



Village of Bartlett  
Plan Commission Minutes  
March 10, 2022

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J. Lemberg called the meeting to order at 7:05 pm.

Roll Call

Present: J. Lemberg, Chair, A. Hopkins, M. Hopkins, J. Miaso, J. Kallas, J. Kapadoukakis  
Absent: None

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

Approval of Minutes

A motion was made to approve the February 10, 2022 meeting minutes.

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

Roll Call

Ayes: A. Hopkins, M. Hopkins, J. Kallas, J. Miaso, J. Kapadoukakis, and J. Lemberg  
Nays: None  
Abstain: None

The motion carried.



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(#21-13) Hanover Township Campus Extension

The following exhibits were presented:

Exhibit A – Picture of Sign

Exhibit B – Mail Affidavit

Exhibit C – Notification of Publication

The petitioner, **Mary Cave, Project Manager**, Thomas Engineering Group, 2625 Butterfield Road, Oak Brook came forward and was sworn in. **M. Cave** stated that the campus expansion will be in the 7.9 acres directly south of the existing Township Townhall and will be utilizing the existing entrance on Route 59. The existing entrance into the residential property will be removed. **James Barr, Hanover Township Administrator**, 0N550 Wellington Court, Geneva came forward and was sworn in and stated that this expansion will provide an opportunity of growth of the Township campus that aligns with our strategic plan while preserving and enhancing wetlands and green lands on the property and making it accessible to the public, especially senior citizens, those that use the senior center as well as Victory Center and youth that are engaged in our youth and family services programs. The Township has had discussions with the former property owners going back over 10 years regarding this property. The most recent discussion started approximately 18 months ago and the Township closed on the property last March. Since that time, we have retained FMG Architects, Inc and Thomas Engineering Group to aid in the design, planning, and annexation of the property. The Township's Department of Emergency Services was established approximately 14 years ago and has operated at the fire barn. Since that time, the department has grown to 25 volunteer members and has over 200 call outs and preplanned events a year. Most of the services of the department include traffic control, scene lighting, decontamination, search and rescue, severe weather spotting, damage assessments and debris removal. The emergency services station that is planned for this property will have 24/7 coverage for immediate response to call outs with additional personnel called back in for medium to large scale events. The emergency services station will have bunkrooms, a training room, communications room, a director's office, equipment room and 12 bays. A full-time director will be based out of the station during normal business hours along with 2 to 3 volunteer members at any given time during the day. Additional members may be present for periodic meetings or training. There are usually 2 volunteers present overnight for immediate response. Additionally, most regularly scheduled training occurs at the facility on Wednesday evenings between 7 pm and 9 pm and periodically on Saturday mornings with approximately 10 to 15 people present. The Township anticipates continuing to lease the fire barn and relocate some of our buses to that location to get them under a roof. The immediate plans are focused on the emergency services station and after that, renovating the main house on the property into headquarters for our department for the facilities maintenance staff and improving the wetlands and making those areas around the ponds accessible to the public and longer term, adding a cemetery. There has been interest in a township cemetery. There is no longer a public cemetery in most of the Township that has available plots. That will be several years out. **Jason Estes, Project Manager, FMG Architects, Inc.**, 4N591 Shadow Way Ln, Elburn came forward and was sworn in. **J. Estes** stated that the existing facility is going to be utilized for the office function. The front porch will be removed and an apparatus bay addition will be added to the building. The addition will match the existing building with a pitched roof and masonry knee wall. It will be a metal-skinned wooden structure



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to house all of the vehicles and get those under a roof. In addition, there will be restroom facilities, decontamination facilities, mechanical space, turn out gear, lockers, and equipment storage. We are looking to blend these facilities together and give them a good response zone so that they can meet their mission statement for the services. **Vince Micek, Project Engineer**, Thomas Engineering Group, 3S483 Barkley Ave, Naperville was sworn in and stated that as part of this project there was quite a bit of permitting required through DuPage County to address all of the environmental and storm water components. As part of that permitting process, we completed a wetland delineation report and identified 3 wetlands on site. The street and facilities on site were designed to make sure that the largest wetland was not impacted directly or indirectly. The second largest wetland is quite a way off from the proposed improvements and there will be no impact on that wetland. The wetland in the far northeast corner will be impacted. It is a low-quality wetland that will be mitigated with a detention basin in the northeast corner that will be planted with wetland plantings and a prairie on the upslope. We also did an inventory of all of the trees. There are approximately 2,000 trees on site. Each tree was inventoried for health and structure as well as species. As part of the improvements, we will remove a lot of the invasive species and preserve and protect native species. There is also a pretty robust landscaping plan to add native species such as oak trees. **M. Cave** we are proposing 3 phases of the project. The first phase is the emergency services station. It will include the building addition, the parking around the building and the driveway into the property from the north. We are providing more parking than is required. Most of the parking for the services station for the volunteers and employees will be south of the building and we will have extra parking to the north to be used for future uses. The building is located approximately 200 feet from the south property line and 100 feet west of Route 59. We are leaving any wooded areas that are not under the construction footprint so that will provide quite a bit of buffering just using the existing vegetation that is there and we are also providing landscaping to the south of the parking lot to provide an additional buffer for the properties to the south. The existing access drive for the Township will be used to enter the site. Those wishing to exit can also use that drive or drive through the entire Township campus and exit to W. Bartlett Road as well. We have prepared a traffic study that has been reviewed and approved by IDOT already. Phase 2 is renovating the main house to provide offices for the facilities and road maintenance department. We will also be sending water and sanitary sewer to the site. Right now, it is septic and well. We are extending water down to Sayer Road. We need to do that in order to loop the water main so that the water system will work correctly. We are also planning to increase the size to make it mesh into the Village's water system better. There will be a turn-around that we will design during phase 2, but there will be no connection to Sayer Road for vehicles. The vehicles will turn around, have parking there, and leave the site to the north. The final phase is the public cemetery in the northwest corner of the site leaving a buffered tree area around the perimeter with walking trails. We will be removing the invasive species and improving the quality of the wetland and bringing the public to them with the walking trails. We are providing extra parking at the emergency services station. The public can use that parking to access the walking trails once they are built. We are also building a sidewalk that will go from the parking lot up to the parking lot for the existing townhall. If there is ever a need for additional parking that area can be used as well. **K. Stone** I do want to clarify the annexation of the property. There are currently 2 parcels that are within the corporate limits of the Village. There is 1 parcel that is unincorporated that they will be annexing. They are proposing to rezone all 3 parcels to the P-1, PUD Zoning District.



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They are also proposing a Plat of Consolidation to consolidate all 3 parcels into 1 PIN as well as dedicate a portion of their property for Sayer Road. Currently, their property line goes into Sayer Road. The property is currently designated as residential on our Future Land Use Map. The petitioner is asking to amend that to municipal and institutional uses. Staff recommends approval of the petitioner's requests subject to the conditions and findings of fact in your staff report. **A. Hopkins** this is a great presentation. Everything was laid out very well. What is the timing of each phase? **M. Cave** we are anticipating starting the first phase this spring. The second phase is 2 to 4 years out. The third phase is 3 to 8 years out. If we are able to get funding for the walking trails those would come in as soon as we can get funding. It is a great opportunity and would provide a great amenity to the area. **M. Hopkins** when will the cemetery portion of the property be cleared of trees? **M. Cave** trees would remain until they are ready to build. We have had preliminary talks about the trees. With previous cemeteries that I have worked on, a designer came in to plot that out. Cemeteries are actually changing. They are not straight up and down rows any more. There is an opportunity to leave trees in and create walking paths where remains would be below trees. There would be no clearing until they are ready to begin. That area has great trees and we have arborists on staff to keep an eye on what we need to clear and what would stay. **M. Hopkins** will there be buildings as part of the cemetery? **M. Cave** no, there will not be buildings. Most likely there would be some columbariums. **M. Hopkins** as these phases progress over time, what will the limitations be on public access to the back property? **J. Barr** this is public property and the intent is to allow the public to access the property unless there is active construction going on in a particular area. **J. Kapadoukakis** I am very familiar with this property and I think the plans are beautiful. Going in and out off of Route 59 is a concern to me for the seniors using the property and people going to the Township for assistance. Is there any way to possibly avoid all of the traffic going out to Route 59? That is a very heavy accident-prone area and it is a very hard crossing to enter. I do have a concern about adding more vehicles coming in and out as well as construction vehicles. **M. Cave** actually, IDOT was very happy that we are removing an entrance. The fewer entrances on their state route, the less opportunity for conflicts. We are requesting from IDOT a temporary construction entrance during construction to remove construction traffic from the township entrance for residents and people that use the townhall and senior center. We are trying to find an opportunity during construction to keep those trucks away. Future use is actually very low impact. Our traffic study looked at peak hours in the morning and evening. During that time, we are really only adding 10 to 20 vehicles accessing the property for the new emergency services station and the office. Those using the walking trails in the future we anticipate will be a lot of the people that are already using the trails on the campus now. The higher peaks will be in the evenings and weekends when there is less traffic coming in and out of the townhall. **J. Kapadoukakis** who is utilizing those trails now? **J. Barr** the senior center and the Victory Center primarily use the trails now. **J. Kapadoukakis** what will you be doing with the connection on Sayer Road? **M. Cave** there will be no connection on Sayer Road. The plat that we provided for Sayer Road has a triangle of property that would be in the best interest of the Township not to own and we need it to go to the Highway Department. **J. Kapadoukakis** where would the people visiting the cemetery exit and enter? **M. Cave** at the time of a burial ceremony



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there would be vehicles, but it would be very sporadic and they would use the turn-around. Staff would need to approve traffic or extra parking during the design of phase 3.

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

**John Valavanis** 8N194 Naperville Road, Bartlett stated that Naperville Road connects to Sayer Road and I just saw today for the first time that you are not connecting to Sayer Road. Please update the website because public records show that there is a connection to Sayer Road. I am concerned about the wild animals in the area and how you are going to upset them or relocate them with the plans for this property. You addressed the 2,000 trees there and I am concerned about wildlife protection with the trees that are there. The picture of the service building depicted several lights, which I am assuming would be illuminated at night. That is going to bring distractions to the wildlife as well as our neighbors with lights glaring in our backyards all hours of the night because you are going to want security there. I would like to know what is going to be done to buffer that and make sure that we are not disrupted. Also, the noise factor if it is a maintenance building, what type of noise can we expect to hear? My backyard has a hill with a valley and I can hear the train 3 miles away. Noise coming from this will be intrusive to us. **M. Cave** the lights will be LED lights and will not shine up. They just shine down. There will be no spill over even a little bit past the parking lot. We are 200 feet from the south property line and 100 feet from the east property line so we do not anticipate much light pollution. I discussed the noise with the Township. The emergency services station is used for traffic control and weather spotting. There will not be sirens used. They are maintaining vehicles and there are garage doors to keep that work inside. In terms of the animals and the environmental impact, we have identified some trees that are habitats for different native species. Some of the trees are dead and we are going to keep some dead trees. We are going to remove the invasive species. We are trying to provide a great habitat for the animals that are there. This is a gem in the area and we want to keep it that way. **David Trupiano** 347 Sayer Road, Bartlett stated that the cemetery is my concern. I live on the corner of Sayer Road. My daughter and many kids play in the backyards next to the proposed cemetery. There are wells and my concern is contamination from the wells from seepage from the cemetery. The walking trail is a fantastic amenity, but who is going to use it, the people that work there? We would love to have access to the walking trail where the water line is to give us availability. We do not have a sidewalk down Sayer Road so access to that walking trail would be ideal for us. There is a huge plot of land there. Could you give us a park for the kids? There are kids that cross the street on Sayer Road and that is the most dangerous part. I live on that bend and people go 40 miles an hour around that bend. It is a huge concern for us. A speed bump there with access to get to a park or the walking trails would be a request for us. **M. Cave** in terms of contamination from the cemetery, things will be sealed and we do not anticipate seepage. This is going to be in a future phase. If there are any concerns, we will make sure those are considered during the design. I think a walking trail connected to the neighborhood is a great idea. This schematic is not the final approved site plan for the future phases. We can try to add that. In terms of traffic calming, that would be a separate issue for the Highway Department. Hopefully, we can provide some amenities to the neighborhood as well. **Fred Bapper** 1126 Preserve Trail, Bartlett asked if there



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would be fencing around the property? **M. Cave** fencing right now is not proposed or required because we are leaving a landscaping buffer around the entire site. **Connor Kewaf** 8N135 Naperville Road, Bartlett my biggest concern is about contamination from the cemetery. The World Health Organization states that a cemetery should not be closer than 800 feet to a water source. My well is about 320 feet away. The cemetery is the biggest concern for our drinking water. It may take a couple of years for contamination to percolate down to our drinking water. It depends how deep the well is. I just finished drilling my well, which is 225 feet. **M. Cave** as part of phase 3 we can definitely take a look at the ground water. The whole site drains to the wetlands, which is the low spot and that is why they hold water. Usually groundwater flows in the same direction as surface water. Everything is heading south and to the east, south into the center and then to the northeast section. As part of phase 3, we can definitely take a look and make sure that the wells are not drawing down and changing the flow of the groundwater, but just from my experience, things usually tend to flow down. We can get a ground water specialist in and get more information, but in general, if the flow of land is moving in one area, the flow of groundwater is actually in that area as well unless there is hard bedrock or something preventing it from flowing the way it wants to go. This is a schematic for concept and to allow this use. We can address any concerns with phases 2 and 3. **K. Stone** phase 2 and phase 3 would have to come back for final approval so there would be future submittals as part of that. **C. Kewaf** how many burial spots will the cemetery have? Is it really worth having a cemetery at all? **M. Cave** I would request that we continue to keep phase 3 in the voting tonight, but if you would like to, you could add conditions for the design in the future before coming back to the commission.

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

**M. Hopkins** are future phases of this project going to be submitted for public review later and are we approving the use as part of the PUD? **K. Stone** yes. Right now, the petitioner is requesting approval of the phasing plan, the preliminary overall PUD plan and the Phase 1 Final PUD Plan. **M. Hopkins** specifically for the layout of the paths and proposed layout of the cemetery in that zone, would that be reviewed by the public later? **K. Stone** yes.

**A. Hopkins** made a motion to pass along a **positive recommendation** to the Village Board to approve case (#21-13) **Hanover Township Campus Extension** subject to the conditions and findings of fact outlined in the staff report.

Motioned by: **A. Hopkins**

Seconded by: **J. Miaso**

Roll Call

Ayes: **A. Hopkins, M. Hopkins, J. Miaso, J. Kallas, J. Kapadoukakis, J. Lemberg**

Nays: None

The motion carried.



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**(#21-12) Grasslands Subdivision  
Final Subdivision/PUD Plat and Phase1 Final PUD Plan**

**K. Stone** last year, the Plan Commission reviewed a preliminary Plat of Subdivision and a Preliminary PUD Plan for the Grasslands Subdivision. There was a development agreement that was also approved by the Village Board at that time. The property was to be developed in 3 phases and the petitioner has returned for Final Plat and Final PUD Plan for phase 1. If you recall, there are 3 PODs proposed. There are a total of 231 dwelling units. The traditional single-family POD has 81 traditional single-family homes. There are 60 active-adult range homes and 90 active-adult duplexes. The plan identifies a curb cut on W. Bartlett Road as well as on Naperville Road. There is a bike path system that goes throughout the property. It comes down through a park site that will be dedicated to the Park District. The petitioner is also proposing a bike path that would go underneath Route 59 and come down on the east side of Route 59. The petitioner is installing a sidewalk along the north side of W. Bartlett Road that will connect to the future intersection improvements at Route 59 and W. Bartlett Road. There is a 9' tall berm along W. Bartlett Road and Naperville Road that is heavily landscaped. Lot 197 is shown on the Plat of Subdivision to create the lot; however, that will be a future phase 3 for commercial development. The petitioner submitted a revised traffic study, which was reviewed by the Village's Traffic Consultant who concurred with the findings in the traffic study. The Final PUD Plat and Final PUD Plan for phase 1 are in substantial compliance with the preliminary plat dated March 20, 2021, last revised March 21, 2021 and the Preliminary PUD Plan dated January 29, 2021, last revised January June 25, 2021. Staff recommends approval of the petitioner's requests subject to the findings of fact and conditions in your staff report. **J. Lemberg** has anyone from staff looked at the passageway under Route 59 by the railroad tracks? **K. Stone** we have seen what it looks like. That is something we will work on in the future. We are going to apply for grants because we do know that there are grading concerns there. **J. Lemberg** is there going to be enough room to put a path next to the railroad tracks? **K. Stone** yes, there is enough room next to the right-of-way. **J. Lemberg** on phase 1 you only show 1 track, but there are 2 tracks there and the path will be less than 10 feet from the tracks. **K. Stone** if you recall, when this came through preliminarily, we showed an exhibit of how they handled the bike path on Route 59 that goes under Lake Street that is cut into the wall to make room for a bike path. They would be doing something similar what you see when you drive on Route 59 under Lake Street. They modified the wall to make room for a bike path. **J. Lemberg** are they going to cut the concrete wall to put in the path? **K. Stone** yes. **J. Lemberg** what kind of safety barricades will be on the northern part where the tracks are? **K. Stone** that will be done when the petitioner submits engineering plans for that portion of the bike path. **J. Lemberg** would you let your kids go underneath that bridge when there is a train there going 40 miles an hour? **K. Stone** there will be safety considerations looked at when the bike path is designed. **J. Lemberg** that is a disaster waiting to happen. Who is going to maintain that? Is the police department going to go down there and put up a camera or something to watch for safety? When somebody finds out that people are going underneath there, in today's world, somebody is going to get stopped. That is not a good safety plan to be thinking about putting a walkway underneath that bridge so far away from civilization. **R. Grill** when the engineering comes in we will have a much better handle on it. There is no way the Village is going to build something that is not safe. We are going to apply for grants. We will not receive grants if it is not safe. There is about 20 feet of property on that narrow strip and it is possible. We will ensure that it is going to be safe. **J. Lemberg** is that possible? Would the petitioner like to add anything? **D. Olsem** we had a lot of



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discussions with staff and with counsel about bike paths and how to get pedestrians safely across Route 59. A bridge over Route 59 is not practical because of grading issues, space limitations, and costs. We proposed a crossing underneath Route 59 that is similar to the crossing just to the north at Lake Street. The development agreement requires that we design and submit a plan to the Village for approval within 6 months of Final Plat approval. That is our obligation and we will be doing that. Part of that plan will be safety considerations. The path will be on the opposite side of the piers that are there now. There will be fencing along that and once it gets beyond that where it goes through a wetland area we are proposing a boardwalk-type pathway through that area with rails on the sides. That will deter pedestrians from leaving the path and going onto the railroad tracks. We think it will be approved. It will need the approval of the Village, IDOT, and the railroad. We think it can be designed safely. We are confident that when we submit our plan, which will go out to numerous agencies including the Village, they will make sure that it is safe. **J. Lemberg** is that path taking any easement from the railroad? **D. Olsem** it is 20 feet wide and the path is 10 feet wide. We do not need grading if it is a boardwalk. We only need 10 feet. It would sit on piers. There are numerous areas like that on the Fox River Trail. We do not need additional grading beyond the boardwalk at that point. **J. Lemberg** is it okay to take away part of the embankment that holds the bridge up? **D. Olsem** yes, it can be done. It was done just to the north. We have met with IDOT. They have not committed to our plan yet because they have not seen our plan yet, but they were not opposed to the plan because they have done it before. Obviously, any structural integrity issues will be addressed and we will accommodate any concerns that IDOT has. **J. Kapadoukakis** will the playground back up to the railroad tracks? **D. Olsem** there are 2 parcels that we have proposed to deed to the Park District. They are very interested in those parcels. The Park District has requested that we clear the areas and they made it clear that they will determine what their needs are for this area and will construct that. I suspect there will be at least a playground and ball fields there. **J. Kapadoukakis** what would prevent a child from wondering into the area where the train tracks are? Will there be something there to deter that? **D. Olsem** that will be a decision that the Park District will make. It depends on what they are programming. It is uphill where the fields are and a significant distance away from the railroad tracks, but as far as any protection or fencing, the Park District will have to make the decision. **J. Kapadoukakis** will the proposed commercial area have access through the subdivision off of W. Bartlett Road or will that access be off of Route 59? **D. Olsem** Cook County owns W. Bartlett Road so we will be getting an access permit from them. We are confident that we can get that access permit. That will be a full access point. We do have a connection into the neighborhood to keep traffic off the road as much as possible for our residents so they do not have to enter W. Bartlett Road and create traffic to go to the commercial property. We have proposed to IDOT a right in/right out. We cannot get full access off of Route 59 into the commercial property, but IDOT cannot commit until we submit a plan, but we are not at the point where we would submit a plan because we do not have a user. **A. Hopkins** Grassland Way has a median in the center. I am concerned that if a car breaks down there can other cars and emergency vehicles get through? Is there enough space? **D. Olsem** if there is a car that breaks down, if there is an accident the median actually provides protection so that the whole passageway is not blocked. **A. Hopkins** my concern is that there is not enough room if a car is broken down and you have to block off the other side of the road. Maybe there just should not be a median there. How much retail space is there? **D. Olsem** that is not part of our petition tonight. I believe it is 6 acres. We did expand it at the request of the Mayor and staff. **A. Hopkins** it does look bigger than last time, which I like. Will there be access in that subdivision to get into the commercial space or will there



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only be access from W. Bartlett Road? **D. Olsem** you can see where it connects. That was a request from staff as well, which was actually a good one. We talked to our traffic consultant about this as well and they agreed it does help. **A. Hopkins** I think it is important. **J. Kallas** what type of fence will be used along W. Bartlett Road? **D. Olsem** the fence will be board-on-board. **J. Kallas** wrong. When you drive down Route 59 any places that have board-on-board fences look like hell. It just does not work. You need to put up brick panels along that whole road. At least you are cutting down the noise that is going in and the brick panel will stay there for a long time rather than the board-on-board fence. **D. Olsem** I can appreciate that. We build a lot of fences and deal with a lot of fences. It seems like everybody has a different idea about what a proper fence is. A brick panel fence would be cost prohibitive for us. **J. Kallas** when you drive down Route 59 any place that has wood fencing, its deplorable. It is falling down. People put sticks up to hold it. This is ridiculous. **D. Olsem** I share your concern. I see it too and the example I always give is Schaumburg Road on the north side there are 10 different types of wooden fences along that area and they are not maintained, but the difference here is that this is on HOA property and will be maintained by an HOA. It looks bad if you do not maintain it and that is what the HOA is for. The problem you run into is with individual homeowners that do not maintain their fences. In this case, I think you would be pleasantly surprised and if you look at the landscape plans, it is very heavily landscaped. I think you are going to be looking at landscaping and not fencing, which is our goal, but I do appreciate your point. **R. Grill** we did put in the condition that the wood fence would have to have the steel posts. **J. Kallas** whether you have steels posts or not, the wood deteriorates and it really looks like hell. Any place that has a wooden fence, it is falling apart. **R. Grill** staff can enforce a fence falling down. That is what code enforcement does. We can contact the HOA and stay on them about that. That is part of our job. **J. Kallas** I still think a stone wall would look a lot better than a board-on-board fence even if it has steel posts. **J. Kapadoukakis** I do think this property is going to be beautiful and an asset to the community. I do hope that you will take care of that fence. I think the housing values in that neighborhood are going to demand that anyway, but with the commercial property on Route 59, I do just want it to be on the record that is a very dangerous intersection. **D. Olsem** that is not part of our petition tonight. We will be back before you for the Final PUD for Phase 3 and IDOT will scrutinize our plans as well as the Village and Cook County. There will be a different traffic report regarding that. IDOT is aware that this is a broken intersection and has been for a long time. IDOT does have plans and I believe they have the funding to make the improvements to W. Bartlett Road and Route 59, which would create a big intersection with 2 turn lanes in every direction, right turn lanes, and dual left turn lanes. That will have a huge impact on the safety of that intersection and the flow of traffic. Right in/right outs take traffic off the road before the intersection and that helps. **M. Hopkins** who will maintain the naturalized areas with the stormwater area and the wetlands? **D. Olsem** the HOA would do that. We have found that it is best to do a prescribed mow and to spot herbicide invasive weeds after it has been planted and there is some growth. That is the intent. It would be the HOA's responsibility. There is also a SSA in place, which gives the Village the authority to enforce that. **M. Hopkins** I want to commend the landscape planner and beautiful nature of the boulevard with the berm and the layout. It is creative and interesting. It is filled with public spaces and public paths. There has been a lot of care taken on this site plan and it will be a gorgeous community. **D. Olsem** thank you for that. **M. Hopkins** the staff report says the exhibits are substantially similar to what was presented last time. Beside the retail area, what else was changed? **D. Olsem** the retail area actually was changed very late in the process. At the Mayor's request, we made the change to the retail. **K. Stone** my review of the plans was very easy from preliminary to final.



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**M. Hopkins** if we approve something and set the PUD is there a time out if something does not happen over a specific period of time? **K. Stone** we have deadlines in the development agreement that the petitioner has to follow. **M. Hopkins** that goes along with the last finding of fact in the report that the project needs to proceed according to its schedule, but I did not see a schedule. **K. Stone** that is in the development agreement that was approved by Ordinance 2021-68. **D. Olsem** I can assure you that we do not sit on properties once we close. **M. Hopkins** in terms of the building elevations, it says staff will determine if the final proposed elevations by the final developer are similar to the elevations that were attached and approved. What constitutes substantially similar? **K. Stone** we look at roof pitches, building materials, and options for elevations. **M. Hopkins** what would constitute not being substantially similar? **K. Stone** from what we received in the preliminary set, there were multiple elevations with 4 to 5 very different options for each housing type. We do not want to just have box homes where really all that is changed is the siding color. We want different elevations, bump outs, roof types, and material changes. **D. Olsem** the first buyer decided to pass on the project for reasons not due to us or the Village and the exhibits in the report are theirs. That is how that provision got there, but to try to define what is a substantial deviation from those plans are their competitors plans, they would be building the same product. This is all about quality. We agreed to give that authority to staff. We did not want to have to come back to another public hearing with a whole new set of plans for that. We think you will be happy with the elevations. **J. Lemberg** on the plat that shows the walkway under Route 59 it says "by others.". Who is others? **K. Stone** we are working towards getting grants. They are providing the engineering and paying for a portion of the construction. **J. Lemberg** I have concerns about the under pass on Route 59. It is definitely a safety hazard. The exit from the commercial into the residential streets is also a problem. Otherwise, the rest of the development is fine, but those are 2 concerns that need to be addressed.

**J. Kallas** made a motion to pass along a **positive recommendation** to the Village Board to approve case **(#21-12) Grasslands Subdivision, Final Subdivision/PUD Plat and Phase 1 Final PUD Plan** subject to the conditions and findings of fact outlined in the staff report.

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

**Roll Call**

**Ayes: A. Hopkins, M. Hopkins, J. Miaso, J. Kallas, J. Kapadoukakis, J. Lemberg**  
**Nays: None**

**The motion carried.**



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Plan Commission Minutes  
March 10, 2022

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**Old Business/ New Business**

**K. Wallace** after watching the review I am very happy that we have the right people to do this job. In 2017, the Board asked staff to look into the idea of combining the ZBA and Plan Commission into one commission. I met with Chairman Lemberg and Chairman Werden to talk about this. That request came from the complete review of the development process. This is in an effort to have a more streamlined process from start to finish. I did give this a great deal of thought and we had a lot of conversations and a lot of meetings about who will be appointed to the new commission and those appointments are going to be before the Village Board on Tuesday, March 15, 2022. **R. Deyne** It has been a great privilege to serve with most of you over the last 34 years. We are streamlining the process for the developers in the Village and so much of it is dependent on what you have all done, so I thank you all for your service. **R. Grill** thank you for your service. It has been a pleasure working with all of you.

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

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

**Motion passed by unanimous voice vote.**

**The meeting was adjourned at 8:35 pm.**