide, it can be used as two lanes going all the way to Lake Street. Perhaps someday, there will a bike paths all the way to the state park.

**Angelika Stachnik** did not speak, she gave her 3 minutes to **J. Martin**

**J. Martin** stated a group of residents canvassed the neighborhood for signatures and letters of opposition, which the board had in front of them. As a former land planner **J. Martin** put together a proposed compromised plan for the property. He stated he lives on Groton Lane and there is a 100 foot wide, 30 foot high landscape berm that separates homes from this business park. That is a logical and appropriate land use transition between single family homes and the lower scale business park. The residents feel that type of transition should be kept with the existing zoning of this parcel. His proposed plan is for an active adult community similar to Bowes Creek in Elgin. **J. Martin** stated about 60% of the residents in this development are senior citizens. He believes there is a strong market for an adult community with a small clubhouse with a meeting room, storage room, restrooms and a small kitchen. This concept would provide for a 100 foot wide 30 foot landscape berm that would



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separate this development from lot 1 of Martell's proposed I-2 Industrial. That's at the intersection of Munger and Stearns, relates to the main business park to the west and to the smaller scale business park to the north. The impact that this will have on the community will be negative. **J. Martin** stated he has worked with V3 in the past, the detention needs to be out along Stearns where the natural outfall is to the south. This will create an additional buffer for the gated community and will also create a buffer for only a right-in right-out for the trucks into the business park.

**Anneliese Mollsen**, 1205 Lynnfield Lane stated she wanted to thank the Cronin's for letting everyone enjoy the land and all of the wildlife for so many years. She stated she is not against progress and certainly not against lowering her taxes. However, she did have concerns about the hours of operation, in and out, the noise level that trucks make. **A. Mollsen** stated it is very difficult to get out of her subdivision, even with 2 entrances and exits on Stearns Road. At rush hour she needs to plan an extra 10 minutes just to get out of her subdivision. If this project is approved she would like the board to consider setting the speed limit down to 35 from Munger towards Rt. 59 with a sign with constant flashing showing a speed limit of 35. Nobody goes 35 from Munger to Rt. 59 unless they see a police car. **A. Mollsen** stated she is also concerned that this project will lower her property value. The subdivision is mostly senior citizens and they have put their life's work into their homes. She doesn't want to continue to pay high taxes and the value of her home to decrease.

**Lorne Henne**, was called, no response.

**Mike Tessner**, 860 Groton Lane stated he frequents Green Meadow Park with his grandchildren, which they enjoy immensely. There is a sidewalk near Stearns Road that they want to walk on but the gravel trucks and the semi-trucks going 50 mph rather than 30 mph makes it unsafe. That is a safety concern for that park. The safest way to the park is through the subdivision. **M. Tessner** stated if you look from Lynnfield Lane towards Munger you will notice the grade is downhill. Will this be graded flat, what will be done about the pitch difference? All the water will go into the retention pond. **M. Tessner** other concern is with the speed limit, no one pays attention. Gravel trucks make it even more dangerous.

**Joseph Kielar**, was called, no response.

**Mike Werden**, 431 S. Main Street stated he is a member of Zoning Board of Appeals. Some of the zoning that happened, Bartlett had a moratorium. Jerry Kallas was on the Village Board at the time that a lot of building was going on. They did a comprehensive zoning plan. The Forest Preserve District did not own the property across the street at that time. If you look at the plans, the zoning is because there were plans for the property south of Stearns Road. Once the Forest Preserve purchased that land, the OR or SR-5 zoning didn't make any sense. The whole parcel should have been zoned the same as it is to the north. The problem with SR-5 zoning there could be 8 units per building, ending up with 64 units on that property right now, which would make the traffic very congested needing a traffic light at Lynnfield to get out. **M. Werden** stated residential properties have no business being on the corner of Lynnfield and Stearns Road, this would be a big mistake. He went on to say that the builders have not asked for any incentives from the Village and they have met or exceeded the zoning requirements. **M. Werden** stated he wasn't sure what size building could be built if the zoning was left as OR, it could be VERY large. He realizes this is controversial however the Village needs to maintain some consistency.

**Christine Holmes**, 872 Dedham Lane gave her 3 minutes to **John Martin**.



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**J. Martin** stated he does not agree with **M. Werden** regarding residential, they do not want apartments or townhomes. The market dictates the need for residential and senior living. He believes Bartlett has been actively looking for this type of active adult senior living community. With the proper buffering and landscaping, people would be open to this type of community. It would give seniors an opportunity to stay in Bartlett and not look elsewhere for this type of development. The Brewster Creek Business Park identity starts at Stearns Road and Munger Road, not at Lynnfield. If the Board approves this development **J. Martin** believes they are not fulfilling your role in protecting the health, safety and welfare of the residents especially those in the Weathersfield subdivision.

**Rick Hering**, 1237 Lynnfield Lane stated he lives in the house that is directly north of the park. He is concerned with hours of operation, especially if it's a distribution center there will be trucks running at all hours and the trucks coming and going all night long. He realizes the parking lot is a football field and a half away however he can hear traffic from Stearns and also from Munger. There could be trucks all night depending on what goes in there. There was talk that trucks won't be able to make left hand turns onto Munger from the propose project, what will stop trucks from making the turns. What will prevent the trucks from sitting in the lot running all night long?

**George Koziol**, 654 Hazelnut Court stated he is also on the Zoning Board of Appeals. He stated Brewster Creek is clean, neat, well developed, maintained and consistent throughout. Over the years parcels have been rezoned based upon need and changes. The zoning request is reasonable, it squares off the property of Brewster Creek and becomes a logical end to the development. He thinks it's a great idea that Lot 3 is not being used to add another building. It's a wise move of the petitioners to be concerned with the east edge of the property, the pond is a natural area for retention, preventing the industry from approaching Lynnfield Lane. **G. Koziol** believes this a great use for that side of the property. The pond with a berm and trees is great site obstruction, more appealing from the properties on the east side of Lynnfield Lane. When people talk about what they would like to see in the future this is not what is happening today. This property has been vacant and with no interest for a very long time. **G. Koziol** thinks it's not appropriate to hold up this development based on what you would like to have.

**J. Lemberg** asked if anyone else had any questions or comments.

**Thomas Block**, 868 Middleton Lane asked if the retention pond will be filled at all times or only with drainage water.

**Bryan Rieger** stated the pond will be flat on the bottom, with native plants, grasses 3 to 5 ft. tall. Native plants will also be on the side slopes. The pond bottom will not hold water, it will not be 10 ft. deep but storm water management facility.

**J. Lemberg** asked if anyone else in the audience had any questions or comments. No one came forward.

Public portion of the meeting was closed.

**J. Lemberg** asked if anyone on the commission had questions or comments.

**J. Allen** suggested a variance for the berm on Lynnfield to help with the sound and the appearance. Maybe an easement with a berm twice as high as what is currently planned. **A. Hopkins** asked **R. Grill** if this is something that needed to be put in the motion. **R. Grill** stated from an engineering standpoint



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she didn't think it was possible and asked **B. Rieger** to address the question. **B. Rieger** stated the berm was originally shifted over and a little taller, but through the review process with the Village Engineer, it needed to be moved over to follow the IDOT standard for detention facilities adjacent to public roadways. The 25 ft. offset is from the right of way to the bottom of the berm which is the start of the detention facility. There would need to some relief from the Village Engineer in order to push that berm closer to the right of way. The Village Engineer is referencing an IDOT standard, but since this is not an IDOT roadway it doesn't necessarily need to be followed. **R. Grill** stated we might need to request a modification from the subdivision ordinance. This is something that could be put into the motion for him to look at if you so choose. **A. Hopkins** stated he didn't think it would hurt to put it in the motion. **R. Grill** stated part of the conditions include the engineering approval which could be wrapped into that as well. **A. Hopkins** said to add it as a safety.

**J. Lemberg** asked if anyone on the Commission had questions or comments.

**J. Lemberg** asked if the Petitioner had anything they would like to add.

**M. Roth** stated just for the record or the procedure, would he need to apply for another variance. Would it be appropriate or even possible to have an oral request for the variance with this Commissions recommendation to carry on to the Village Board? **M. Roth** was trying to avoid coming back for another Public Hearing if at all possible. **R. Grill** stated she believes this would be modification and not a variation from the subdivision ordinance. This would need clarification from the Village Engineer and she would like to have him to take another look at the requirements for the berming in relation to the retention. This could be wrapped into his engineering approval.

**A. Hopkins** asked if this is something that needs to be added to the motion. **R. Grill** stated they should mention that they would like the Village Engineer to continue to review the berm height, location and possibly for it to be increased as a modification to the plans.

**J. Martell** stated he is willing to work with the Village Engineer to get this worked out.

**J. Lemberg** asked for a motion for Preliminary/Final Plat of Subdivision, Rezoning from the OR (Office Research) and SR-5 (Suburban Residence) Zoning Districts to I-2 EDA (General Industry Economic Development Area) Zoning District, Site Plan Review for Lots 1 and 2, Special Use Permit to fill two (2) wetlands and to have the Village Engineer review the berm height and possible modification. Subject to the conditions and Findings of Fact.

**Motioned by: A. Hopkins**

**Seconded by: J. Miaso**

**Roll Call**

**Ayes: J. Miaso, J. Allen, J. Kallas, D. Gunsteen and J. Lemberg**

**Nays: A. Hopkins**

**Motion carried.**





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**Old Business/ New Business**

**R. Grill** stated there are a couple pending petitions but she was not sure if they will make it on for next month. **R. Grill** thanked everyone for coming to make a quorum.

**J. Lemberg** then asked for a motion to adjourn.

**Motioned by: A. Hopkins**

**Seconded by: J. Miaso**

**All in favor.**

**The meeting was adjourned at 9:45 P.M.**