



Village of Bartlett  
Plan Commission Minutes  
June 10, 2021

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J. Lemberg called the meeting to order at 7:10 pm.

Roll Call

Present: J. Lemberg, Chair, A. Hopkins, M. Hopkins, J. Miaso, and T. Ridenour

Absent:

Also Present: Planning & Development Services Director, Roberta Grill, Village Planner, Kristy Stone, and Associate Planner, Devin Kamperschroer

Approval of Minutes

A motion was made to approve the April 8, 2021 meeting minutes.

Motioned by: A. Hopkins  
Seconded by: M. Hopkins

Roll Call

Ayes: A. Hopkins, M. Hopkins, J. Miaso, and J. Lemberg  
Nays: None  
Abstain: T. Ridenour

The motion carried.



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**(#21-04) The Grasslands**

- A. **Rezoning** from the B-2 (Local Convenience Shopping), ER-2 (Estate Residence), SR-2 (Suburban Residence), SR-5 (Suburban Residence), SR-6 PUD (Suburban Residence) Zoning Districts to the PD (Planned Development) Zoning District,
- B. **Preliminary Subdivision/PUD,**
- C. **Comprehensive Plan Amendment** to the Future Land Use Plan,
- D. **Special Uses** for a planned unit development and wetland mitigation,
- E. **Preliminary PUD Plans** - Phase 2 (townhomes) and Phase 3 (commercial)

The following exhibits were presented:

**Exhibit A – Picture of Sign**

**Exhibit B – Mail Affidavit**

**Exhibit C – Notification of Publication**

**K. Stone** the petitioner is requesting to rezone the property located at the northwest and north east corners of Route 59 and W. Bartlett Road to the PD (Planned Development) Zoning District. They are also requesting a Preliminary Subdivision/PUD. The Plan identifies 4 PODs or neighborhoods for residential development. POD 1 consists of 81 traditional single-family homes, POD 2 consists of 60 active-adult ranch homes, POD 3 consists of 90 active-adult duplexes, and POD 4 consists of 116 townhome units. Six acres are proposed for commercial development at the northwest corner of Route 59 and W. Bartlett Road and 11 acres are proposed for open space on the east side of Route 59. The plan identifies a full access curb cut which aligns with Cheviot Drive on W. Bartlett Road as well as 2 full-access curb cuts on Naperville Road for single-family homes and another for the future townhomes. The petitioner submitted a traffic study which was reviewed by the village's traffic consultant who concurred with the findings in the study. Staff is awaiting comments from Cook County and IDOT whom have jurisdiction over W. Bartlett Road, Naperville Road and Route 59. The petitioner is requesting Special Use Permits for a Planned Unit Development to allow a mixed-use development and for wetland mitigation. There are numerous wetlands on the site and they are proposing to mitigate about half an acre of low-quality, isolated wetlands located within PODS 2 and 3. They will be purchasing credits from a regional wetland mitigation bank. The petitioner is requesting a Comprehensive Plan amendment to the Bartlett Future Land Use Plan so that the uses match what is shown on the Preliminary PUD Plan. Due to the size of this development, they are requesting a phased plan. Phase 1 involves the single-family PODs that we discussed, phase 2 includes the townhomes north of the track, and phase 3 is for future commercial. They are proposing to do a bike path along Naperville Road for both phases. There will be a sidewalk the entire stretch of W. Bartlett Road from Naperville Road to Route 59 and they are proposing a meandering bike path that goes through the development, under Route 59 and goes to the park site to the east. The petitioner is proposing a 6' to 8' tall berm to screen the single-family homes along W. Bartlett Road which also includes a 6' tall fence. They are in talks with the park district to dedicate a park site on the west side between the active-adult cottages and the active-adult duplexes as well as the almost 11 acres east of Route 59. There will be some wooded areas within that and they will be grading a portion of the site for future ball fields, possibly pickle ball courts. That is up to the park district's discretion. There will be 81 traditional single-family lots which are very similar to the SR-3 zoning district which is very common within the village. They are just requesting reduced front yards. The active-adult single-family homes



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are ranch homes on smaller lots which almost all back up to the detention and wetlands as well as a retention pond located on this lot. The active-adult duplexes are located on the east side of the main road that goes through this development. There are ranch duplexes with optional lots. There will be a 6' tall fence installed on the lots that back up to the commercial development. The petitioner is also requesting a preliminary PUD plan for the townhomes which is phase 2 located north of the railroad tracks. It would be a total of 116 units in 23 buildings. The PUD plan identified 39 guest parking spaces which meets the zoning ordinance requirement. They are proposing a tree preservation easement along the north property line and a tree survey will be required as part of the final subdivision/PUD and final site plan application. The petitioner will be selling Phase 2 to a residential builder and at that point, we will get building elevations as part of the PUD plan for the townhome development. Detention is proposed on lot 202 and 204 is the large wetland area that is shown on the overall preliminary PUD plan. Phase 3 is the commercial development at the northwest corner of Route 59 and W. Bartlett Road. The preliminary PUD plan is for a grocery store or retail building as well as a restaurant. This would be approved for 1 or 2 buildings. The petitioner would again have to come in for a final PUD plan once they have selected a user and at that point, we would look into the parking requirements and building elevations. As part of this, the petitioner is proposing to have a right-in/right-out on Route 59 with a full access curb cut on the west of the commercial lot. The staff recommends approval of the petitioner's requests subject to the conditions and findings of fact in your staff report. However, staff would like to add the following condition; the light poles at the subdivision entrances on W. Bartlett Road and Naperville Road, and within the commercial site match those in the W. Bartlett Road corridor plan. The petitioner and all of their experts are here to answer any questions that you may have.

The petitioners **Daniel Olsem, Director of Engineering and Chris Naatz, Director of Sales & Strategy, Crown Community Development** and all of their experts came forward and were sworn in by **J. Lemberg**.

**J. Lemberg** asked if the zoning board reviewed this request. **K. Stone** the zoning board was not required to review this because the petitioner is asking for rezoning for a plan development, and there are no variations required. The setbacks they are requesting are the setbacks that would go with their zoning request. **J. Lemberg** was the fire department okay with the cul-de-sacs? **K. Stone** yes, the fire department has reviewed this request. **J. Miaso** what about the land for the park district? **K. Stone** the petitioner is proposing a 10-acre land donation in the development as well as a land donation on the east side of Route 59. **D. Olsem** we have had good conversations with the park district as recently as 2 days ago. They are very interested in the east parcel and have plans for that including the pickle ball court. The east side is a heavily-treed area and the park district does have some concerns about that, but I think the director of the park district feels that it is more likely than not that they will take it, but we are not quite there yet. **M. Hopkins** the northerly townhome parcel only has 1 entrance. Did the fire department ask for emergency access on Naperville Road? **K. Stone** the fire department has reviewed this and has not requested an emergency access. **M. Hopkins** that is a concern for me. There is only 1 point of access and if that gets blocked the emergency vehicles will be stuck. We have done secondary entrances on other parcels with less units. **D. Olsem** I share your concern. We deal with this all the time and



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typically provide secondary access whether it is emergency access or otherwise. The problem with this location is that it is landlocked on the north with existing townhomes, the south side has the railroad tracks and the east side has wetlands. That only gives us Naperville Road for access. We relocated the entrance to the subdivision as far north as we could for one reason and that is because of the railroad. We cannot have an access point that close to the railroad crossing for obvious reasons. There really is no opportunity to have a secondary access. **T. Ridenour** will the bike path be located under Route 59? **K. Stone** that is an option and something we are negotiating as part of the development agreement. **T. Ridenour** how much room is there between the duplexes and the commercial development? **K. Stone** there is a minimum of 30 feet of buffering behind the duplex lots and potential parking. We do not have the site plan. That is the minimum setback for this lot for parking. We requested and the petitioner agreed to put a 6' tall fence on the duplex lots so that the homeowners have that immediately before the commercial development. **T. Ridenour** is there room for a berm in addition to the 6' fence to give the residence more than a 6' fence between their lots and the commercial? **D. Olsem** the problem with having a berm here is that it takes up space for the commercial. Staff and the Village Board have expressed interest in getting commercial there. **T. Ridenour** how much space is between the single-family ranch homes? **D. Olsem** I believe it is 10' with a 5' side yard setback. The single-family is 15' between the homes and 7-1/2' for the side yard setback and the duplexes are 5' as well so it would be 10' between the homes, which is pretty standard for this type of product and this type of buyer. **T. Ridenour** have you built lots this small before? **D. Olsem** yes, in the Highland Woods Subdivision we have a small lot neighborhood in Elgin. **M. Hopkins** is Pulte here to design and build the traditional single-family home? **D. Olsem** Pulte will be doing the land development of phase 1 which includes single-family detached, the active-adult ranch, and the active-adult duplex. The townhomes might be somebody else, maybe Pulte, but they are not under contract for that right now. **M. Hopkins** are you looking for a developer for the commercial? **D. Olsem** yes, we have been looking for a commercial developer for about a decade. We know that the village is interested in a grocer. We think that would be a good use here. What you see in the petition is a restaurant and grocery. We think those are good candidates for that, but we currently do not have a user that we are working with for that site. **R. Grill** could you please go over how the homeowner's associations will be taking care of maintenance of the active-adult properties? **D. Olsem** the townhomes will be common maintenance with 1 HOA north of the railroad tracks. South of the railroad tracks will be 1 HOA and there will be 2 sub HOAs in the active-adult ranch and another sub HOA in the active-adult duplex. Those 2 neighborhoods would be common maintenance. On the duplex product there needs to be separate HOAs because of the lawn mowing and snow plowing that needs to be done, but with the duplexes, there is also maintenance of the buildings with a different budget and different costs. The ranch homes will be owned by the residence. They will maintain their own homes, but the property will be maintained by the sub HOA and the single family detached will be under the master HOA which encompasses all of them. **J. Lemberg** what is the price point? **R. Getz** we will be building single-family detached, ranches, and duplexes. These are the exact same homes that we are currently building in the Eastfield Subdivision in Bartlett. This will be similar pricing to Eastfield for the two-story product. As far as the ranches and duplexes, right now, pricing is all over the place due to today's market.



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The ranches will start in the mid \$300,000s and will be closing in the low to mid \$400,000s. The duplexes will be starting just below \$300,000 and closing in the mid \$300,000s. We also have communities like this that we are building throughout the market and understand this buyer. This buyer is going to sell their existing home and buy this home at about 80% of the price that they sell their existing home. That guides our pricing. **A. Hopkins** this land needs to be developed and, in my opinion, I would like to see more retail space. I think that area definitely needs it. I am hoping we can attract a grocery store because it is very much needed. I hope that there will be more land dedicated to retail with maybe taking out lots 142 to 147 and putting in more retail. I think a restaurant and grocery store is just not enough. We need more retail in that area. My other concern is traffic. These are a lot of homes for that area. Route 59 and W. Bartlett Road has very bad accidents all the time. I know that the state is supposed to be redoing it. Is there a date set for that? **K. Stone** it is scheduled for the November 2021 letting. **A. Hopkins** if this is approved when would everything start? **D. Olsem** if it is approved I believe Pulte is anticipating starting earth work right around that time. There are going to be some coordination issues we would have to work on with the state, but it has been done before and we can certainly do it. **A. Hopkins** is there going to be a traffic light on W. Bartlett Road? **D. Olsem** no, there is not. **A. Hopkins** in my opinion, you cannot have this large of a subdivision without a stop light. There is no way to turn left and get out. At rush hour, these people are all trapped. **D. Olsem** in order to install a light you have to meet state warrants. The state does not want lights too close together. There is a light at Naperville Road and a light at Route 59. The traffic counts do not meet the warrants and the proximity to Route 59 is too close for a light. **C. Naatz** more than 50% of the home sites in this particular section are the active-adult homes. They typically produce less traffic with fewer people in the household overall and when they do travel, they are not traveling at peak times which hopefully, will substantially minimize some of the concerns. **A. Hopkins** what would the age group be for the active adult? Typically, since these are ranch homes we are seeing upper 50s and 60s, but these are not age restricted. **A. Hopkins** is it possible that there could be working families living here? **C. Naatz** that is possible, but based on experience, it is unlikely that people will pay a significant premium for the same amount of square footage. **A. Hopkins** I think about the next 15 to 20 years and these houses are going to be here for the next 50 to 60 years and we have no idea what type of economy we will be in in 60 years and what kind of homes those are going to be. We used to have single-car garages because nobody expected people to have more than 1 car. Things can change. I do not look for the now or the next 10 years. I look a lot further than that because we have to look at those things when we are developing to have smart development. I would like to hear more about the traffic. **D. Olsem** I would like to address your comments about the commercial. We like commercial, but the problem with this site is nobody is building big boxes anymore with e commerce. Brick and mortar stores are going away, sadly. Also, they do not want to come to this location because of the Cook County taxes, which is unfortunate as well. We did work for 10 years trying to get commercial, but could not make it happen for a decade. We think this is the right size in today's world. I do not think we would be successful if we expanded that commercial any more than what we are already showing. **T. Sjogren, Traffic Engineer** our study looked at the most conservative case. While there is a tremendous amount of potential for active adult here, we evaluated this for a typical family. The traffic in the study does assume a pretty



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substantial amount of traffic that probably will not be there if in fact this develops as we anticipate. We evaluated the commercial with about 60,000 square feet. This will likely be significantly less. The plan right now shows approximately 40,000 square feet. In the study we have improvements identified to mitigate a significant amount of traffic that may not be there in actuality. We are working with the state and the county on the access points and the improvements associated with them. We have left and right turn lanes identified and the ability to have both left and right turn lanes as you exit so that if there is a significant queue for a left, for example turning out onto W. Bartlett Road, you might be able to take a right and find an alternate route. We also have multiple points of access to the residential area as well and that also provides people with choices. Based on the projections we have over the next 10 years, this does not warrant a signal, but that is something that can be reevaluated at some point in time. **A. Hopkins** with Route 59 and that intersection being redone will there be a right-turn lane onto W. Bartlett Road? **T. Sjogren** yes, there will be a right-turn onto W. Bartlett Road as well as dual left turns lanes off the state route. It will be a very significant improvement. **A. Hopkins** the entrance off of W. Bartlett Road and Street A that runs through it has a median with grass on either side. How big is each lane? If there is a car parked on that street can other vehicles get through? **T. Sjogren** **INAUDIBLE** **A. Hopkins** my concern is if you get a truck that stops, traffic can no longer get through. **T. Sjogren** **INAUDIBLE**

**T. Ridenour** what is on the northwest corner of the commercial between the 2 residential lots? **K. Stone** that is an access point so that the people that live in the community would not have to come out to W. Bartlett Road to get to the commercial. They would be able to stay within the subdivision. This is a conceptual plan. It would have to come in for final. **M. Hopkins** has anybody asked IDOT if we can get a right-in/right out over the crest of the hill going downhill towards the light? **D. Olsem** we are not there yet with IDOT. They have not said no and in the world of IDOT that is pretty good. I am confident we will get there with IDOT. We have to meet all of their requirements and safety guidelines. It is important and I do want to make clear that IDOT may say no at some point, but we will figure that out. We do have to come back to you with our plan when we have a user for that area obviously and then we will know what the real traffic is coming in and out. IDOT and CDOT both have our transportation study which shows the right in/right out. We have not gotten their responses yet. We should know more in a month or two. **M. Hopkins** if that is a 12' drive with a 10' grassy median and another 12' drive there is no room to pass. **E. Mancke** our typical road section for the boulevard has a 16' wide grass median and on either side of the median we have 20' back-to-back lane. Both lanes are each 20' and the median is 16'. **M. Hopkins** that is a lot of room.

**J. Lemberg** opened the public hearing portion of the meeting.

**Ovidio Fernandez-Cuervo, President Greens of Villa Olivia HOA** stated that his concern was the traffic on Naperville Road. There are days that I cannot exit the subdivision. Traffic backs up on the closer exit on Philip Drive to W. Bartlett Road and I cannot exit the subdivision. In addition, somebody made a presentation to the Village Board earlier this year for 146 apartments. Now we are talking about 344 units when you add it all up. Using the Department of Transportation



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numbers the average household in the United States has 1.88 cars. Everybody drives their car so you can double those numbers. You are talking about 1,800 to 1,900 cars a day on the road. Also, Brewster Creek Business Park keeps growing and the trucks keep coming. What are we going to do about the trucks and all of the people who work in Brewster Creek? Take into consideration the 2-lane road off of Naperville Road. This is a safety issue. My homeowners expressed concern to me about the traffic.

**J. Lemberg** closed the public hearing portion of the meeting.

**M. Hopkins** could we ask the traffic engineer to respond to the public comments?

**D. Olsem** as far as the traffic generation for the project, again, we talked about additional commercial. Commercial is a huge traffic generator and if we did more commercial like we originally considered, we would be generating a lot more traffic. All of the other uses we considered including warehouse distribution and high density residential are all much higher traffic generators than what we are proposing here. The only thing that would be less of a traffic generator is estate residential. If we went for estate residential it would not encourage commercial users to come here and we would not do the project because it would not be profitable. I do believe that the IDOT improvements will greatly increase the flow of traffic along W. Bartlett Road. Folks are turning north onto Naperville Road right now because they cannot make the turn onto W. Bartlett Road to Route 59. I do think that is going to mitigate that substantially. **M. Hopkins** I do agree that active adult is about as benign traffic wise as anything could be. What is your response to the comments made about the natural evolution as pressure on Naperville Road rises? What generally can be expected to happen with the improvements? **T. Sjogren** I think one of the benefits of this particular access plan is that there will be very limited traffic that will go through the Naperville Road and W. Bartlett Road intersection. If you are headed toward the Route 59 Corridor you are going to use the middle access in Bartlett to get to the Route 59 corridor. If you are going to go north to get the various corridors you can access from there and stay away from that signal. There will be traffic that comes through there, but the impact of that particular intersection, which I know is more sensitive given some of the other things that are going on with industrial, etc., it will be significantly limited. Obviously, what we looked at is probably a worse case and it is well managed with the mitigation that we are identifying. We did not just look at the site popping in today, we actually increased the traffic to account for COVID to make sure that was considered and we looked 10 years in the future with additional growth beyond our development. There is a lot here that accounts for future conditions and manages them well. Yes, there will be more traffic than there is today, but the combination of the mitigation that we are proposing as well as the fact that we were probably overly conservative in our estimates would suggest that it will be well managed. **M. Hopkins** as pressure increases on the roadway with more lanes and more signalization over the course of human events, but who can tell now. What does Naperville Road operate on now as a grading basis? **C. Naatz** I believe for most time periods it is level of service C, a high C. It may have some Ds in it today, but in the future, I think our impact is a couple of seconds during most peak hours. **M. Hopkins** the impact is a couple of seconds of wait time. **C**



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**Naatz** correct. **R. Grill** I think staff would concur with some of the statements made by the petitioner in regards to how the current situation is going to be drastically improved at Route 59 and W. Bartlett Road with dual left turn lanes. Right now, I drive that every day and it does back up all the way to Cheviot Drive. As far as the truck traffic is concerned, we have been working on way-finding truck route signage so that we can direct trucks to Route 59 rather than traversing up Naperville Road and as such, when you have dual left turn lanes and a designated right turn lane, we hope the trucks will actually take that route rather than Naperville Road. Our traffic consultant Lynn Means is here tonight. If you have any questions, she can answer those. **A. Hopkins** with the townhouses there should be some type of emergency access. There are a lot of units for one entrance. I was a president of a townhouse association with 150 units and we just had courts and we had issues with parking. I hope when the final comes through that maybe these are rearranged or some are taken out and an emergency lane is put in. That is my concern. **C Naatz** the geometry of the site is a bit challenging. We did try to account for that by designing it with a loop design so that if something were to happen that minimizes the impact. **A. Hopkins** the other issue that you are going to have is people trying to turn left onto Naperville Road. That is going to be stacked up during rush hour. **D. Olsem** that is a great point. Another thing that we have done with emergency vehicle access is to do a boulevard at the entrance which splits the lanes up so that if there is an accident in one lane you still have a secondary lane for emergency access. That is certainly something we can consider as well. We will also consider emergency access on the south side. We need to talk to the railroad because that is going to be a concern. We need to talk to CDOT about that to see if that is acceptable. It is something we will consider. **A. Hopkins** would everything else have to be built before phase 3 for the commercial? **D. Olsem** I cannot give you an answer to that now. Commercial is hard to get these days because of the reasons I mentioned earlier, but if they came in tomorrow, we would start that process right now as far as final engineering. That actually would be better. We could work with the contractors at the same time. The reality is, no one has come to us yet. **A. Hopkins** hopefully, if this is approved and they know something is going to be built they may want to get their foot in the door. **D. Olsem** the old axiom is, commercial comes after the roof tops. You need the customers before they are going to build their building and put capital in the ground because they want to make sure it is going to be successful. We are very excited about Pulte getting their product going out there. They are consumers and have expendable cash, and we think this is going to be a great location and be successful, but until the rooftops show up, I do not think we are going to get a lot of interest in the commercial.

**J. Lemberg** asked if there were any other questions or comments. No one came forward.

**J. Lemberg** before we vote on this, I would like to bring up a few issues that I am concerned about. I think this property is too crowded. I think that it is taking away the space between the houses and the front and back yards. It is just too crowded for this property. The street that comes off the south side instead of being lined up with Cheviot Drive it should be lined up with Jodi Lane. They should realign that street because there is going to be too much traffic backed up onto Route 59 and the traffic pattern. The proposed restaurant and grocery store does not have a very good





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pattern for traffic. There is no lane for traffic to go through. You would have to go through parking lanes with people coming in and out. It is not a good concept. You have one exit going into a residential area and another one going to W. Bartlett Road. I would not want people coming through a residential area from the grocery store or restaurant if it was my neighborhood. I have a problem with that. I also have a problem with the parking for the townhomes. I know people that live in townhomes and when we go over there for a birthday party or something like that, parking is terrible. If 2 or 3 people happen to be having a party at the same time you cannot find parking. You are putting too many things in that little space. When IDOT starts doing construction on Route 59 the traffic pattern is going to be really terrible for at least a year. The whole thing is just too crowded. The traffic patterns are not good. This is not a good layout for people living in the neighborhood.

**M. Hopkins** made a motion to pass along a **positive recommendation** to the Village Board to approve case (**#21-04**) **The Grasslands Rezoning** from the B-2 (Local Convenience Shopping), ER-2 (Estate Residence), SR-2 (Suburban Residence), SR-5 (Suburban Residence), SR-6 PUD (Suburban Residence) Zoning Districts to the PD (Planned Development) Zoning District subject to the conditions and findings of fact outlined in the staff report.

**Motioned by: M. Hopkins**

**Seconded by: J. Miaso**

**Ayes: A. Hopkins, M. Hopkins, J. Miaso, T. Ridenour, and J. Lemberg**

**Nays: None**

**The motion carried.**

**J. Miaso** made a motion to pass along a **positive recommendation** to the Village Board to approve **The Grasslands** Preliminary Subdivision/PUD subject to the conditions and findings of fact outlined in the staff report and condition for the light poles at the subdivision entrances on W. Bartlett Road and Naperville Road, and within the commercial site match those in the W. Bartlett Road corridor plan.

**Motioned by: J. Miaso**

**Seconded by: A. Hopkins**

**A. Hopkins** I would like to see on a final some of the items that we discussed with the townhouses and would like the Village Board to consider adding more space for retail. I think that is very important. I think the Village Board really needs to consider traffic as well.

**Ayes: A. Hopkins, M. Hopkins, J. Miaso, and T. Ridenour**

**Nays: J. Lemberg**

**The motion carried.**



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**J. Miaso** made a motion to pass along a **positive recommendation** to the Village Board to approve case **The Grasslands** amendment to the Future Land Use Plan subject to the conditions and findings of fact outlined in the staff report.

**Motioned by:** J. Miaso  
**Seconded by:** T. Ridenour

**Ayes:** A. Hopkins, M. Hopkins, J. Miaso, and T. Ridenour  
**Nays:** J. Lemberg

The motion carried.

**J. Miaso** made a motion to pass along a **positive recommendation** to the Village Board to approve **The Grasslands Special Uses** for a planned unit development and wetland mitigation subject to the conditions and findings of fact outlined in the staff report.

**Motioned by:** J. Miaso  
**Seconded by:** A. Hopkins

**Ayes:** A. Hopkins, M. Hopkins, J. Miaso, T. Ridenour, and J. Lemberg  
**Nays:** None

The motion carried.

**J. Miaso** made a motion to pass along a **positive recommendation** to the Village Board to approve case **The Grasslands Preliminary PUD Plans - Phase 2 (townhomes) and Phase 3 (commercial)** subject to the conditions and findings of fact outlined in the staff report.

**Motioned by:** J. Miaso  
**Seconded by:** T. Ridenour

**Ayes:** A. Hopkins, M. Hopkins, J. Miaso, and T. Ridenour  
**Nays:** J. Lemberg

The motion carried.



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**Old Business/ New Business**

**R. Grill** we have been asked to have a one-time joint special ZBA/Plan Commission meeting for July for the development that is coming to downtown so that the petitioner only has to go through 1 public hearing process instead of 2 public hearings. We would like to have the meeting on Thursday, July 1, 2021, which is the ZBA meeting date. We need to know tonight if you can make the meeting. We have to have a quorum. The first part of the meeting is going to be a special Plan Commission is just for 1 item and only the Plan Commission is going to vote then we are going to close that meeting and open a joint meeting with the ZBA and the Plan Commission for 1 hearing for 2 different projects. One project is the proposed apartment complex downtown and the other project is for Le P'Tit Tapas. Both of those need to go to ZBA and Plan Commission, but you are each going to vote separately. ZBA will vote first and then the Plan Commission will vote. We will send email reminders and call to remind everyone about the joint meeting on July 1, 2021.

**A. Hopkins** the Fourth of July fest will be going on this year from July 2 through July 4. Thank you to The Village because they really provided a lot of help for us this year. We were concerned that if for some reason things get shut back down or people decide they do not want to come out, the committee would lose a lot of money and the fest and fireworks would be in jeopardy for next year, but this was something that Mayor Wallace really wanted and the committee made it happen. The fireworks will be on Friday, July 2.

**J. Lemberg** asked if there was a motion to adjourn.

**Motioned by: M. Hopkins**

**Seconded by: J. Miaso**

**Motion passed by unanimous voice vote.**

**The meeting was adjourned at 8:20 pm.**