

**VILLAGE OF BARTLETT**

**COMMITTEE AGENDA**

**SEPTEMBER 1, 2020**

**BUILDING & ZONING, CHAIRMAN REINKE**

1. BCBP Lot 12B (Tomart) – Site Plan Review/Special Use Permit/Amendment to Ordinance #2000-54
2. Eastfield Subdivision Annexation, Rezoning, Preliminary/Final Subdivision, Special Use, Amendment to Future Lane Use Plan
3. True North Site Plan Review, Special Use Permits, Variation, Text Amendment



# Agenda Item Executive Summary

Item Name      BCBP Lot 12B (Tomart) - Site Plan Review/Special      Committee  
 Use Permit/Amendment to Ordinance #2000-54      or Board      Committee

## BUDGET IMPACT

Amount:	N/A	Budgeted	N/A
List what fund	N/A		

## EXECUTIVE SUMMARY

The Petitioner is requesting a **Site Plan Review** for a proposed 25,000 square foot warehouse building with a 4,000 sq. ft. office area on 5.8 acres on the east side of Humbracht Circle.

The proposed building would be painted gray with red accents and constructed with pre-cast concrete wall panels. The maximum building height is 34'-6".

Two curb cuts are proposed along Humbracht Circle. Trucks will enter the site from the southern curb cut and exit the site from the northern curb cut after utilizing the on-site scale. Passenger vehicles will utilize only the northern curb cut.

The Petitioner is also requesting a **Special Use Permit** to allow the outdoor storage of trailers on the site. The Site Plan identifies 51 trailer parking stalls on the southern portion of the site.

The Petitioner is requesting to **amend Ordinance #2000-54** *An Ordinance Approving the Preliminary/Final Plat of Subdivision for Brewster Creek Business Park Unit 2* to eliminate the requirement of installing an 11-foot tall berm within the 50-foot wide Landscape Buffer Easement. Grading plans for this portion of Brewster Creek Business Park Unit 2 had not been reviewed when the condition was added to install the berm. The Petitioner has submitted a cross section exhibit which depicts the existing grade change from this site to the Litchfield Woods Subdivision to the east. The proposed site would be approximately 28 feet lower than the residential subdivision. A berm within the easement would not be visible to the homes to the east and would serve no purpose. Staff concurs with this proposed amendment.

The **Plan Commission** reviewed the Petitioner's requests for Site Plan Review and a Special Use Permit and conducted the requisite public hearing at their meeting on August 13, 2020. The Plan Commission recommended **approval** subject to the Findings of Fact and conditions recommended by Staff.

## ATTACHMENTS (PLEASE LIST)

PDS Memo, Minutes of the August 13, 2020 Plan Commission Meeting, Applicant Cover Letter, Application, Location Map, Color Renderings and Color Elevations, Site Plan, Floor Plan, Site Line Exhibit, Cross Section Exhibit, and Distance Map

## ACTION REQUESTED

- For Discussion only- *For review and to forward to the Village Board for a final vote.*
- Resolution
- Ordinance
- Motion

Staff:      Roberta Grill, Planning & Development Services  
 Director

Date:      8/19/2020

**PLANNING & DEVELOPMENT SERVICES MEMORANDUM**  
**20-111**

DATE: August 19, 2020  
TO: Paula Schumacher, Village Administrator  
FROM: Roberta Grill, Planning and Development Services Director   
RE: **(#20-06) Brewster Creek Business Park Lot 12B (Tomart LLC)**

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**PETITIONER**

Triumph Construction Services

**SUBJECT SITE**

Lot 12B in the Brewster Creek Business Park

**REQUESTS**

**Site Plan Review**

**Special Use Permit** – Outdoor truck trailer parking/storage

**Amendment to Ordinance #2000-54** – to eliminate the requirement of installing an 11-foot tall berm

**SURROUNDING LAND USES**

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
<b>Subject Site</b>	<b>Vacant</b>	<b>Mixed Use Business Park</b>	<b>I-2 EDA</b>
North	Vacant	Mixed Use Business Park	I-2 EDA
South	Vacant	Mixed Use Business Park	I-2 EDA
East	Utility (ComEd)	Utility	I-2 EDA
West	Vacant	Mixed Use Business Park	I-2 EDA

**DISCUSSION**

1. The Petitioner is requesting a **Site Plan Review** for a proposed 25,000 square foot warehouse building with a 4,000 sq. ft. office area on 5.8 acres on the east side of Humbracht Circle.
2. The proposed building would be painted gray with red accents and constructed with pre-cast concrete wall panels. The maximum building height is 34'-6".
3. The Site Plan depicts passenger vehicle parking along the north and west sides of the building. Two (2) drive-in doors and nine (9) exterior loading docks are shown on the south side of the building.

4. Two curb cuts are proposed along Humbracht Circle. Trucks will enter the site from the southern curb cut and exit the site from the northern curb cut after utilizing the on-site scale. Passenger vehicles will utilize only the northern curb cut.
5. The Site Plan identifies a total of 44 parking spaces, including two (2) handicapped accessible spaces which exceeds the Zoning Ordinance requirement of 36 parking spaces.
6. The Petitioner is also requesting a **Special Use Permit** to allow the outdoor storage of trailers on the site. The Site Plan identifies 51 trailer parking stalls on the southern portion of the site.
7. The Petitioner is also requesting to **amend Ordinance #2000-54** *An Ordinance Approving the Preliminary/Final Plat of Subdivision for Brewster Creek Business Park Unit 2* to eliminate the requirement of installing an 11-foot tall berm within the 50-foot wide Landscape Buffer Easement. Grading plans for this portion of Brewster Creek Business Park Unit 2 had not been reviewed when the condition was added to install the berm. The Petitioner has submitted a cross section exhibit which depicts the existing grade change from this site to the Litchfield Woods Subdivision to the east. The proposed site would be approximately 28 feet lower than the residential subdivision. A berm within the easement would not be visible to the homes to the east and would serve no purpose. Staff concurs with this proposed amendment.
8. The Landscape, Photometric and Engineering Plans are currently under Staff Review.

### **RECOMMENDATION**

1. The Staff recommends approval of the Petitioner's requests subject to the following conditions and Findings of Fact:
  - A. Staff approval of the Landscape and Photometric Plans;
  - B. Village Engineer approval of the Engineering Plans;
  - C. Signage shall be reviewed and approved separately by the Planning and Development Services Department in accordance with the Sign Ordinance;
  - D. Building permits shall be required for all construction activities;
  - E. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to the Planning & Development Services Development for review and approval by the Village Forester and a bond posted in the approved amount for its future installation;
  - F. Landscaping must be installed within one year of the issuance of a building permit;
  - G. Findings of Fact (Site Plan):

- i. That the proposed logistics building is a permitted use in the I-2 EDA Zoning District;
    - ii. That the proposed building, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses;
    - iii. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well;
    - iv. That the site plan provides for the safe movement of pedestrians within the site;
    - v. That there is a sufficient mixture of grass trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses. Any part of the site plan area not used for buildings, structures, parking or access ways shall be landscaped with a mixture of grass, trees and shrubs; (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements.)
    - vi. That all outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.
  - I. Findings of Fact (Special Use Permit):
    - i. The proposed Special Use is desirable to provide a use which is in the interest of public convenience and will contribute to the general welfare of the community;
    - ii. That the proposed Special Use will not under the circumstances of the particular case be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity;
    - iii. That the Special Use shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such use and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.
2. The Plan Commission reviewed the Petitioner's requests for a Site Plan Review and a Special Use Permit and conducted the requisite public hearing on August 13, 2020. **The Plan Commission recommended approval** of the Site Plan and the Special Use Permit subject to the conditions and Findings of Fact recommended above by the Staff.

The minutes of the Plan Commission meeting and background materials are attached for your review and consideration.

kms/attachments

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Village of Bartlett  
Plan Commission Minutes  
August 13, 2020

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**(#20-06) Lot 12B Brewster Creek Business Park**

**Site Plan Review**

**Special Use Permit** - Outdoor truck trailer parking/storage

**The following exhibits were presented:**

**Exhibit A – Picture of Sign**

**Exhibit B – Mail Affidavit**

**Exhibit C – Notification of Publication**

**K. Stone** stated that the Petitioner is requesting a Site Plan Review for a proposed 25,000 square foot warehouse building with a 4,000 sq. ft. office area on 5.8 acres on the east side of Humbracht Circle. The proposed building will be painted gray with red accents and constructed with pre-cast concrete wall panels. The Site Plan depicts passenger vehicles parking along the north and west sides of the building. There are two (2) drive-in doors and nine (9) exterior loading docks on the south side of the building. Two (2) curb cuts are proposed along Humbracht Circle. Trucks will enter the site through southern curb cut and exit the from the northern curb cut after utilizing the on-site scale. Passenger vehicles will only be utilizing the northern curb cut. The Site Plan identifies 44 parking spaces, which exceeds the Zoning Ordinance requirement. The Petitioner is requesting a Special Use Permit to allow the outdoor storage of trailers on the site. There are 51 trailer parking stalls on the southern portion of the property. The Village Board will be reviewing the Petitioner's request to eliminate the requirement of installing a berm within the 50-foot wide Landscape Buffer Easement. The Petitioner has provided a cross-section exhibit, which depicts the exiting grade change from the site to the Litchfield Woods Subdivision. The proposed site is approximately 28 feet lower than the residential subdivision. A berm within the easement would not be visible to the homes to the east. The Staff recommends approval of the Petitioner's requests subject to the conditions and Findings of Fact outlined in your Staff report. The Petitioner is present to answer any questions.

**J. Lemberg** swore in the Petitioner **Russel Scurto**, Triumph Construction Services and **Patrick Clancy**, Rock Fusco & Connelly, LLC. **R. Scurto** stated I have been working with Staff and they do a better job at presenting than I do, but if there are any questions, I am here to answer them. **D. Gunsteen** asked why the scale is out front? **R. Scurto** it is the easiest access to get in and out. **P. Clancy** stated that the scale is out front because that is the easiest access and per Department of Transportation standards the trucks have to be weighed to show their goods when they leave and when they arrive at their final destination. **D. Gunsteen** where is the request for the landscape buffer? **K. Stone** they are requesting an amendment. The Village Board approves that. It is an amendment to Ordinance #2000-54. At the time the Brewster Creek Business Park Subdivision Unit 2 was approved, the grading for this portion of this site had not been completed so we were not aware what the grade changes were between this property and the subdivision to the east. The Village Board thought that an 11-foot berm would help buffer the properties without realizing that the site is already significantly below where the subdivision is currently. Once we received the new



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information, we realized that the berm is unnecessary. **M. Hopkins** the section details look like they were drawn to make the case that you cannot see the RTU on the roof if you were standing on the property line. What is the precedent in that business park with regard to rooftop screening? **K. Stone** they are required to be screened per the building code. **M. Hopkins** are we skipping that commitment here or is there a request for a variation. **K. Stone** no. **M. Hopkins** I am looking at the south elevation exhibit. It is not showing any screening. It is showing a rooftop unit. It is showing it above the parapet and just under the dash line of the site line. **K. Stone** sometimes they use other materials to screen mechanicals. It is not required to be a parapet wall. **T. Ridenour** I understand that, but it is not shown here. I think it is a reasonable inference from the diagram that they are making the case that RTU cannot be seen by a site line. **R. Scurto** that site line is showing the profile view because we are showing the view from the road, but it will be screened on all sides. **M. Hopkins** thank you that is all I needed to know. **D. Gunsteen** asked what will be the activity and noise level on the site? **R. Scurto** they do not leave trucks running. Trucks will come in and unload their goods, take a break while they are there, get back in the truck once the truck is reloaded with the goods that are going to a different location and they off on their way. It will be about 20 trucks a day. **D. Gunsteen** what time of day will there be that activity? **R. Scurto** during normal business hours between 7:00 am and 5:00 pm. We have built almost every building in that park so we know exactly what is going in and out. This is situated pretty far tucked back in the corner and down below. It is pretty well hidden. The trucks will be in and out during normal business hours.

**J. Lemberg** opened the Public Hearing portion of the meeting.

**Jason Zaley** came forward and stated, I am the homeowner directly behind this on Lot 31 in Litchfield Woods. The distance map is taken from my house. The building is directly visible from my house. The elevation that they used, they said was 28 feet below the grade of my foundation, but I do not stand on my foundation, I stand six (6) feet above my foundation. My second floor is 16 feet. I am eyelevel above that foundation. I will be able to see this building. Right now, the back of my property is very lush because we have had a lot of rain, but during the winter, I can see across Brewster Creek Business Park past Munger Road. I can see all of the lights in the winter and lot of those lights do not point down, they point out because those are the original buildings. The new buildings of course do not do that. This building is going to be visible from my house. Also, pollution with truck fumes and noise. They say, normal business hours, but normal business hours could be 6:00 am to midnight. On this side of Munger Road we have low parapet wall buildings. The only high one was the storage and they have been excellent neighbors. They are like mice with no movement. You cannot hear them. I can see that building. This is not a compatible use for this site, absolutely not. All of the heavy stuff is on the west side of the park and all of the light stuff is on the east side. This is not something that is compatible. As for the berm and not allowing it, it is 28 feet high. That is also probably 10 to 12 feet higher than most of the buildings on the east side especially along the east side of Humbracht Circle. Most of those are 16 to 18 feet parapet walls. This is 28 feet. It is not compatible at all. There are other places in this park that they could put it on. I am not saying you should not allow it. I am saying this is not the parcel to put it on. I am not the only homeowner that is going to be affected by this. There are a couple of berms, but



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there is a gap and the reason there is a gap is because my property is the detention area that drains the northern part of the subdivision. With the past heavy rain, it almost overflowed. When you look at the map, next to the building, the southeast corner where it is orange, and the white area are gullies that is drainage from my lot, that is what the detention area does. I have been back there after a heavy rain and there is a waterfall coming off the cliff of that area. I think you need to talk to Public Works because Public Works comes out when it clogs up and drains it and it takes a while to drain. You can see on the aerial the drainage area and now you are going to block it.

**J. Lemberg** closed the Public Hearing portion of the meeting. **J. Lemberg** asked if there were any questions or comments from the commission. **D. Gunsteen** asked what was the reason for this particular site selection versus any of the others? **R. Scurto** this is actually the only site that fits their needs and their budget. **D. Gunsteen** has water run off been a problem that you have seen when building at this site? **R. Scurto** we have had no problems in this park with runoff. As soon as we build something you get a full storm water detention system.

**T. Ridenour** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-06) Lot 12B Brewster Creek Business Park** for Site Plan Review and Special Use Permit for outdoor truck trailer parking/storage subject to the conditions and the Findings of Fact outlined in the Staff report.

**Motioned by: T. Ridenour**

**Seconded by: A. Hopkins**

**Roll Call**

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

**Nays: None**

**The motion carried.**



www.triumphconstructionservices.com

March 19, 2020

President and Board of Trustees  
Village of Bartlett  
288 S. Main St.  
Bartlett, IL 60103

**Re: Site Plan & Special Use Approvals  
Tomart Enterprises L.L.C.  
Lot 12 B  
Brewster Creek Business Park  
Bartlett, Illinois**

President and Board of Trustees:

Triumph Construction Services Corporation formally requests Site Plan and Special Use approvals for the new construction of a 25,000 SF Build-to Suit industrial facility for Tomart Enterprises L.L.C. to be located on Lot 12 B consisting of approximately 5.8 acres along Humbracht Circle in the Brewster Creek Business Park.

Building construction shall consist of load bearing, smooth form finished precast concrete wall panels with decorative architectural accent reveals. The building requires a Truck & Trailer parking area for the business use. Therefore, we are requesting a Special Use approval for the truck parking area. Decorative staining, prefinished aluminum and tinted glass storefront entries and windows coupled with professional landscape will enhance the building aesthetics. The proposed building design and usage blends nicely with existing buildings located within the Brewster Creek Business Park.

Triumph Construction Services Corporation greatly appreciates consideration for approval and looks forward to working in your community again.

Sincerely,  
Triumph Construction Services Corporation

Russell Scurto III  
Executive Vice President



# VILLAGE OF BARTLETT SPECIAL USE PERMIT APPLICATION

For Office Use Only  
Case # 2020-06

RECEIVED

MAR 24 2020

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

**PROJECT NAME** Tomart L.L.C

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** Triumph Construction Services

**Street Address:** 425 N. Martingale Rd

**City, State:** Schaumburg IL

**Zip Code:** 60173

**Email Address:** [REDACTED]

**Phone Number:** [REDACTED]

**Preferred Method to be contacted** See Dropdown

**PROPERTY OWNER INFORMATION**

**Name:** Tomart Enterprises L.L.C

**Street Address:** 501 Industrial drive

**City, State:** Bensenville IL

**Zip Code:** 60106

**Phone Number:** [REDACTED]

**OWNER'S SIGNATURE:** [Signature] **Date:** 03-19-2020  
(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)

**SPECIAL USE PERMIT REQUESTED** (Please describe i.e. liquor sales, outdoor seating, etc.)

Tomart Enterprises is asking for the use of trailer parking in Brewster Creek Business Park

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**PROPERTY INFORMATION**

**Common Address/General Location of Property:** Lot 12 B & C

**Property Index Number ("Tax PIN"/"Parcel ID"):** 01 - 04 - 106 - 003

**Acreage:** 5.8

**Zoning:** I-2 EDA  
(Refer to Official Zoning Map)

**Land Use:** Industrial

**Comprehensive Plan Designation for this Property:** Industrial   
(Refer to Future Land Use Map)

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

**Attorney** Palmisano & Moltz c/o Joseph Palmisano  
19 S. LaSalle St Suite 1900  
Chicago, IL 60603

**Engineer** V3 Companies c/o Ethan Frisch  
7325 Janes Ave  
Woodridge, IL 60517

**Other**  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**\*\*PLEASE FILL OUT THE FOLLOWING FINDINGS OF FACT AS THEY RELATE TO YOUR PETITION\*\***

**FINDINGS OF FACT FOR SITE PLANS**

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

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

1. The proposed use is a permitted use in the district in which the property is located.

Yes the proposed use is a permitted use. Tomart Enterprises is a National Logistics Company

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

Yes this site and building has been designed to be compatible with adjacent land uses

3. The vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well.

Yes this site has been designed with excess maneuvering capabilities compared to most facilities of this nature.

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

yes the pedestrian parking has been located for safe movement from truck maneuvering areas

5. There is sufficient mixture of grass, trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses and will provide a pleasing appearance to the public. Any part of the site plan area not used for buildings, structures, parking or accessways shall be landscaped with a mixture of grass, trees and shrubs. (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements)

Yes the landscaping will be completed in accordance with the Village Of Bartlett's Ordinances and be compatible with adjacent land uses

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

Yes the proposed landscaping shall screen parking areas as required per Village of Bartlett Ordinances

## **FINDINGS OF FACT FOR SPECIAL USES**

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

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

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

The use of the property fits within the guidelines of the zoning. The use for the truck parking has been established in the park.

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

There will be no detrimental use and fits with the existing use of the park

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

The special use will conform to the regulations and conditions specified by the Board of Trustees

**ACKNOWLEDGEMENT**

I understand that by signing this form, that the property in question may be visited by village staff and Board/Commission members throughout the petition process and that the petitioner listed above will be the primary contact for all correspondence issued by the village.

I certify that the information and exhibits submitted are true and correct to the best of my knowledge and that I am to file this application and act on behalf of the above signatures.

Any late, incomplete or non-conforming application submittal will not be processed until ALL materials and fees have been submitted.

SIGNATURE OF PETITIONER: \_\_\_\_\_

PRINT NAME: Russell Scurto III

DATE: 3/19/2020

**REIMBURSEMENT OF CONSULTANT FEES AGREEMENT**

The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed on an ongoing basis as they are incurred and will be due within thirty days. All reviews of the petition will be discontinued if the expenses have not been paid within that period. Such expenses may include, but are not limited to: attorney's fees, engineer fees, public advertising expenses, and recording fees. Please complete the information below and sign.

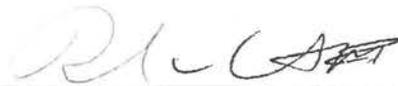
NAME OF PERSON TO BE BILLED: Triumph Construction Services

ADDRESS: 425 N. Martingale Rd Suite 1280

Schaumburg, IL 60173

PHONE NUMBER: [REDACTED]

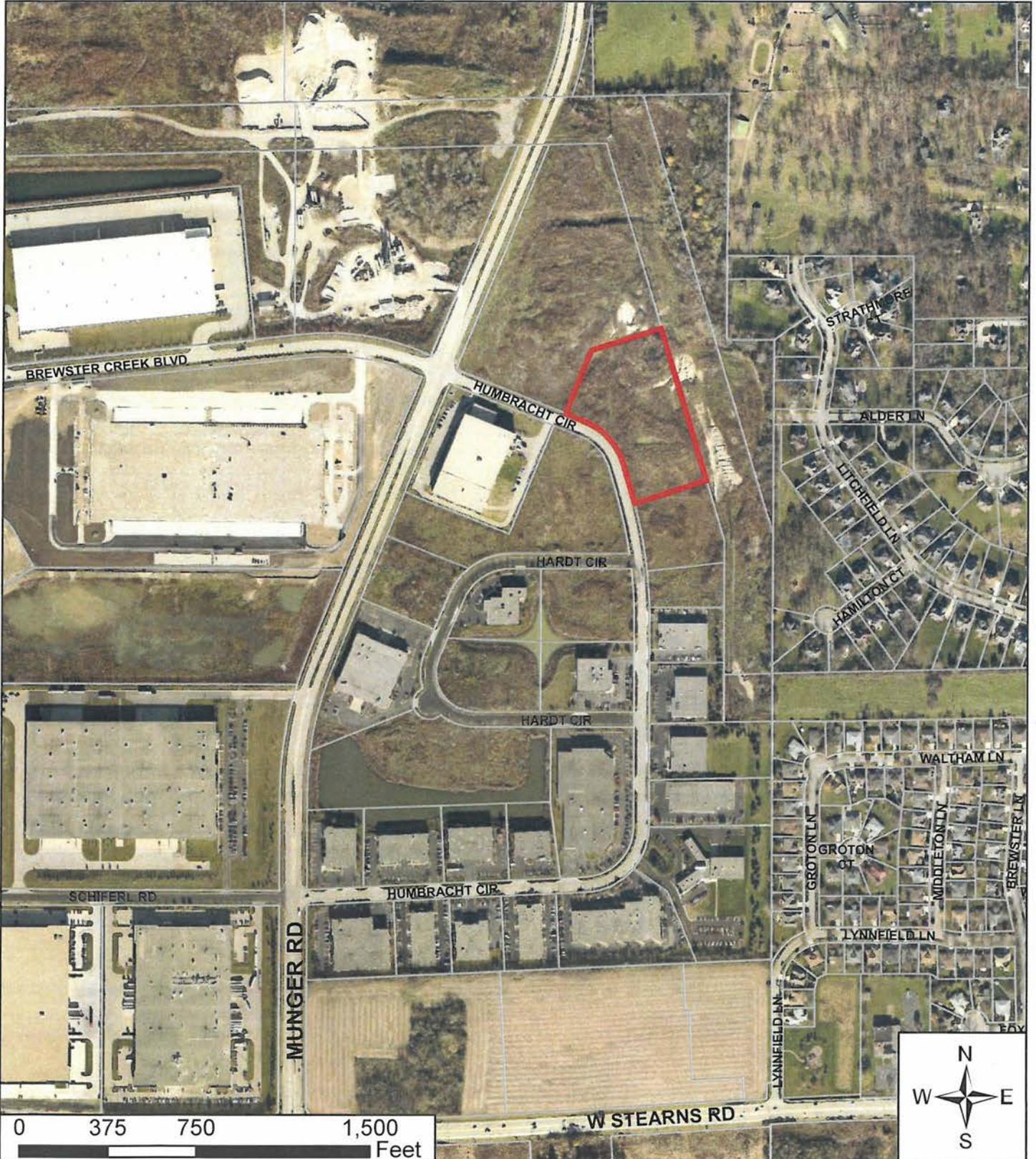
EMAIL: [REDACTED]

SIGNATURE: 

DATE: 03-19-2020

# Location Map

2020-06 BCBP Lot 12 B (Tomark LLC)  
Site Plan, Special Use - Outdoor trailer parking/storage  
Part of PIN: 01-04-106-003

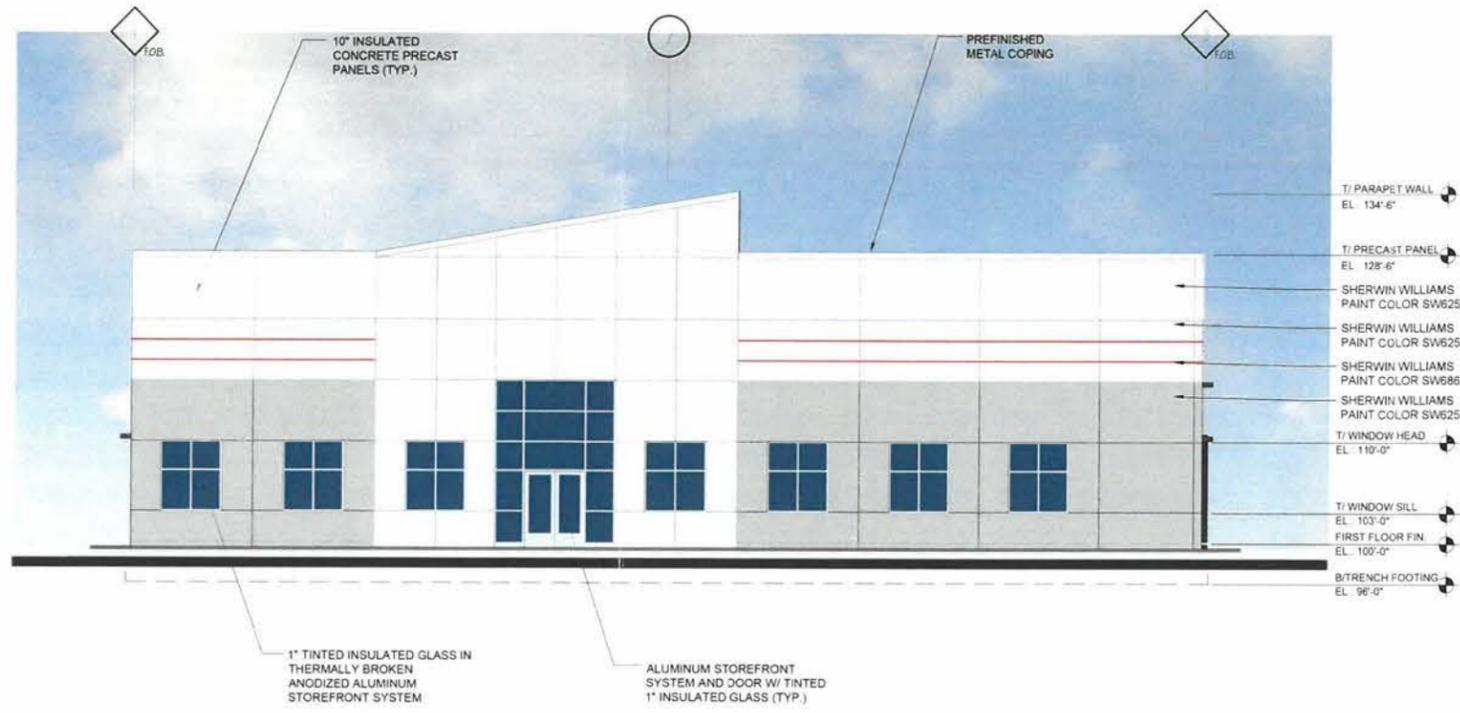




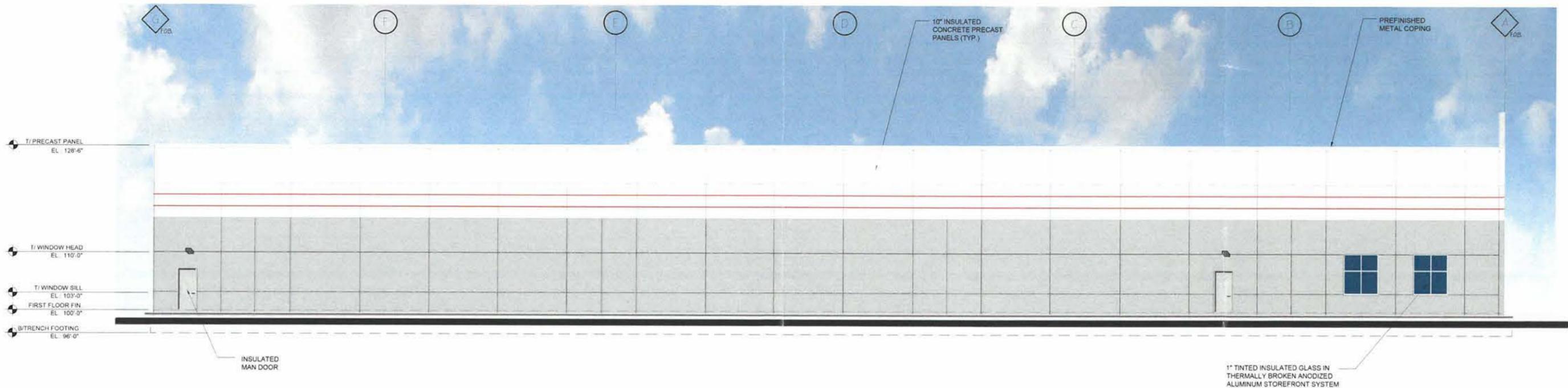
 **TRIUMPH**  
CONSTRUCTION SERVICES CORPORATION

**Tomart LLC.**

 arete design studio, ltd  
architecture • interior • design  
13543 West 185th Street, Mokena, Illinois 60448  
815.485.7333 arete-ltd.com  
© 2020



② WEST ELEVATION  
SCALE 1/8" = 1'-0"



① NORTH ELEVATION  
SCALE 1/8" = 1'-0"

EL-1r

PROJECT #: 19051  
DATE: 08/23/2019  
REVISIONS: 04/30/2020  
SCALE: AS NOTED

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DESIGN BUILDER:

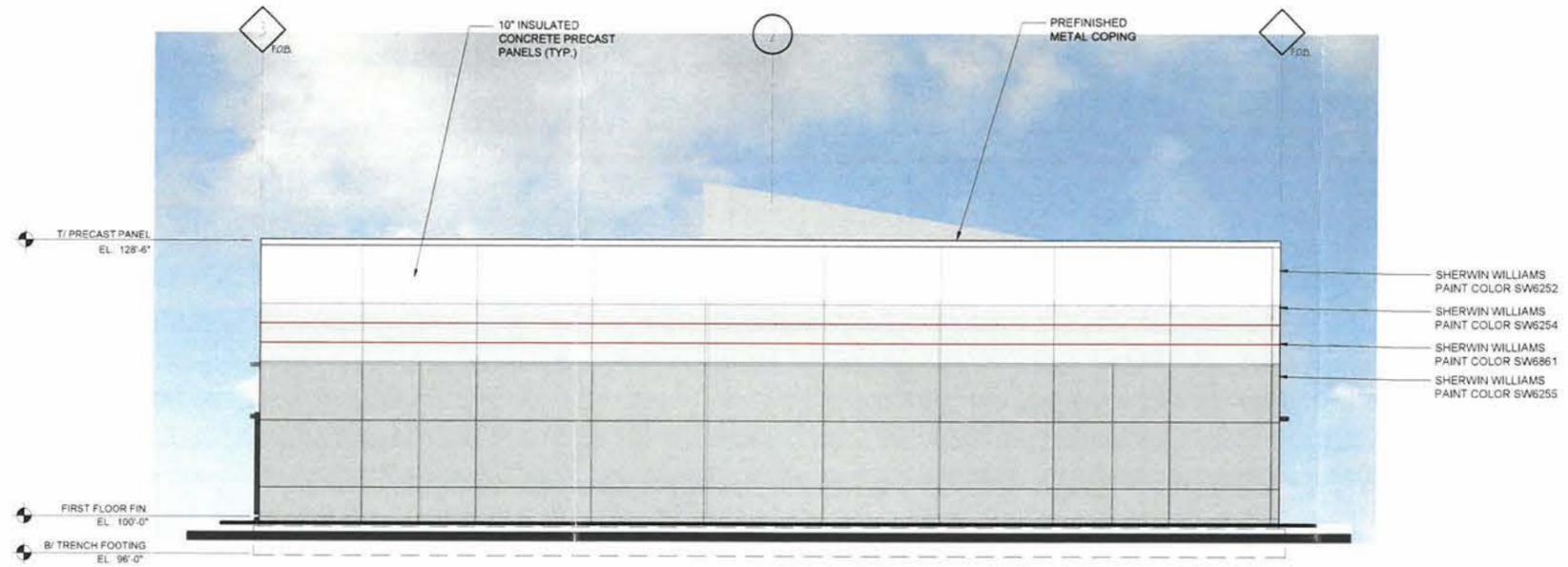


FOR:  
TOMART L.L.C.  
PROPOSED FACILITY - 25,000 S.F.  
LOT12B BREWSTER CREEK  
BARTLETT, IL

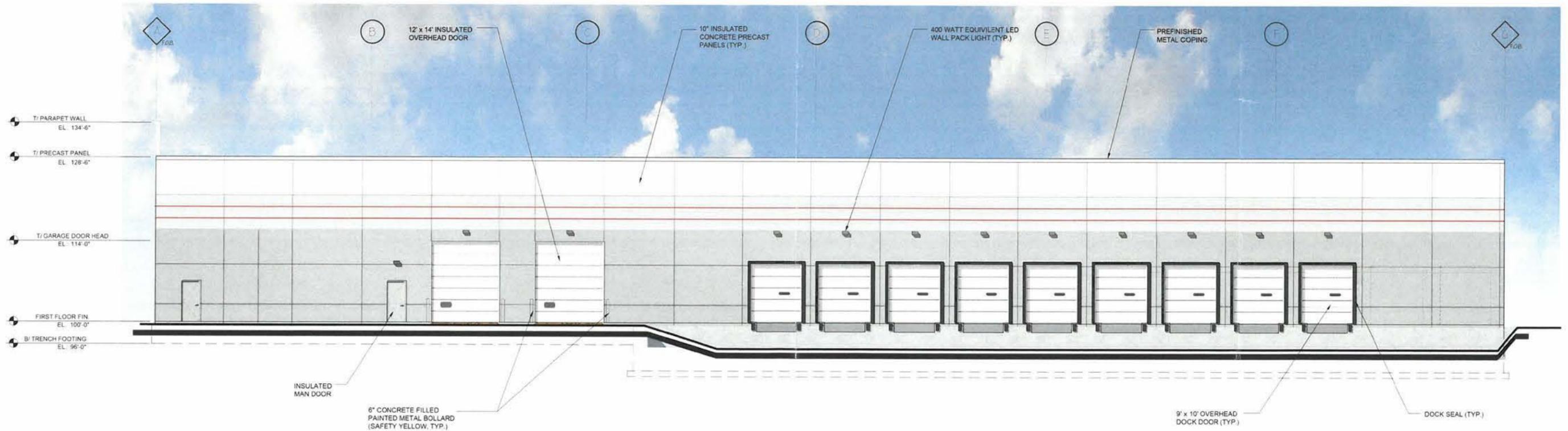
ARCHITECT/PLANNER:

arete design studio, inc.  
architecture • planning • design

13543 West 185th Street, Mokena, Illinois 60448  
815.485.7332 arete-llc.com



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



1 SOUTH ELEVATION  
SCALE 1/8" = 1'-0"

EL-2r

PROJECT #: 19051  
DATE: 08/23/2019  
REVISIONS: 04/30/2020  
SCALE: AS NOTED  
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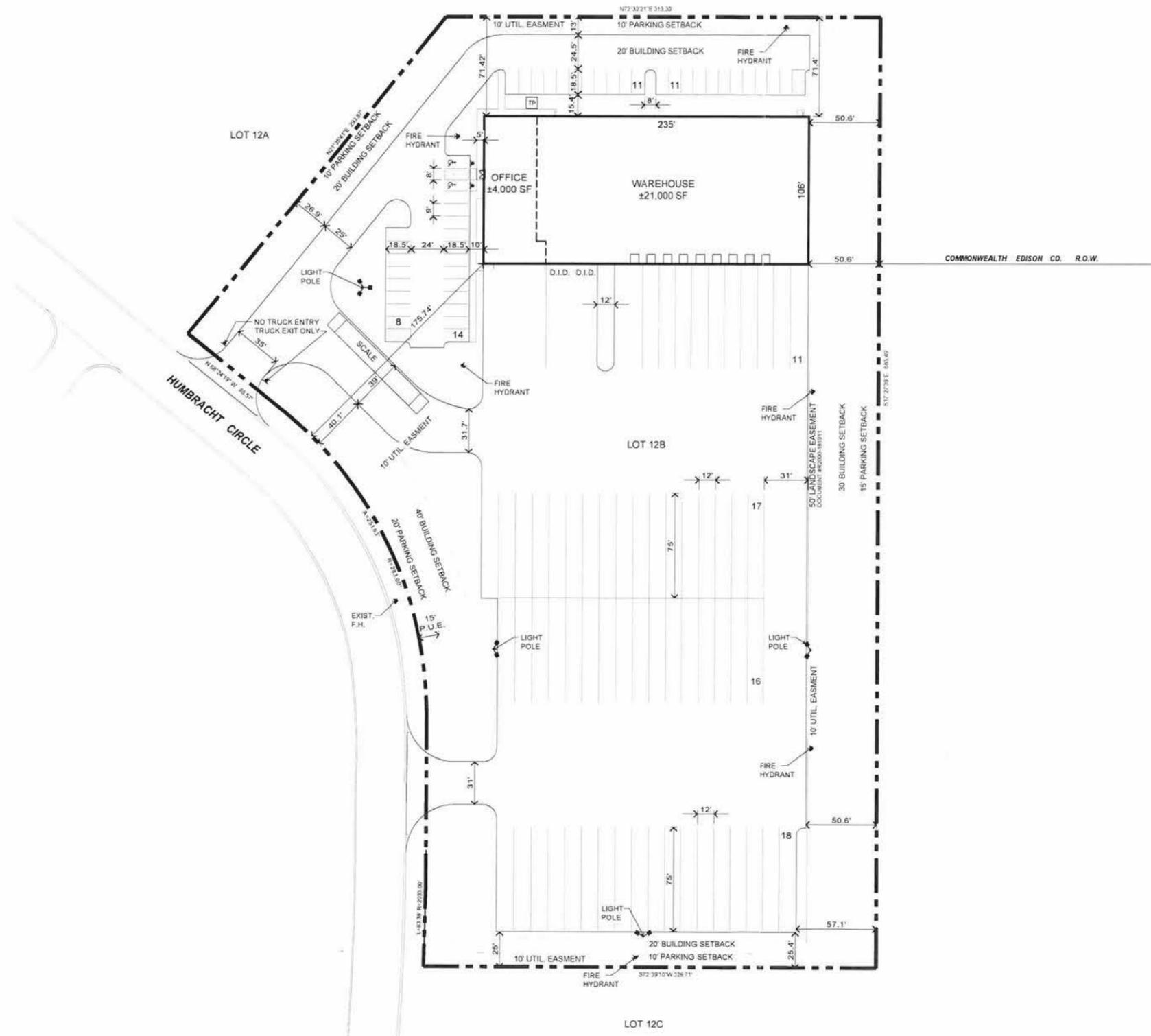
DESIGN BUILDER:



FOR:  
TOMART L.L.C.  
PROPOSED FACILITY - 25,000 S.F.  
LOT12B BREWSTER CREEK  
BARTLETT, IL

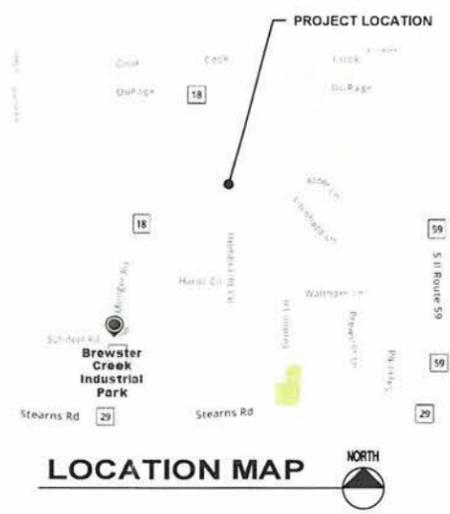
ARCHITECT/PLANNER:

arete design studio  
architecture • planning • design  
13543 West 189th Street, Mokena, Illinois 60448  
815.485.7333 areta.com



**1 ARCHITECTURAL SITE PLAN**  
 SCALE: 1" = 40'-0" (62'4" x 36")

SITE DATA	
<b>SITE AREA</b>	255,287 SF (5.8606 AC.)
<b>BUILDING AREA</b>	21,000 SF WAREHOUSE 4,000 SF OFFICE 25,000 SF TOTAL
<b>LANDSCAPE</b>	15% OPEN SPACE REQUIRED 34% OPEN SPACE PROVIDED
<b>PARKING REQUIREMENTS</b>	1/ 1000 FOR WAREHOUSE 21,000 SF = 21 STALLS 1/ 275 FOR OFFICE 4,000 SF = 15 STALLS TOTAL = 36 STALLS REQUIRED
<b>PARKING PROVIDED</b>	2 ACCESSIBLE STALLS 42 STANDARD STALLS 44 TOTAL
<b>TRAILER PARKING PROVIDED</b>	51 TRAILER STALLS
REFUSE IS KEPT INSIDE THE BUILDING UNTIL PICKUP. NO ENCLOSURE REQUIRED. SEE PHOTOMETRIC PLAN FOR LIGHTS LOCATED ON BUILDING.	



**LOCATION MAP**

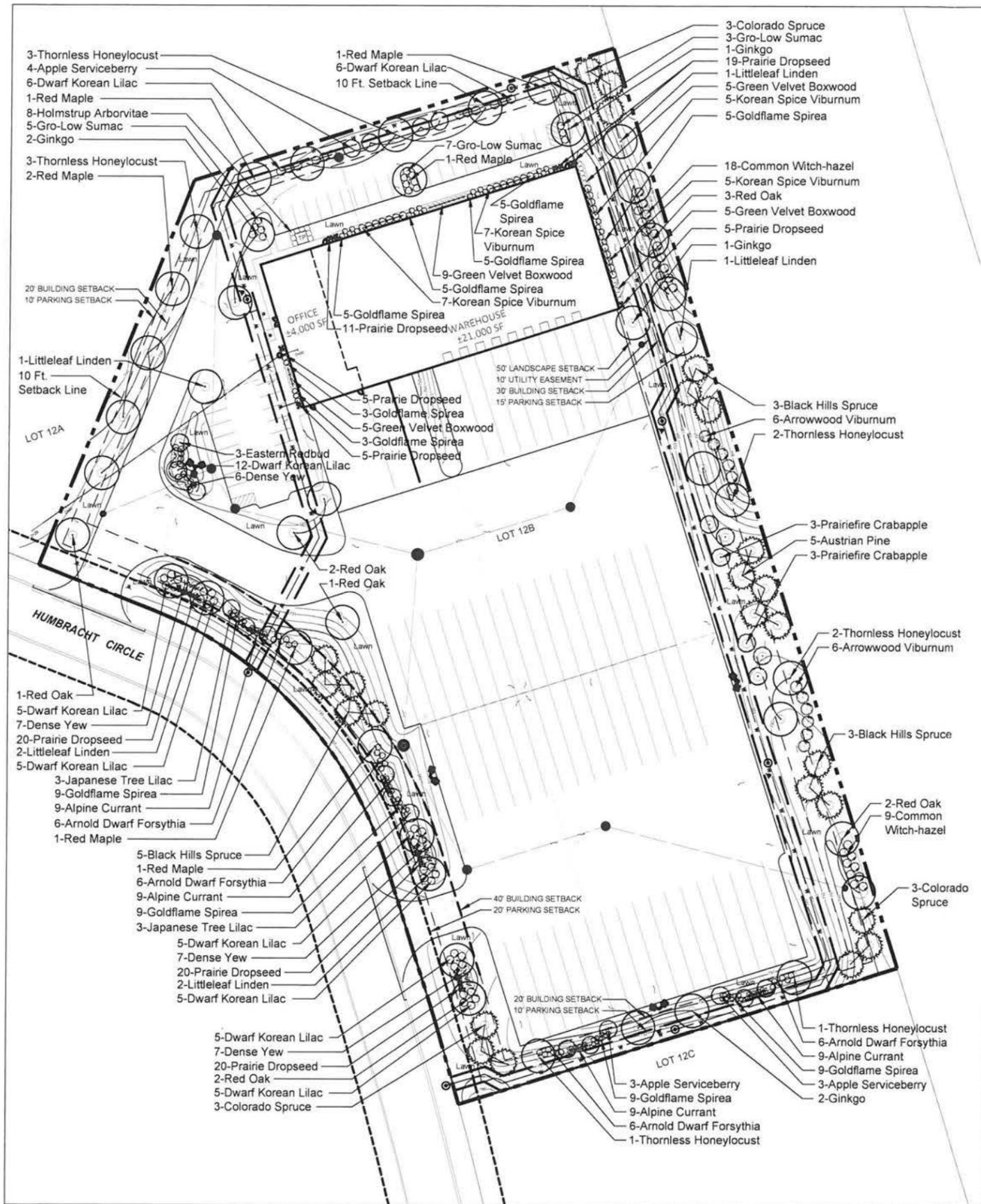
**SITE PLAN**

FOR:  
**TOMART, L.L.C.**  
 PROPOSED  
 FACILITY - 25,000 S.F.  
 LOT 12B  
 BREWSTER CREEK  
 BARTLETT, IL.  
 60613

DESIGN - BUILDER:  
**TRIUMPH**  
 CONSTRUCTION SERVICES  
 (847) 608-7887  
 425 NORTH WATFORDALE ROAD  
 SCHWABURG, IL 60193

**SP-1**

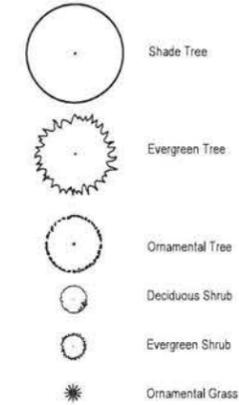
PROJECT #: 19051  
 DATE: 08/23/19  
 REVISION DATE: 04/30/20  
 SCALE: AS NOTED



**GENERAL NOTES: LANDSCAPE**

- Notes indicated on grading plans shall pertain to landscape plans. Final grade of planting beds shall be as per grading plan.
- The landscape contractor shall be responsible for making themselves familiar with all underground utilities and structures.
- All existing plant material and trees shall be saved and protected unless otherwise noted. Contractor to protect new and existing trees and landscaping from damage and shall restore all areas disturbed as a result of construction.
- Plant material shall be supplied from Northern Illinois nursery stock, shall be dug the planting season it is installed, and shall conform to the American Association of Nurseryman's standards.
- Plant material shall be size and type specified. Substitution of plant material shall be on a case by case basis and approved in writing by the Owner's Representative. In no case shall plant material be smaller than indicated in the plans.
- Do not willfully proceed with plantings as designed when it is obvious that obstructions and/or grade differences exist that may not have been known during the design process. Such conditions shall be immediately brought to the attention of the Owner's Representative.
- All plant material shall be inspected and approved by the Owner's Representative prior to the installation of any and all plant material.
- Plant locations shall be flagged in field with Owner's Rep. Final location of all plant material shall be subject to approval of the Owner's Representative prior to digging any holes. The landscape contractor is responsible for providing Owner's Representative with 48 hour minimum advance notice prior to planting.
- Plants shall be watered on the day they are planted and maintained with watering until final acceptance of the project.
- Apply a pre-emergent as per manufacturer's specification prior to installing mulch.
- Beds and tree rings (6" diameter) shall have 3" of hardwood shredded mulch applied and a 4" deep spade edge at lawn. Trees that are not located in beds, shall have a tree ring.
- Landscape plant material shall be guaranteed for 12 months from final acceptance. Any plant 1/3 dead or more shall be replaced under the guarantee.
- Contractor to prepare landscape beds by roto-tilling 2" of Mushroom Compost into new beds. Do not add compost nor roto-till within drip line of existing trees.
- Lawn Seeding shall be under favorable weather conditions, and shall follow dates in specification. All irrigation shall be installed and functioning prior to seeding.
- Turf mixes shall be installed and lawn established at all disturbed areas.
- Do not overseed into mulch beds, and paving.
- Contractor shall restore all areas disturbed as a result of construction.
- Tree branching shall start no less than 6 feet (6') above the pavement measured from pavement level.
- To insure visibility, shrubs and ornamental grasses shall not exceed a mature height of thirty inches (30") above pavement on landscape islands at the end of parking rows.

**LEGEND**

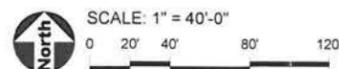


**Requirement Chart**

Bartlett, IL: Landscape Requirement Chart						
10-11A-4-D-1 Interior Parkway Requirements			Required Qty	Proposed Qty		
Zone Classification	Lineal Feet	Requirement	Tree	Shade Tree	Ornamental Trees	Evergreen Trees
I-2 General Industry Economic Development Area District	510.68 LF	1 tree every 30 LF. Shrubs to be planted leaving maximum of 25% of the frontage unscreened.	17	10	6	8
10-11A-4-D-2 Perimeter Landscaping Requirements			Required Qty	Proposed Qty		
Location	Lineal Feet	Requirement	Tree	Shade Tree	Ornamental Trees	Evergreen Trees
North-West Property Line	269.10 LF	Screening Type - 2.	5	5	0	0
North Property Line	293.54 LF	Shrubs to be provided at least	5	5	4	0
East Property Line	502.75	50% of the length of the Parking	9	12	6	17
South Property Line	291.31 LF	Area. Trees to be placed at every	5	4	6	0
10-11A-4-D-3 Foundation Landscaping			Required Qty	Proposed Qty		
Location	Requirement	Shade Tree	Ornamental Trees	Evergreen Trees	Shrubs	
Building	Minimum 4' wide landscape area.	0	0	0	77	
10-11A-4-D-4 Parking Lot Landscaping			Required Qty	Proposed Qty		
Location	Requirement	Shade Tree	Ornamental Trees	Evergreen Trees	Shrubs	
Parking Lot	Minimum 7' wide planting island at the end of	7	3	0	41	
<b>PROPOSED TOTAL</b>			<b>43</b>	<b>25</b>	<b>25</b>	<b>318</b>

**Plant List**

Shade Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
7	2" cal.	<i>Acer rubrum</i>	Red Maple
6	2" cal.	<i>Ginkgo biloba</i> 'Princeton Sentry'	Ginkgo
12	2" cal.	<i>Gleditsia tricanthos inermis</i> 'Suncole'	Thornless Honeylocust
7	2" cal.	<i>Tilia cordata</i>	Littleleaf Linden
11	2" cal.	<i>Quercus rubra</i>	Red Oak
43	Total		
Evergreen Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
11	6" Ht.	<i>Picea glauca</i> var. <i>densata</i>	Black Hills Spruce
9	6" Ht.	<i>Picea pungens</i>	Colorado Spruce
5	6" Ht.	<i>Pinus nigra</i>	Austrian Pine
25	Total		
Ornamental Trees - Balled and Burlap			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
10	6" Ht. Multi Stem	<i>Amelanchier x grandiflora</i>	Apple Serviceberry
3	6" Ht. Multi Stem	<i>Cercis canadensis</i>	Eastern Redbud
6	6" Ht. Multi Stem	<i>Malus 'Prairiefire'</i>	Prairiefire Crabapple
6	6" Ht. Single Stem	<i>Syringa reticulata</i>	Japanese Tree Lilac
25	Total		
Evergreen Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
24	30" Ht. x 30" Spr	<i>Buxus x 'Green Velvet'</i>	Green Velvet Boxwood
27	24" Ht. x 24" Spr	<i>Taxus x media 'Densiformis'</i>	Dense Yew
8	36" Ht. x 24" Spr	<i>Thuja occidentalis 'Holmstrup'</i>	Holmstrup Arborvitae
59	Total		
Deciduous Shrubs - Balled and Burlap or Pot			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
54	30" Ht. x 30" Spr	<i>Syringa meyeri 'Palibin'</i>	Dwarf Korean Lilac
24	24" Ht. x 24" Spr	<i>Forsythia x intermedia 'Am. Dwf.'</i>	Arnold Dwarf Forsythia
15	18" Ht. x 24" Spr	<i>Rhus aromatica 'Go-Low'</i>	Gro-Low Sumac
27	30" Ht. x 30" Spr	<i>Hamamelis virginiana</i>	Common Witch-hazel
36	30" Ht. x 30" Spr	<i>Ribes alpinum 'Green Mound'</i>	Alpine Currant
67	18" Ht. x 24" Spr	<i>Spirea x bumalda 'Goldflame'</i>	Goldflame Spirea
24	30" Ht. x 30" Spr	<i>Viburnum carlesii 'Spice Baby'</i>	Korean Spice Viburnum
12	30" Ht. x 30" Spr	<i>Viburnum dentatum</i>	Arrowwood Viburnum
259	Total		
Ornamental Grasses			
QTY	SIZE	BOTANICAL NAME	COMMON NAME
105	1 Gallon Pot	<i>Sporobolus heterolepis</i>	Prairie Dropseed
105	Total		



PROJECT  
**Tomart Lot 12 Landscape**  
 Brewster Creek Blvd, Bartlett, Illinois 604103

Park Planning and Landscape Architecture  
 24042 Lockport St, Plainfield, Illinois 60544  
 1250 W. 18th St, Chicago, Illinois 60544  
 815-254-0091 www.uplanddesign.com

SHEET TITLE  
**Landscape Plan**

SHEET NUMBER **L1.0**

DRAW / REVISION

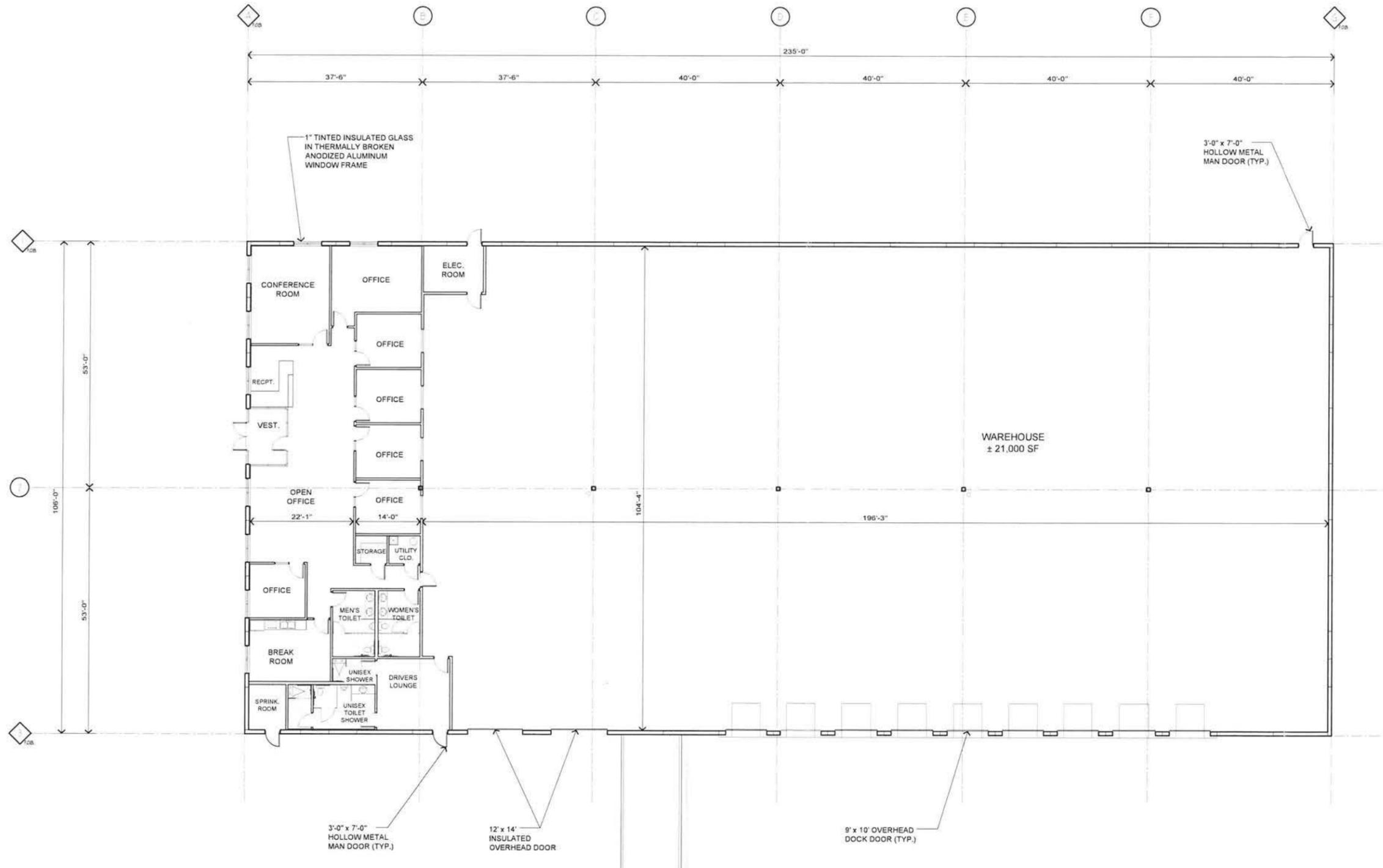
MB/TM	Preliminary Permit Submittal	23/MAR/2020
MB/TM	Permit Re-submittal	07/MAY/2020

Project Number 837  
 © Copyright 2020 Upland Design Ltd.  
 W:\031-Tomart Lot 12 Landscape-Plan\031-Calculators

**PROPOSED FLOOR PLAN**

FOR:  
 TOMART, L.L.C.  
 PROPOSED FACILITY - 25,000 S.F.  
 LOT 12B  
 BREWSTER CREEK  
 BARTLETT, IL.  
 60613

DESIGN - BUILDER:  
**TRIUMPH**  
 CONSTRUCTION SERVICES  
 (847) 908-7980  
 425 NORTH WATKINS ROAD  
 SCHUMBERG, IL 60193



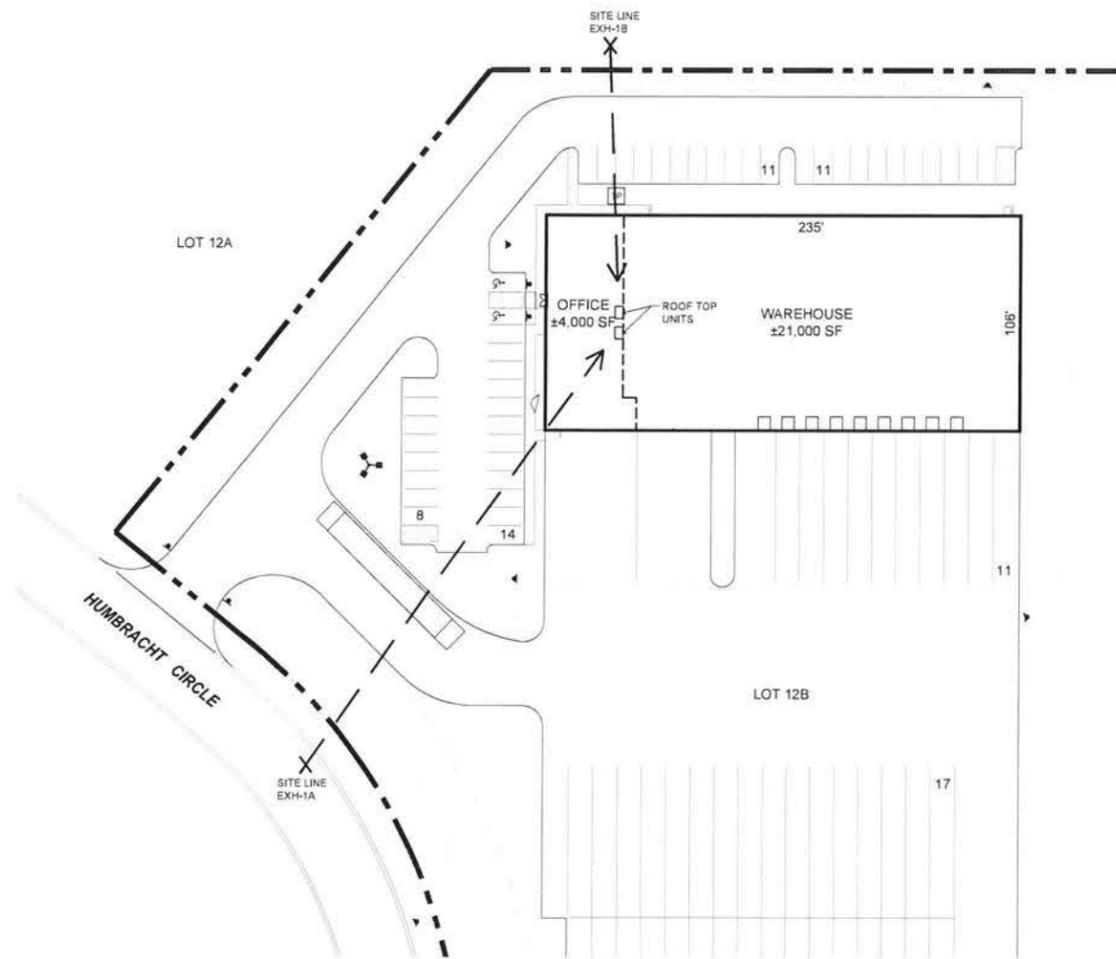
**PROPOSED FLOOR PLAN**

SCALE 3/32" = 1'-0"

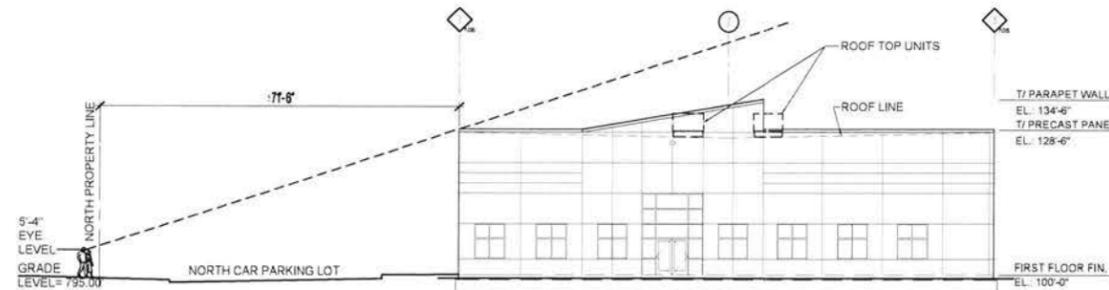


**FP-1**

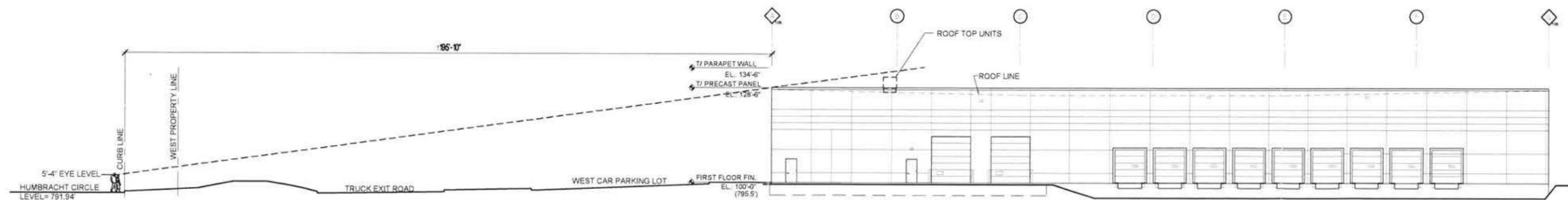
PROJECT #: 19051  
 DATE: 08/23/19  
 REVISION DATE: 04/30/20  
 SCALE: AS NOTED



**I SITE LINE EXHIBIT**  
 SCALE: 1" = 40'-0" (924" x 36")



**B WEST ELEVATION EXHIBIT**  
 SCALE: 1/8" = 1'-0"



**A SOUTH ELEVATION EXHIBIT**  
 SCALE: 1/8" = 1'-0"

**EXH-1**

PROJECT #: 19051  
 DATE: 08/23/2019  
 REVISIONS: 04/30/2020  
 SCALE: AS NOTED  
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 ALL RIGHTS RESERVED

DESIGN BUILDER:



FOR:

**TOMART L.L.C.**  
 PROPOSED FACILITY - 25,000 S.F.  
 LOT12B BREWSTER CREEK  
 BARTLETT, IL

ARCHITECT/PLANNER:

**arete design studio**  
 architecture • planning • design  
 13533 West 182nd Street, Mokena, IL 60449  
 815.485.7333 arete-llc.com



# Distance Map

2020-06 BCBP Lot 12 B (Tomark LLC)  
Site Plan, Special Use - Outdoor trailer parking/storage  
Part of PIN: 01-04-106-003





# Agenda Item Executive Summary

Item Name	Eastfield Subdivision - Annexation, Rezoning, Preliminary/Final Plat of Subdivision, Special Use and Amendment to the Future Land Use Plan	Committee or Board	Committee
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## BUDGET IMPACT

Amount:	N/A	Budgeted	N/A
List what fund	N/A		

## EXECUTIVE SUMMARY

The Petitioner is requesting to **annex and subdivide** 14.9 acres at the northwest corner of Petersdorf and Army Trail Roads for a proposed 29 lot subdivision. Upon annexation, the petitioner would be requesting to **rezone** the property from the ER-1 Estate Residence Zoning District to the SR-3 Suburban Residence District.

The development would include 27 single family lots with a minimum lot size of 10,010 square feet and an average lot size of 11,543 square feet. Lot 28 would be dedicated to the Park District for a park site with Lot 29 consisting of a 0.44-acre wetland, wetland buffer area, bike path easement and stormwater retention area.

A berm and 6-ft tall solid wood fence would be installed along Petersdorf Rd. to screen the homes from the Bartlett High School athletic fields to the east. In addition, a 4-ft tall black aluminum fence would be installed along the east side of Lot 29 adjacent to Lots 15-23 to provide a safety barrier between these lots and the retention pond. Both fences along with the lot identified for detention/retention would be maintained by the future homeowners association.

A **Special Use Permit** is being requested to allow for the retention area to discharge into the wetland buffer.

The Petitioner is also requesting an **amendment to the Bartlett Future Land Use Plan** which designates the area as "Mixed Use Business Park" and "Estate Residential, 0-2 du/net acre" to "Suburban Residential, 2-5 du/net acre".

The **Plan Commission** reviewed the Petitioner's requests for **Rezoning (upon annexation), Preliminary/Final Subdivision, the Special Use Permit, and an amendment to the Bartlett Future Land Use Plan**, and conducted the requisite public hearing at their meeting on August 13, 2020. The Plan Commission recommended **approval** subject to the Findings of Fact and conditions outlined by Staff.

## ATTACHMENTS (PLEASE LIST)

PDS Memo, Minutes of the August 13, 2020 Plan Commission Meeting, Applicant Cover Letter, Application, Location Map, Plats of Annexation, Preliminary/Final Plat of Subdivision, Engineering Plan, Landscape Plan, Building Elevations, Minutes of the May 21, 2019 Committee of the Whole Meeting and Concept Plan

## ACTION REQUESTED

- For Discussion only - *For review and to forward to the Village Board for a final vote.*
- Resolution
- Ordinance
- Motion

Staff: Roberta Grill, Planning & Development Services Director Date: 8/19/2020

**PLANNING AND DEVELOPMENT SERVICES MEMORANDUM**  
**20-112**

DATE: August 20, 2020  
TO: Paula Schumacher, Village Administrator  
FROM: Roberta Grill, Planning & Development Services Director *RBG*  
RE: **(#20-04) Eastfield Subdivision**

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**PETITIONER**

Pulte Home Company LLC

**SUBJECT SITE**

Northwest corner of Petersdorf and Army Trail Rd.

**REQUESTS**

**Annexation**

**Rezoning (upon annexation) from the ER-1 Estate Residence Zoning District to SR-3 Suburban Residence Zoning District, Preliminary/Final Subdivision, Special Use Permit - to allow a retention basin to discharge into a wetland, Comprehensive Plan Amendment to the Future Land Use Plan to allow the subject property to change from Mixed Use Business Park Uses to Suburban Residential Uses (2-5 dwelling units per acre)**

**SURROUNDING LAND USES**

	<u>Land Use</u>	<u>Comprehensive Plan</u>	<u>Zoning</u>
Subject Property	Vacant	Mixed Use Business Park & Estate Residential (0-2 DU/Acre)	R-2*
North	Vacant	Estate Residential & Future School Site	R-2*
South	Institutional & Residential	Institutional (Church) & Estate Residential	ER-3 / R-2*
East	Institutional	Institutional (Bartlett High School)	P-1
West	Vacant	Mixed Use Business Park	R-2*

\*DuPage County Zoning

**BACKGROUND**

Pulte Homes submitted a Concept Plan for the subject property which was reviewed by the Committee of the Whole at their May 19, 2019 meeting. The

Concept Plan was for 29 single family lots to be zoned SR-3. The Village Board Committee was receptive of the plan and indicated that the Petitioner move forward with a full submittal. *The Concept Plan and minutes of the Committee of the Whole are attached.*

## **DISCUSSION**

1. The Petitioner is requesting to **annex, rezone (upon annexation), and subdivide** 13.98 acres at the northwest corner of Petersdorf and Army Trail Roads for a proposed 29 lot subdivision. The Petitioner is also requesting to annex 0.996 acres north of the subdivision which will be dedicated as right-of-way to provide a second access point for this subdivision.
2. The development would include 27 single family lots with a minimum lot size of 10,010 square feet and an average lot size of 11,543 square feet. Lot 28 would be dedicated to the Park District for a park site with Lot 29 consisting of a 0.44-acre wetland, wetland buffer area, bike path easement and stormwater retention area.
3. Upon annexation, the petitioner would be requesting to rezone the property from the ER-1 Estate Residence Zoning District to the SR-3 Suburban Residence Zoning District. The net density of the site (excluding rights-of-way) would be 2.18 dwelling units per acre.
4. The Petitioner is requesting an **amendment to the Bartlett Future Land Use Plan** which designates the area as "Mixed Use Business Park" and "Estate Residential, 0-2 du/net acre" to "Suburban Residential, 2-5 du/net acre".
5. A berm and 6-ft tall solid wood fence would be installed along Petersdorf Rd. to screen the homes from the Bartlett High School athletic fields. In addition, a 4-ft tall black aluminum fence would be installed along the east side of Lot 29 adjacent to Lots 15-23 to provide a safety barrier between these lots and the retention pond. The homeowners association would be responsible for the maintenance of the fences along with the lot designated for detention/retention purposes.
6. The Petitioner will also be installing a sidewalk along the west side Petersdorf Road as required in the Subdivision Ordinance. Due to the existing grading of the right of way and location of the wetland on the site, the bike path will be installed within a bike path easement on Lot 29 rather than the Army Trail Road right of way.
7. The Petitioner is requesting a **Special Use Permit** to allow the retention area to discharge into the wetland buffer.
8. The Landscape and Engineering Plans are currently under review by the Staff.

**RECOMMENDATION**

1. The Staff recommends **approval** of the Petitioner's requests subject to the following conditions and Findings of Fact:
  - A. Staff approval of the Landscape Plans;
  - B. Village Engineer approval of the Engineering and Stormwater Plans;
  - C. DuPage County Stormwater Management approval of the wetland and wetland area buffer impacts from the proposed development and bike path construction;
  - D. Payment of recapture fees as outlined in the Utilities and Recapture Agreement approved by Resolution 2014-36-R; unless documentation is provided to the staff that this recapture fee has been waived;
  - E. Park District approval of the proposed park site dedication;
  - F. A berm and 6-ft tall solid wood fence with metal poles shall be installed in the landscape easement on Lots 1-10 and shall be maintained by the HOA.
  - G. A 4-ft tall black aluminum fence shall be installed along the east side of Lot 29 adjacent to Lots 15-23 and shall be maintained by the HOA;
  - H. A 10-foot wide bike path shall be installed within the bike path easement on Lot 29;
  - I. Parkway trees and sidewalks shall be installed along all public rights of way in accordance with the Subdivision Ordinance.
  - J. Village Attorney approval of homeowner's association covenants and disclosure document pertaining to the proximity of the subject property to Bartlett High School and that the future homeowners are aware of the noise that may be emitted (amplification and athletic events) from this property;
  - K. That the granting of the Special Use is in harmony with the general purpose and intent of this Ordinance, and will not be injurious to the neighborhood, detrimental to the public welfare, or in conflict with the Village's Comprehensive Plan and Official Map for development;
    - i. That the granting of the Special Use will not:
      - a. Diminish the value of land and building in its neighborhood;
      - b. Increase the potential for flood damages to adjacent property;
      - c. Incur additional public expenses for flood protection, rescue or relief;
      - d. Increase the hazard from other dangers to said property
      - e. Otherwise impair the public health, safety, comfort or general welfare of the inhabitants of the Village, nor will it otherwise create a nuisance.
    - ii. The Special Use shall meet any additional criteria outlined in Ordinance 88-7, the Village of Bartlett Floodplain and Wetland Ordinance.

2. The Plan Commission reviewed the Petitioner's requests for Rezoning, Preliminary/Final Subdivision, the Special Use Permit and an Amendment to the Future Land Use Plan and conducted the requisite public hearing on August 13, 2020. **The Plan Commission recommended approval** of the requests subject to the conditions and Findings of Fact recommended above by the Staff.

The minutes of the Plan Commission meeting and background information are attached for your review and consideration.

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Village of Bartlett  
Plan Commission Minutes  
August 13, 2020

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**(#20-04) Eastfield Subdivision**

**Rezoning (upon annexation) from the ER-1 (Estate Residence) Zoning District to the SR-3 (Suburban Residence) Zoning District**

**Preliminary/Final Plat of Subdivision**

**Special Use Permit** – to allow a retention basin to discharge into a wetland

**Comprehensive Plan Amendment to the Future Land Use Plan to allow the subject property to change from Mixed Use Business Park Uses to Suburban Residential Uses (2-5 dwelling units per acre)**

**The following exhibits were presented:**

**Exhibit A – Picture of Sign**

**Exhibit B – Mail Affidavit**

**Exhibit C – Notification of Publication**

**Exhibit D – Letter from Schiff Hardin, LLP**

**K. Stone** stated that Pulte Homes submitted a concept plan for the subject property for 29 single family lots to be zoned SR-3 at the Village Board Committee's May 19, 2019 meeting. The Village Board Committee was receptive of the plan and indicated that the Petitioner should move forward with a full submittal. The Petitioner is requesting to annex, rezone (upon annexation), and subdivide 13.98 acres at the northwest corner of Petersdorf and Army Trail Roads for a 29-lot subdivision. The Petitioner is also requesting to annex just under one (1) acre north of the subdivision, which will be dedicated as right-of-way to provide a second access point for this subdivision. The development would include 27 single family lots with a minimum lot size of 10,010 square feet and an average lot size of 11,543 square feet. Lot 28 will be dedicated to the Park District, which is why the number of lots was reduced from the original concept plan and Lot 29 is for the detention area, including a wetland, wetland buffer area, and bike path easement. Upon annexation, the petitioner would be requesting to rezone the property from the ER-1 Estate Residence Zoning District to the SR-3 Suburban Residence Zoning District. The Petitioner is requesting an amendment to the Bartlett Future Land Use Plan, which currently designates the area as "Mixed Use Business Park" and "Estate Residential" to "Suburban Residential". A berm and six (6) foot tall fence would be installed along Petersdorf Road to screen the homes from the Bartlett High School athletic fields. A four (4) foot tall black aluminum fence would be installed along the east side of Lot 29 adjacent to Lots 15-23 to provide a safety barrier between these lots and the retention pond. The Petitioner will be installing a sidewalk along the west side Petersdorf Road and a will be installing bike path within the easement on Lot 29 rather than the Army Trail Road due to the location of the wetland on the site. The Petitioner is requesting a Special Use Permit to allow the retention area to discharge into the wetland buffer. The Landscape and Engineering Plans are currently under review by the Staff. Staff recommends approval of the Petitioner's requests subject to the conditions and Findings of Fact in your Staff report. The Petitioner is present.



Village of Bartlett  
Plan Commission Minutes  
August 13, 2020

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The Petitioners **Patti Bernhard**, Attorney for Pulte Homes, **Greg Sagen**, Signature Group, Landscape Consultant, **Robert Getz**, VP of Land Acquisition for Pulte Homes, and **Anthony Falkowski**, CEMCON came forward and were sworn in by **J. Lemberg**. **J. Lemberg** asked if there were any questions from the Plan Commission to Staff. **D. Gunsteen** asked if there will be a fence along Petersdorf Road. **K. Stone** stated that there will be a fence from Lot 1 to Lot 10. It is a solid wood fence with metal posts. It will be maintained by the Home Owners Association. **A. Hopkins** asked if there was reason that the fence will be wood and not composite. **R. Grill** the Petitioner can answer that. **D. Gunsteen** asked, where is the shorter fence? **K. Stone** the four (4) foot fence is behind Lots 15-23 because there is a retention pond. That is a more decorative fence so that people can still enjoy the open space behind their yards. **D. Gunsteen** asked what is the general drainage pattern of the water? **R. Grill** the Petitioner can address that. **P. Bernhard**, the attorney for Pulte Homes stated that they are very excited to bring Eastfield Subdivision to the Village of Bartlett. We met with the Village Board a little over a year ago and they gave us good comments to come back to you with the project that we now have. We have 27 home sites. They are single family detached. They are designed for move-up buyers. This is not a first-time home. This is the perfect location right across from a high school where possibly some of those families will have students that will attend that high school. We have a very low overall density for the site of 1.93 dwelling units per acre for the overall density. We have very deep lots ranging in size from 155 to 190 feet deep. There are two (2) access points into the subdivision. One of them will be called Falcon Drive and it is directly across the street from Hawk Drive, which takes you into the high school property. The other access is called Eastfield Drive and will come out onto Petersdorf Road on the south side of the property. We are seeking annexation. Our property is contiguous to the Village, so annexation is proper. We are contiguous on the full east side along Petersdorf Road. We are also seeking approval of a preliminary and final plat. Again, it is a 29-lot subdivision with 27 single family homes, one (1) park site, which is 0.63 acres. The last lot is the detention, the wetland conservancy, and floodplain that is on the site. The park site is 0.63 acres and in addition, we will have cash in lieu of \$48,750, which will be the rest of the donation to the Park District. We will turn over the park site graded and seeded, as is required by the Subdivision Ordinance. With the park site, the floodplain, wetland area, and the detention pond, over 37% of this site is open space. Falcon Drive on the north lines up with the high school drive, which is one thing that the Village requested. It is an offsite roadway. We had to do two (2) plats of annexation because we are annexing the roadway separately from our parcel because we do not own that piece of property. The SR-3 District has a number of minimum standards. We considerably exceed those standards so there are no variances being requested. Our gross dwelling units per acre is 1.93 and net is approximately 2.18 acres. **G. Sagen** stated that the parkway trees are provided per Village ordinance along Eastfield Drive. The park site is going to be improved with turf grass and parkway trees along Falcon and Eastfield Drive for the Park District and also a row of evergreen trees that was included in the Village's last Staff review letter. There is going to be a staggered row of eight (8) foot evergreens approximately 15 feet on center to provide screening year-round from the park side from Petersdorf Road. Our lots 1-10 are longer and provide a landscape easement along the backside. The 30-foot easement is going to be slightly bermed and along that berm there will be shade trees, ornamental trees, and canopy trees scattered throughout. The six (6) foot wood fence is going to



Village of Bartlett  
Plan Commission Minutes  
August 13, 2020

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be located adjacent to the property line five (5) feet in off the sidewalk for bicycle safety and for snow removal. We chose wood because it is a more natural looking fence compared to a composite or vinyl product, which might last longer, but does not have the natural look that we want for this development. That is why the wood fence was chosen. Village standard includes metal posts, which give it good durability and it should last many years. Lots 11-14, which back up to Army Trail Road have additional landscape screening behind them to create further separation and buffering from Army Trail Road. The west property line is a storm water storage basin. The storm water storage basin is going to be a naturalized detention basin that is planted, seeded and plugged with prairie side slopes and wetland vegetation on the bottom. The wetland bottom will be a combination of vegetation and an open water channel to provide the benefits of a naturalized basin. Naturalized basins reduce runoff, slow down the velocity of the run off, increase infiltration in the soil, improve water quality and provide valuable wildlife habitat. The wetland detention basin will ensure that water coming through our storm water system and then leaving into the wetland will be pre-filtered in its treatment prior to entering the next system, which will be a continuation of the process. Along the west side, in the northwest corner, there is going to be an open grass area that will be seeded and along the north property line there will be a double pipe gate at the terminus of Falcone Drive to prevent access into the common area and the farms beyond until a later point in time when that might be utilized, but in the meantime, there would be a double gate to control that. There is a fence along the back of Lots 15-23 to provide security from those lots to the wetland area as well as providing limited encroachment that might happen into that natural area. **M. Hopkins** what is the concept behind the seeded area? **G. Sagen** the seeded area in the northwest corner is going to be low maintenance turf that can either be mowed for passive play or it can be left to grow as a low meadow. It is not native planting in the northwest corner. The balance of the basin, the southern two-thirds of the western border is native planting. **M. Hopkins** what is the construction of the channel? **G. Sagen** the open water basin within the wetland is to provide for different habitat. It is going to be a deeper pool of water within the wetland. The wetland itself will be a mud flat with zero grade and drop down to a three (3) to four (4) foot area that will have the open water channel. **A. Hopkins** is there a reason why the fence is going to be wood instead of composite or vinyl. **G. Sagen** again, we feel that wood is a more natural product in the environment and holds up well with the metal reinforced posts. We prefer that over the vinyl or composite. They look unrealistic. Our preference is a natural product. **M. Hopkins** asked, if Lot 29 is just open space. **R. Getz** stated that the space is essentially site-specific floodplain. We cannot build anything there. It is not going to be a maintained turf field. It is going to be open space and that open space is going to be there because it is site-specific floodplain that we need to leave as open space. We cannot build in it. There is going to be no use for it. It is going to be an open grassland area. It will be owned by the Home Owner's Association. The homes we are going to be offering for sale are from 2,600 to 3,800 square feet. All of the homes will be standard four (4) bedroom and could go to five (5) or six (6) bedrooms if you chose take a first-floor flex space and turn that into a sixth bedroom on the first floor, which is popular with buyers. The garages are standard two-car, but there are three-car options for all of the homes. Each home has five (5) elevations on each except for the Greenfield, as that is the smallest home and we do not get as many people choosing that one, but we do have four (4)



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homes, basically five (5) elevations on each, which is 25 different elevations for 27 lots. The idea is to make sure that we have a lot of variability. Each home has a different architectural style to give a much different look to the homes throughout the subdivision. All five (5) of the Riverton models have a usable porch on the front. We look to use a variety of materials and styles of garages for a different look. **D. Negele** can you build any home on any size lot. **R. Getz** yes, because the lots are so large, any house would fit on any lot. There are no restrictions. **M. Hopkins** with the 25 potentially different homes, are you going to say to somebody, you cannot have that one? **R. Getz** we will have a monotony code in place. We will not make everyone take a different one, but will limit from an elevation standpoint and color palate selection. **D. Negele** how many homes down can they go before you can do another home. **R. Getz** two (2) houses down on either side one (1) across the street. **J. Lemberg** asked, what is the price range. **R. Getz** the base pricing will be in the mid-400s and with options selected we anticipate the closing price in the mid-500s. **D. Negele** do you know how much the Home Owner's Association fees will be? **R. Getz** it will be \$140 a month per resident. That is going to generate about \$45,000 a year. Of that \$45,000 a year, about \$15,000 will go towards the maintenance of the storm water retention areas, \$5,000 in reserves for the detention area, and the remainder go towards maintaining the other open common areas. Pulte is very careful with the HOAs budgets to make sure there is excess money rather than a short fall because we want to make sure our communities are in good shape not just in the short-term, but in the long term. **A. Hopkins** how did we come up with the street name of Falcon Drive? I do not know if that is a great idea since Glenbard East High School are the Falcons. **K. Stone** the names they originally proposed were ones that the high school already used for the private drives. **R. Grill** it is not approved yet, so it can still be changed. **A. Hopkins** maybe the Village Board can come up with some ideas. Will people be parking there when there are activities at the high school? **R. Grill** it will be a publicly dedicated street. I think that is going to have to be monitored. **D. Gunsteen** is there a proposed crosswalk at Falcon Drive? **R. Grill** there is not a crosswalk because that street does not exist yet. **D. Gunsteen** can we add it? Kids are going to be running back and forth. **R. Grill** that is something that we can talk to the developer about. **D. Gunsteen** I would like to see a painted crosswalk there. **R. Getz** if the entity that owns the road will allow us to do that, we would have no problem painting that crosswalk. **R. Grill** we will check with Public Works.

**P. Bernard** the Village received a letter from Janet Johnson at Schiff Hardin and James Murphy is here today from Schiff Hardin as well. Because of that, I would like to have **A. Falkowski**, my engineer do a presentation to talk about the storm water management on the site. **A. Falkowski** of CEMCON stated that the existing site drains in two (2) directions to the northwest corner and to the southwest through the wetlands to an existing drain tile that leaves the site and proceeds through to the adjacent property to the west. With the development, we have to follow DuPage County's ordinance and met their allowable release rate. DuPage County also has a requirement on their wetlands that we cannot do a direct impact. We have to have the wetlands act as if they were not even touched. We have two (2) discharge points. We have an RCP pipe with a restrictor that is going to discharge directly to the wetlands and then will discharge to the preexisting drain tile through the adjacent property. The primary discharge will be at the north. It



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will be a 3" restrictor that will substantially be reducing the flow from the existing features of the site to the proposed conditions. This site is not mapped FEMA Floodplain, but with the DuPage County ordinance any site that has over 100-acre tributary to it you have to do a study and distinguish a base flood elevation for the site. We did that study and that is why that corner is undevelopable. **M. Hopkins** could you locate the detention basin within that corner? **A. Falkowski** no, we could not. The outfall is discharging directly in that corner. It was recommended by the Village of Bartlett not to directly connect into the drain tiles because drain tiles are designed for low flow. **M. Hopkins** the outflow is over grade. **A. Falkowski** yes. The flow is substantially reduced. In the existing condition is it approximately 19.5 CFS and with the 3" restrictor, we are only releasing 0.4 CFS per acre. **M. Hopkins** how high is the retaining wall behind the lots? **A. Falkowski** it is a 2-1/2 foot retaining wall. **M. Hopkins** what is the issue with the neighbor. **A. Falkowski** the neighbor recommended that we tie directly into the drain tiles with our outfall so that we did not have any over-land-flow. The issue with that is with the design. The Village of Bartlett does not want us discharging directly to a drain tile. We do not know the conditions of this drain tile. We do not know if it is back-pitched or the flow capacity, and in good engineering practice, you do not tie directly into a drain tile with flow. It is only designed for low flow. **M. Hopkins** the letter from Schiff Hardin says "you are going to do damage to our property and create wetlands that were not there before and make it undevelopable in the future." How do we respond to that? **A. Falkowski** one of the points they brought up was a volume issue with the all of the impervious area we are creating, but the way our storm water management is designed, we are only reducing the flow and that extra volume is being distributed and will draw down a lot slower when we are releasing out of that pond. **M. Hopkins** are we with confidence able to say that your engineering complies with DuPage County? **A. Falkowski** we are following the Village of Bartlett's requirement for design. We have our hands tied with DuPage County. They are following the DuPage County requirements on release rate and the wetland. **M. Hopkins** you are doing what you have to do. **A. Falkowski** yes, per Ordinance requirements. We are working with the property owners on alternative options of our outlet to possibly distribute the flow over a level spreader so they do not see that flow directly over land. We are in the process of working through that. **P. Bernhard** we did have a call today with Schiff Hardin with James Murphy and his consultants. We are committed to working with them to address any issues that they have. We are complying with DuPage County, the Village, and the State. We have ideas and will prepare plans for their engineers to review so that by the time we get to Committee of the Whole we hope to have a plan in place between all of us so that their concerns are alleviated and the site will still be operational as it is. We are in compliance with the Staff recommendations. We do know that they want approval of engineering. We are going to work with the neighbor next door and hopefully get that engineering approved. We are asking that the Plan Commission give us a positive recommendation to the Village Board and we are here to answer any questions. **D. Gunsteen** asked who would maintain the street lights. **K. Stone** the street lights are maintained by the Village.

**J. Lemberg** opened the Public Hearing portion of the meeting.

**Keith Yaun** of 2NW515 Orchard Road, came forward and stated I would have the unfortunate



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event of looking at a property with 27 homes, I believe. I can appreciate what Pulte is trying to do. It is a beautiful property. Right now, north, east, south and west of me is all rural. Residents in that area bought for a specific reason, for the rural look and feel not to look like what happened on W. Bartlett Road. It is inevitable that the property would be built on at some point. I am asking that you re-consider the SR-3. These properties should be an acre plus. This will stick out like a sore thumb and it is unfortunate. I am guessing this is phase a of probably 2 or 3. If you are looking to dump all of that traffic onto Petersdorf Road, which is already a cluster from the high school traffic, I do not know if you spent any time looking at the traffic flow at Petersdorf Road in the mornings and afternoons, but it is a mess. If you look to phase in this and other homes into the area and dump it all on Petersdorf Road, its bad. I avoid it going to work. I go the long way to work so I do not go through the high school traffic. People will be parking on that road all the time for ballpark parking. There is not a lot of parking there. It is only the high school. We have people parking on our streets every once in a while, for major events. Falcon Drive has a gate at the end, so I am going to guess that this is phase 1 of many and is my primary concern. I am on the north side of that property and a lot of my storm water since we do not have drains, goes down my property and into the easement of the field and I am dependent of that northeast corner to have all of the storm water taken away from my property. If it is blocked or there are elevated properties on that farmland, I am concerned that I am going to see back-up of storm water, which is a lot since I take on a lot of the neighborhood's water down my property, but I am dependent of it dumping into the field. One of my primary concerns is storm water retention and where that water is going to go. If you are going to build here ER-1 is the way to go. I am going to say no to the SR-3. I think it is a really bad idea for the look of the neighborhood. We do not want subdivisions. We want rural. That is why we all bought there. I have been there for 14 years and would like to stay there. I would say no to the annex. **James Murphy** of Schiff Hardin representing the property owners to the north and west of the proposed development. The letter from Janet Johnson outlines my clients concerns. To summarize the letter, my clients are concerned that the drainage and detention plan will actually increase the volume of water that is drained onto their property and would possibly cause exacerbation of exiting wetlands and create new ones. There could also be other negative affects that would impact the property as outlined in the letter. On the call today with **P. Bernhard** and the engineers to address my client's concerns, they indicated that they are willing to work with us to try to address their concerns prior to the final engineering plans. We appreciate that. They proposed one alternative today that we are willing to explore once we can get my client's engineers involved to look at the plans and understand what is going on give us their opinion on what is going to happen to the property. My client has an additional concern that whatever drainage and detention systems are constructed they must have someone responsible for maintaining, repairing, and replacing them. It sounds like there will be a Home Owner's Association created as part of this. We would like a declaration in the HOA document to say that the HOA and the property owners are responsible for maintaining, repairing, and replacing these systems so they do not fall into disrepair. On the Plat, it states that the Village can step in and do it for the HOA and property owners. That is a great idea and we support that. **Jacqui Edler** stated, my main concern is the safety of our children. The traffic on Petersdorf Road is crazy in the morning. Going into the high school from Falcon Road would be horrendous. The



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teenagers are going to be flying across trying to get in. People are going to get hurt. I do not have a problem with a subdivision going, but it is zoned for two (2) acres. How do you shove 27 homes into that little lot? It is impossible. All of our lots are at least two (2) to 10 acres. For your children's safety, would you want to buy a house there? I am for the homes. Keep it at ER-1. Even if it is one (1) acre homes it would be better than these slop houses they are going to throw in there and who can afford a \$500,000 house with associations fees? INAUDIBLE I do not know why they are not coming out onto Army Trail Road instead. There is no stop light at Petersdorf Road. Please consider everything before you let this go through. INAUDIBLE **Sandra Dyer** of 29W600 Schick Road stated she would like to know what is the precedent being used for the less than quarter-acre lots. As you can see from the map there is nothing even close to that size. This does not conform to anything in the area. Where are the closest 10,000 square foot lots in the area? **R. Grill** the nearest 10,000 square foot lots are west of Route 59 in Woodland Hills, to the east on Schick Road in Fairfax, and the north side of Schick. Some are smaller than 10,000 square feet. **Sandra Dyer** What is the traffic impact study and how many houses can be crammed onto the 60 acres, which is the total area? This is not conducive to the rest of the area and that is a concern. I do feel it will devalue the existing properties because those are large properties and that is why people have moved there. Do we really need to break up some of the last existing land in unincorporated Bartlett by putting in these types of homes? The traffic on Petersdorf Road and Schick Road is terrible already, particularly in the mornings and this is going to add a lot more traffic to Petersdorf Road and Schick Road.

**J. Lemberg** closed the Public Hearing portion of the meeting.

**P. Bernhard** to hit on a few of the points, the rural look of the land, the homes are obviously in unincorporated DuPage County. We are looking to come into the Village of Bartlett, specifically for water and sewer. We want to have city utilities for the residents of our subdivision. We did not do a traffic study because it is a such a small subdivision with only 27 lots. We will work on doing a cross walk at Petersdorf Road at the end of Falcon Drive. Pulte puts up houses all over Illinois and other states and they do put up very nice houses, \$400,00 to \$500,000 homes that people buy and at that amount they are going to take care of it and the HOA is also going to make sure they take care of those houses. In terms of setting and precedents for the BAPS property, we do not own any of the rest of the property and we do not know what is going to happen with the rest of the property. We are just looking at getting our property zoned, approved, and build houses in the Village of Bartlett.

**M. Hopkins** with regard to storm water and the discharge on the site right now to the north, once this detention basin storm water management system is installed, what will be the delta between the discharge to the north today and when the project is finished? **A. Falkowski** it will be less than the exiting condition.

**D. Gunsteen** made a motion to pass along a **positive recommendation** to the Village Board to approve case (**#20-04**) Eastfield Subdivision for rezoning (upon annexation) from the ER-1 (Estate



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Residence) Zoning District to the SR-3 (Suburban Residence) Zoning District Preliminary/Final Plat of Subdivision, Special Use Permit to allow a retention basin to discharge into a wetland, and Comprehensive Plan Amendment to the Future Land Use Plan to allow the subject property to change from Mixed Use Business Park Uses to Suburban Residential Uses (2-5 dwelling units per acre) subject to the conditions and the Findings of Fact outlined in the Staff report.

**Motioned by: D. Gunsteen**

**Seconded by: T. Ridenour**

**Roll Call**

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

**Nays: None**

**The motion carried.**

**Rosanova & Whitaker, Ltd.**  
Attorneys At Law

127 Aurora Avenue  
Naperville, Illinois 60540  
phone 630-355-4600 • fax 630-352-3610  
www.rw-attorneys.com

February 10, 2020

Village of Bartlett  
Village President & Board of Trustees  
228 S. Main Street  
Bartlett, IL 60103

***RE: Pulte Homes Development and Rezoning Submission for the Property Located at 5N098 Petersdorf Rd., Bartlett, IL 60103 (the "Property")***

Dear Village President & Board of Trustees,

We are pleased to offer our submittal for Preliminary/Final Plat approval, annexation and rezoning, and future land use plan amendment for the property located at the northwest corner of Army Trail Road and Petersdorf Road, commonly known as the Harbecke Property or 5N098 Petersdorf Road, Bartlett, Illinois (the "Property"). The request is made on behalf of Pulte Home Company, LLC, a Michigan limited liability company (hereinafter "Pulte"), contract purchaser of the approximately 13.92 acres of land.

The Property is currently zoned R-2 in unincorporated DuPage County, but is within the Village's planning jurisdiction. The Property is presently used for agricultural purposes and is improved with a single structure that supports the agricultural use.

Shown below are the documents we are submitting to the Village in support of our requests. It is our strong desire that this matter be scheduled for the Village's next available Village Board Committee Meeting. The submitted documents include the following:

1. Application
2. Letter of Authorization
3. Petition
4. Legal Description
5. Proof of Ownership (deed and real estate contract: redacted first page, signature page, title company acceptance page, and legal description)
6. Plat of Survey
7. Plat of Annexation
8. Plat of Annexation – Roadway
9. Plat of Dedication
10. Annexation Petition
11. Annexation Agreement
12. Site Plan
13. Preliminary/Final Plat of Subdivision
14. Preliminary/Final Engineering Plans
15. Landscape Plans
16. Building Elevations

17. Proposed Signage Plan
18. Final Stormwater Management Report / EcoCAT Report
19. Land Use Opinion Report Application
20. Wetland Delineation Report
21. List of Property Owners within 250' and governmental agencies for notice
22. Filing Fees (\$19,095.00)
  - Annexation Agreement \$200.00
  - Rezoning \$400.00
  - Final Subdivision Plat \$155/lot = \$4,495.00
  - Annexation \$1,000/acre = \$14,000.00

We believe this documentation is appropriate for a public hearing before the Village Board for recommendation on our requests. Should any additional documentation be deemed necessary, we are certainly happy to work with the Village to that end.

Please do not hesitate to call me with any questions.

Sincerely,

A handwritten signature in blue ink, appearing to be "Rosanova & Whitaker", written over a horizontal line.

**Rosanova & Whitaker Ltd.**  
**Attorney for Petitioner**



**SIGN PLAN REQUIRED?** No

(Note: A Unified Business Center Sign Plan is required for four or more individual offices or businesses sharing a common building entrance or private parking lot.)

**PROPERTY INFORMATION**

**Common Address/General Location of Property:** 5N098 Petersdorf Road

**Property Index Number ("Tax PIN"/"Parcel ID"):** 01-15-303-029

**Zoning:** Existing: ER-1  
(Refer to Official Zoning Map)

**Land Use:** Existing: Vacant

Proposed: SR-3

Proposed: Residential

**Comprehensive Plan Designation for this Property:** Mixed use Business Park  
(Refer to Future Land Use Map)

**Acreage:** 13.92

**For PUD's and Subdivisions:**

No. of Lots/Units: 29 Lots

Minimum Lot: Area 10,075 sq. ft. Width \_\_\_\_\_ Depth \_\_\_\_\_

Average Lot: Area 11,719 sq. ft. Width \_\_\_\_\_ Depth \_\_\_\_\_

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

**Attorney** Rosanova & Whitaker, Ltd.

127 Aurora Avenue, Naperville, IL 60540

Patti A. Bernhard, [REDACTED]

**Engineer** Cemcon, Ltd.

2280 White Oak Circle, Suite 100, Aurora, IL 60502

**Other** V3 Companies

7325 Janes Avenue, Woodridge, IL 60517

ACKNOWLEDGEMENT

I understand that by signing this form, that the property in question may be visited by village staff and Board/Commission members throughout the petition process and that the petitioner listed above will be the primary contact for all correspondence issued by the village.

I certify that the information and exhibits submitted are true and correct to the best of my knowledge and that I am to file this application and act on behalf of the above signatures.

Any late, incomplete or non-conforming application submittal will not be processed until ALL materials and fees have been submitted.

SIGNATURE OF PETITIONER:  \_\_\_\_\_

PRINT NAME: PATRICK COOK \_\_\_\_\_

DATE: 2/10/20 \_\_\_\_\_

REIMBURSEMENT OF CONSULTANT FEES AGREEMENT

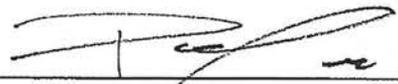
The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed on an ongoing basis as they are incurred and will be due within thirty days. All reviews of the petition will be discontinued if the expenses have not been paid within that period. Such expenses may include, but are not limited to: attorney's fees, engineer fees, public advertising expenses, and recording fees. Please complete the information below and sign.

NAME OF PERSON TO BE BILLED: Pulte Home Company, LLC \_\_\_\_\_

ADDRESS: 1900 E. Golf Road, Suite 300  
Schaumburg, IL 60173 \_\_\_\_\_

PHONE NUMBER:  \_\_\_\_\_

EMAIL:  \_\_\_\_\_

SIGNATURE:  \_\_\_\_\_

DATE: 2/10/20 \_\_\_\_\_

# Location Map

**2020-04 Eastfield Subdivision  
Annexation, Rezoning, Special Use, Prelim/Final Plat of Subdivision  
and Amendment to the Future Land Use Plan  
PIN: 01-15-303-029 and Part of PIN: 01-15-303-028**

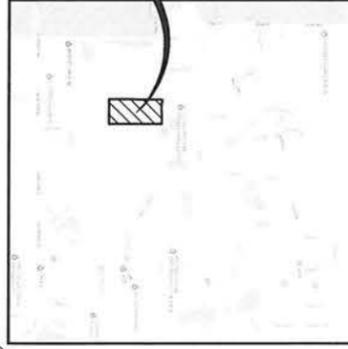


# PLAT OF ANNEXATION TO THE VILLAGE OF BARTLETT

PART OF THE SOUTHWEST 1/4 OF SECTION 15,  
TOWNSHIP 40 NORTH, RANGE 9, EAST OF THE THIRD  
PRINCIPAL MERIDIAN, IN DUPAGE COUNTY, ILLINOIS.

PARCEL INDEX NUMBER  
01-15-303-029

SITE  
LOCATION



## VICINITY MAP

### OWNER'S AND SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF COOK )

THIS IS TO CERTIFY THAT THE UNDERSIGNED IS THE LEGAL OWNER OF THE LAND DESCRIBED ON THE SUBJECT PLAT, AND HAS CAUSED THE SAME TO BE SURVEYED AND ANNEXED AS INDICATED THEREON, FOR THE USES AND PURPOSES HEREIN SET FORTH. ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING ANNEXED AFORESAID AND, TO THE BEST OF OWNER'S KNOWLEDGE AND BELIEF, SAID PROPERTY LIES ENTIRELY WITHIN THE BOUNDARIES OF THE U-46 SCHOOL DISTRICT.

PULTE HOME COMPANY, LLC, A MICHIGAN LIMITED LIABILITY COMPANY  
1900 E. SCHLAUBURG ROAD, SUITE 300  
SCHLAUBURG, IL 60173

DATED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_

OWNER \_\_\_\_\_

### NOTARY'S CERTIFICATE

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF COOK )

I HEREBY CERTIFY THAT \_\_\_\_\_, WHOSE NAME IS SUBSCRIBED IN THE FOREGOING CERTIFICATE IS (ARE) KNOWN TO ME AS SUCH OWNER.

GIVEN UNDER MY HAND AND NOTARIAL SEAL

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_

NOTARY PUBLIC SEAL

MY COMMISSION EXPIRES: \_\_\_\_\_

UNSUBDIVIDED  
FARMSTEAD ASSESSMENT PLAT  
PER DOC. RB5-78541

### RECORDER'S CERTIFICATE

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF DUPAGE )

THIS INSTRUMENT WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS,

THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 20\_\_\_\_ AT O'CLOCK \_\_\_\_\_ M, AND

RECORDED \_\_\_\_\_

IN MAP BOOK \_\_\_\_\_ PAGE \_\_\_\_\_ AS DOCUMENT NO. \_\_\_\_\_

BY: \_\_\_\_\_

### ANNEXATION CERTIFICATE

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF \_\_\_\_\_ )

THIS IS TO CERTIFY THAT THE PLAT HEREOF DRAWN IS A CORRECT REPRESENTATION OF THE TERRITORY BEING ANNEXED TO THE VILLAGE OF BARTLETT, COOK, DUPAGE AND KANE COUNTIES, ILLINOIS BY ORDINANCE NO. \_\_\_\_\_ APPROVED ON \_\_\_\_\_

DATED AT BARTLETT, ILLINOIS THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2020.

BY: \_\_\_\_\_

VILLAGE PRESIDENT

ATTEST: \_\_\_\_\_

VILLAGE CLERK

### PARCEL DESCRIPTION

(RECORD DESCRIPTION PER DOCUMENT R2012-139149)

THAT PART OF LOTS 1, 2, 3 AND 4 IN FARMSTEAD ASSESSMENT PLAT, BEING A SUBDIVISION OF PART OF THE SOUTHWEST 1/4 OF SECTION 15, TOWNSHIP 40 NORTH, RANGE 9, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 17, 1985 AS DOCUMENT NUMBER RB5-78541, DESCRIBED AS FOLLOWS:

BEGINNING AT A POINT AT THE INTERSECTION OF THE WESTERLY LINE OF PETERSDORF ROAD AS DEDICATED PER DOCUMENT NO. RB5-41668, SAID WESTERLY LINE BEING PARALLEL WITH AND 40 FEET WESTERLY OF, AS MEASURED AT RIGHT ANGLES TO, THE EAST LINE OF THE SOUTHWEST 1/4 OF SAID SECTION 15, AND THE NORTHERLY LINE OF ARMY TRAIL ROAD, AS DEDICATED PER DOCUMENT NO. 598388; THENCE SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST A DISTANCE OF 64.43 FEET (RECORD 62.97 FEET); THENCE WEST 20 SECONDS WEST AT RIGHT ANGLES TO THE WESTERLY LINE OF ARMY TRAIL ROAD, AS DEDICATED PER DOCUMENT NO. 598388, TO THE NORTHERLY LIMITS OF THE PROPERTY DESCRIBED IN PARAGRAPHS NO. 94-L-00466 IN THE CIRCUIT COURT FOR THE 18TH JUDICIAL CIRCUIT, DUPAGE COUNTY; 1) NORTH 00 DEGREES 30 MINUTES 20 SECONDS WEST A DISTANCE OF 20.00 FEET (RECORD 20.00 FEET); 2) SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST, A DISTANCE OF 250.00 FEET (RECORD 250.00 FEET); 3) SOUTH 00 DEGREES 30 MINUTES 20 SECONDS EAST A DISTANCE OF 5.00 FEET (RECORD 5.00 FEET); 4) SOUTH 89 DEGREES 29 MINUTES 40 SECONDS WEST A DISTANCE OF 207.98 FEET; THENCE NORTH 00 DEGREES 30 MINUTES 20 SECONDS WEST AT RIGHT ANGLES TO THE WESTERLY LINE OF ARMY TRAIL ROAD, AS DEDICATED PER DOCUMENT NO. 598388, WITH THE NORTH LINE OF ARMY TRAIL ROAD A DISTANCE OF 542.17 FEET TO THE WEST LINE OF SAID PETERSDORF ROAD; THENCE SOUTH 00 DEGREES 28 MINUTES 14 SECONDS WEST ALONG THE WEST LINE OF SAID PETERSDORF ROAD A DISTANCE OF 1161.14 FEET TO SAID POINT OF BEGINNING, ALL IN DUPAGE COUNTY, ILLINOIS.

### SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )  
                                  ) SS  
COUNTY OF DUPAGE )

THIS IS TO CERTIFY THAT I, PETER A. BLAESER, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, HAVE PREPARED THIS PLAT FOR THE PURPOSE OF ANNEXATION TO THE VILLAGE OF BARTLETT.

DATED AT AURORA, ILLINOIS, THIS \_\_\_\_\_ DAY OF \_\_\_\_\_ 2020.

- LEGEND**
- LIMITS OF ANNEXATION (Heavy Solid Line)
  - ADJACENT PROPERTY LINE, UNDEVELOPED, OR RIGHT OF WAY (Thin Solid Line)
  - - - EXISTING CORPORATE LIMITS OF THE VILLAGE OF BARTLETT

50 25 0 50  
SCALE: 1 INCH = 50 FEET

THIS PLAT WAS SUBMITTED TO THE PURPOSES OF RECORDING BY:  
ATTN: ROBERTA ORILL  
SCHOOL DISTRICT UNIT 46  
BARTLETT, IL 60103

### NOTES

ALL MEASUREMENTS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.

DIMENSIONS ENCLOSED WITH ( ) ARE RECORD DATA. ALL OTHER DIMENSIONS ARE MEASURED OR RECORD EQUALS MEASURED.

THE BEARINGS SHOWN ARE BASED UPON THE EAST LINE OF SUBDIVISION BEING S 00°28'41" W (ASSUMED)

(N 00°30'20" W) N 00°32'43" W 1145.97'

HEREBY ANNEXED  
668,731 SQ. FT.  
15.1975 ACRES

EXISTING LIMITS OF THE VILLAGE OF BARTLETT  
(S 00°28'14" W 1161.16')  
PETERSDORF ROAD  
(80') R.O.W.  
HEREFORE DEDICATED

LOT ONE  
SCHOOL DISTRICT UNIT 46  
ASSESSMENT PLAT  
PER DOC. R95-128865



PREPARED BY:  
**CEMCON, Ltd.**

Consulting Engineers, Land Surveyors & Planners  
2280 White Oak Circle, Suite 100 Aurora, Illinois  
60502-9675 PH: 630.862.2100 FAX: 630.862.2199  
www.cemcon.com

DISC NO.: 402134 FILE NAME: ANNEX-1  
DRAWN BY: AAB FLD. BK. / PG. NO.: D83  
COMPLETION DATE: 01-31-20 JOB NO.: 402134  
REVISED 03-18-20 VAB PER COMMENT LETTER DATED 03-12-20  
REVISED 04-20-20 VAB PER COMMENT LETTER DATED 03-19-20







A Double Arm Pipe Gate Example

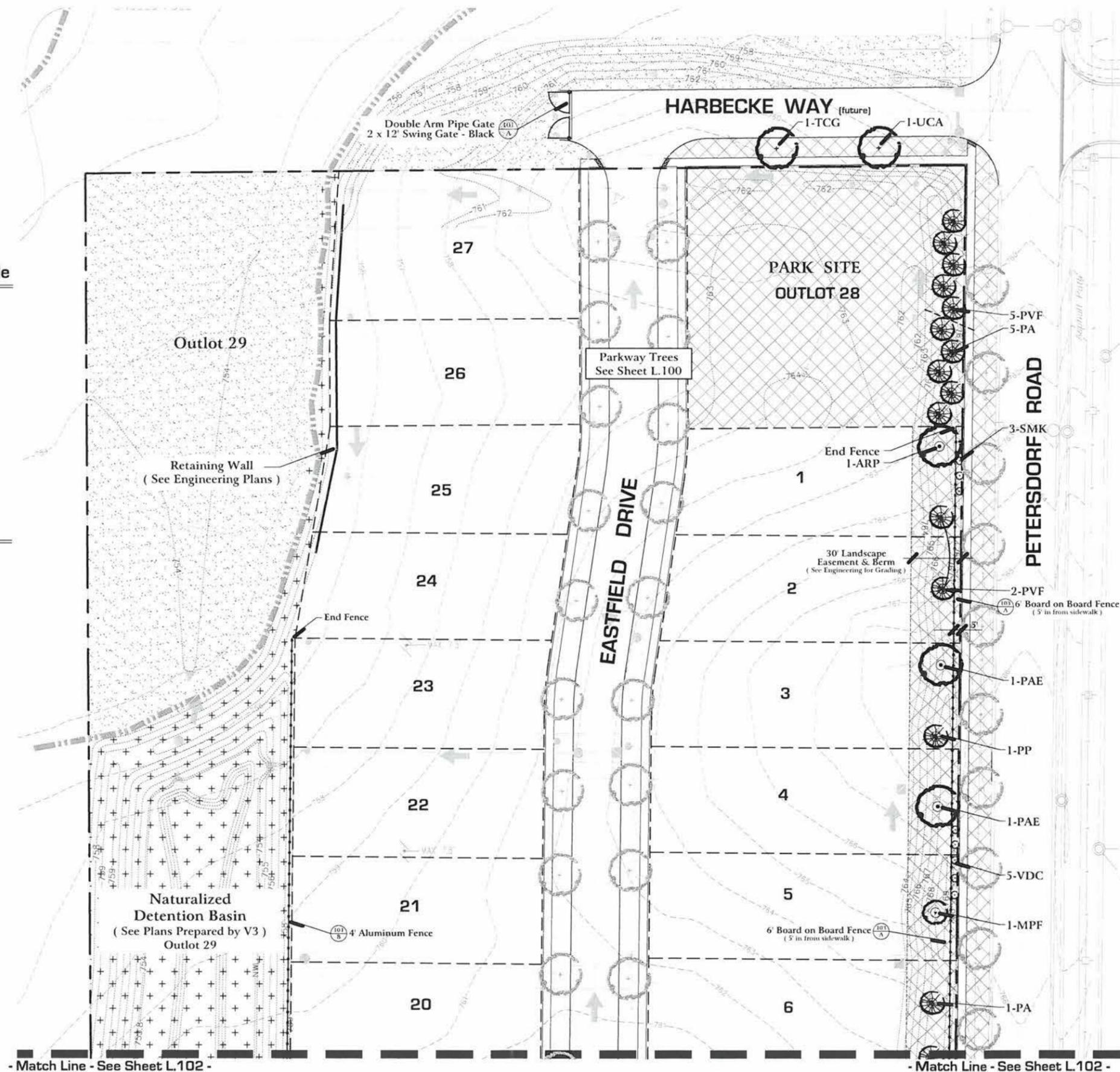
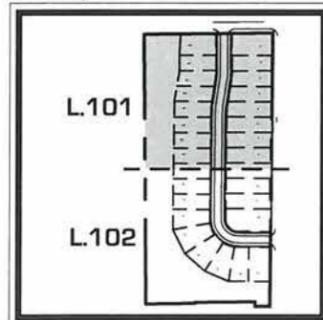


B 4' Aluminum Fence Example

**Notes :**

- For Plant Material List & Planting Details - See Sheet L.103
- For Parkway Trees & Turf Establishment - See Sheet L.100
- For Retaining Wall Details - See Engineering Plans
- For Naturalized Basin Plans - See Plans Prepared by V3

**Sheet Key:**



project:

**Eastfield  
Subdivision**

Bartlett, Illinois

sheet description:

**Landscape Plan  
- North -**

owner:



scale: 1" = 30'0"

▲	8.17.2020	Per Village Review #3 dated 8.12.2020
▲	7.10.2020	Park Site, Fence Added & Lot Numbering
▲	6.24.2020	Revised Petersdorf Road Buffer & Fence
▲	4.28.2020	Per Village Review #1 dated 3.12.2020
▲	2.14.2020	Project Name Change

revisions:

original issue date: **3 February 2020**

drawn by: \_\_\_\_\_  
checked by: \_\_\_\_\_  
project no.: **20201**  
sheet no.: \_\_\_\_\_

- Match Line - See Sheet L.101 -

- Match Line - See Sheet L.101 -



Land Planning  
Landscape Architecture  
Environmental Site Design

132 N. WASHINGTON ST. - NAPERVILLE, IL 60540 - 630.303.3960 - Fax 630.303.3934

project:

# Eastfield Subdivision

Bartlett, Illinois

sheet description:

## Landscape Plan - South -

owner:



scale: 1" = 30'0"



date	description
8.17.2020	Per Village Review #3 dated 8.12.2020
7.10.2020	Park Site Fence Added & Lot Numbering
6.24.2020	Revised Petersdorf Road Buffer & Fence
4.28.2020	Per Village Review #1 dated 3.12.2020
2.14.2020	Project Name Change

original issue date: 3 February 2020

drawn by:

checked by:

project no.: 20201

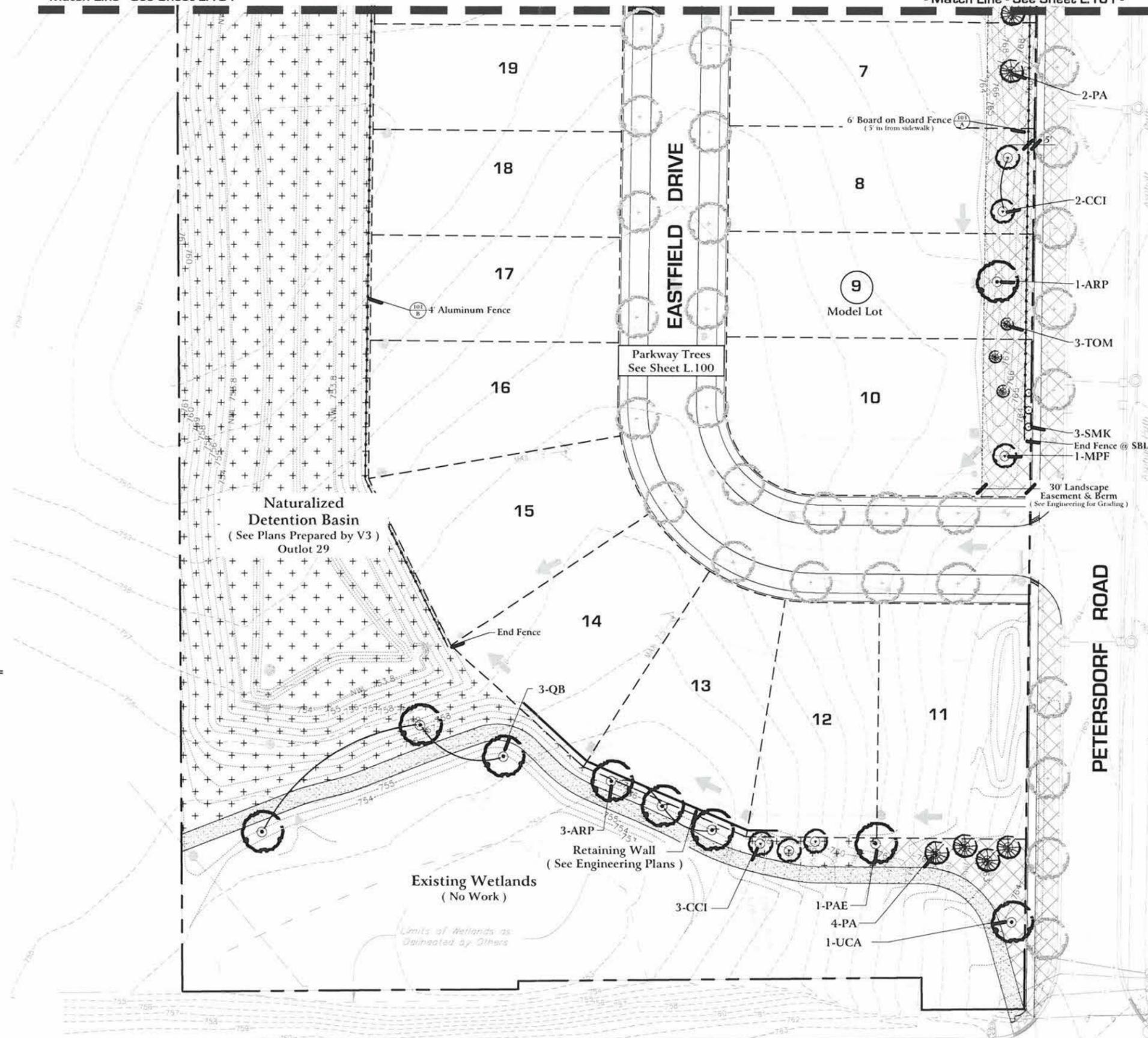
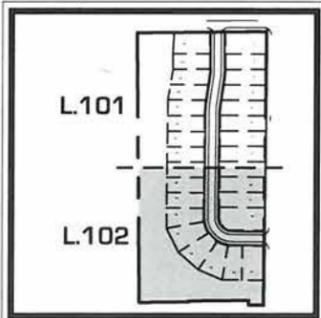
sheet no.:

L.102

### Notes :

- For Plant Material List & Planting Details - See Sheet L.103
- For Parkway Trees & Turf Establishment - See Sheet L.100
- For Retaining Wall Details - See Engineering Plans
- For Naturalized Basin Plans - See Plans Prepared by V3

Sheet Key:





RECEIVED

MAY 15 2020

PLANNING & DEVELOPMENT  
VILLAGE OF  
BARTLETT

# Bartlett - Eastfield

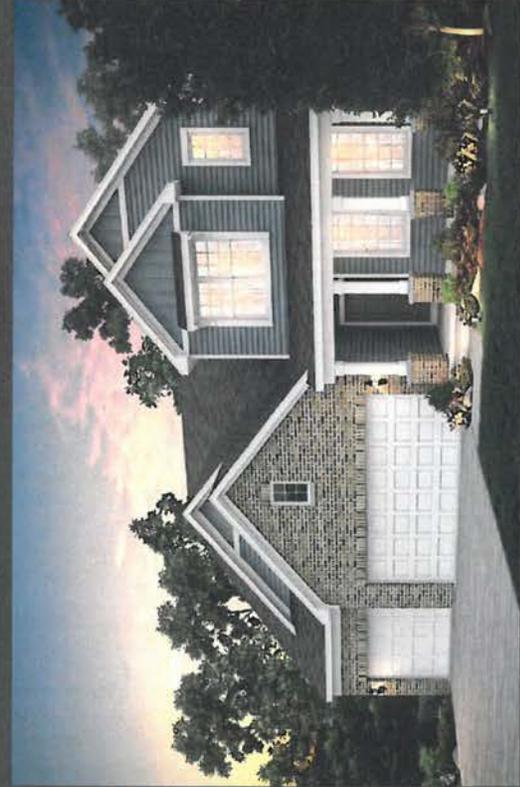
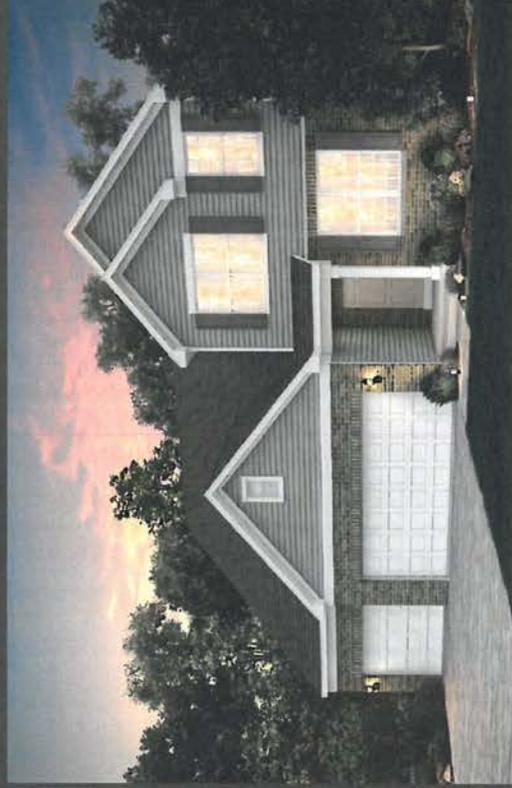
Proposed Elevations

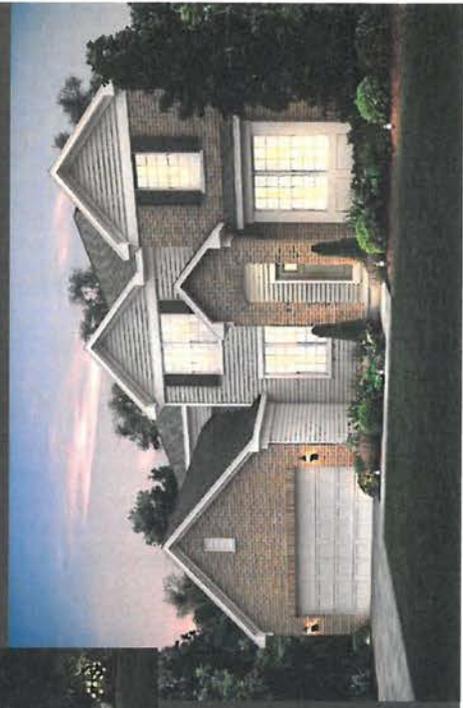
May 15, 2020

# Product Line-up

	Square Footage	Bedrooms	Garage	Elevations
Greenfield	2,621 – 3,235	4 – 5	2 – 3	4
Hilltop	2,899 – 3,299	4 – 5	2 – 3	5
Riverton	3,126 – 3,437	4	2 – 3	5
Westchester	3,300 – 3,507	4 – 6	2 – 3	5
Willwood	3,169 – 3,878	4 – 6	2 – 3	5

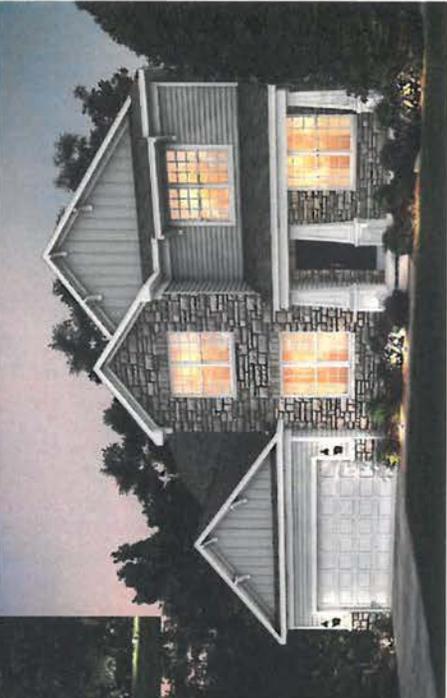
# Greenfield





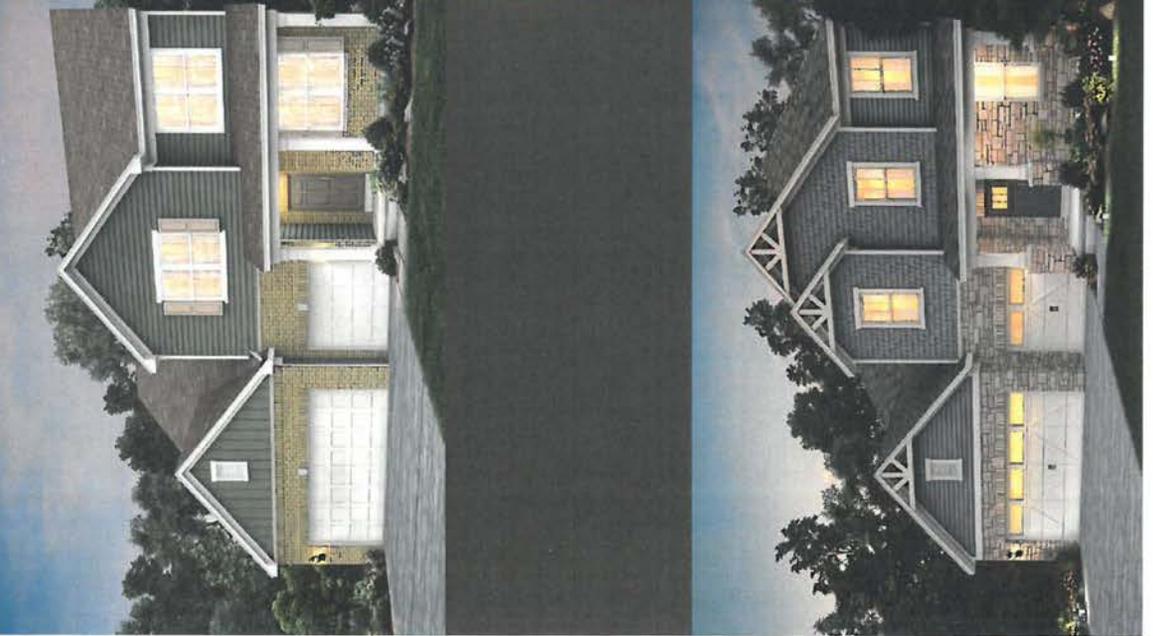
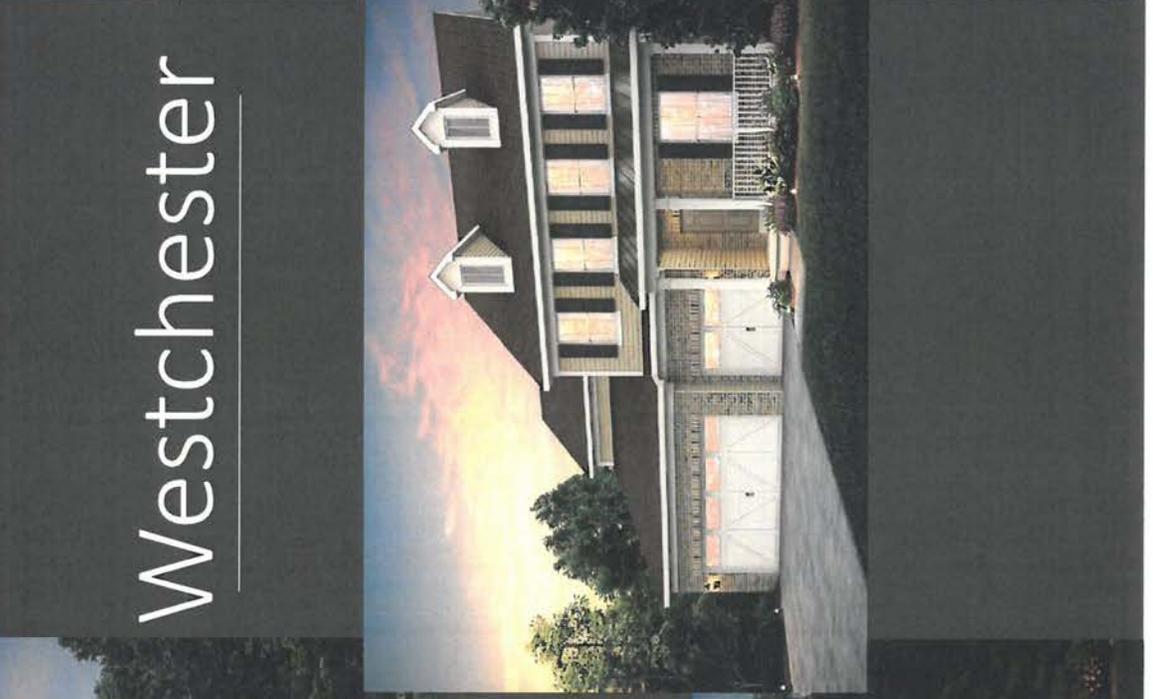
# Hilltop

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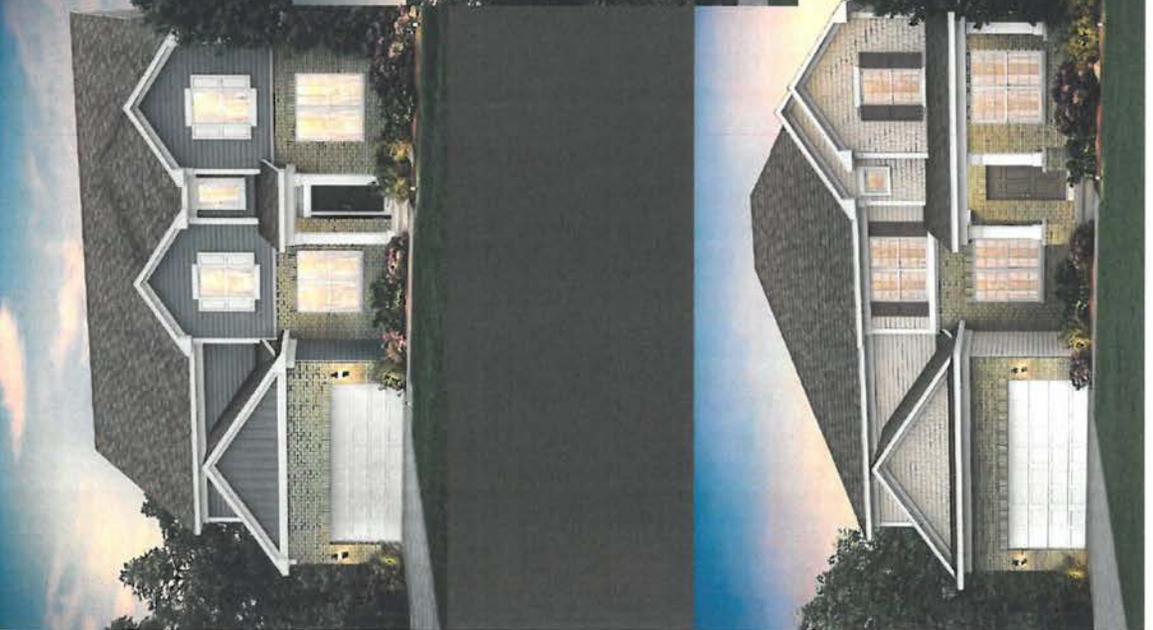


# Riverton





# Westchester



# Willwood



## VILLAGE OF BARTLETT COMMITTEE MINUTES May 21, 2019

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### Harbecke/FJH Concept Plan

Chairman Hopkins stated that the petitioner is requesting a concept plan, a conceptual review of the proposed development project and the petitioner requests input and direction from the Committee of the Whole prior of submittal of the application.

Ms. Grill stated that in 2010, the sixty-plus acre parcel located immediately north and west of this parcel was the subject of a Concept Plan Review. The concept plan proposed a combination of single family detached residential homes on estate lots which are half acre lots and SR-2 and SR-3 lots on the remainder of the property. The Committee of the Whole, at that time, provided comments that were not favorable to the SR-3 lots. The petitioner revised the plans to eliminate the SR-3 lots and to decrease the overall density. The Committee of the Whole advised the petitioner to make a full preliminary subdivision submittal based on the revised plan; however, the petitioner did not pursue further approvals. The plans did not include the subject property being discussed tonight. The petitioner is proposing to develop the 14 acres at the northwest corner of Army Trail and Petersdorf Roads with twenty nine single family lots. They would be requesting to annex and rezone the property to the SR-3 suburban residential district and a preliminary final plat of subdivision. SR-3 requires 8,100 square foot lots, the concept plan is showing a minimum lot size of just over 10,000 sq. ft. with an average of 11,719. The plan includes two onsite storm water detention facilities, a ten foot wide multiuse path along the south side of the property, preservation of the wetland on the south side of the property, and a ten foot wide landscape buffer along the east side of the property to provide screening of Petersdorf Road and the Bartlett High School athletic fields. Two points of access are proposed onto Petersdorf Road. The northern access point is fully aligned with the Bartlett High School access drive and the petitioner is working with the property owner to the north for this off-site access point. The southern access point is approximately 350 feet north of Army Trail Road.

The Comprehensive Plan designation for this property is mixed use business park and estate residential. In the past, the Village Board and staff have questioned the viability of the proposed commercial uses along Army Trail Road as identified by the Comprehensive Plan. Staff believes that residential uses may be a more appropriate use for this property along Army Trail Road. The land use designation that is consistent with this Concept Plan is suburban residential, 2-5 dwelling units. The petitioner will be required to request an amendment to the Future Land Use Plan if they proceed with a formal application for residential uses. The trend of development in this area is estate residential and institutional uses. The residential subdivisions to the north, along Schick Road, and on the south side of Army Trail Road are rural subdivisions which were developed under DuPage County's jurisdiction. Taking this lot and the adjacent larger parcel into consideration together, a density distribution with larger estate lots adjacent to the existing subdivision to the north and an increase in density moving south to Army Trail Road may



**VILLAGE OF BARTLETT  
COMMITTEE MINUTES  
May 21, 2019**

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establish the best land use pattern. This Concept Plan is consistent with that land use pattern.

The petitioner is here tonight, they are requesting the Committee of the Whole review the Concept Plan and provide input and direction prior to a formal application submittal.

Chairman Reinke asked what the plan for the adjacent 60 acre parcel is.

Ms. Grill stated that the Land Use Plan shows mixed use business park is along Army Trail road and north of it is estate residential.

Chairman Reinke stated that Bartlett has the challenge of infill in town and you create these strange parcels that are difficult to develop. His concern is about the balance of the property and how that's going to be developed. He doesn't want to see the Village get stuck.

Chairman Camerer asked about the size and type of houses built.

Vince Rosanova from Rosanova and Whitaker Ltd. stated that he is at the meeting on behalf of his client, the Pulte Group. Pulte Group is one of America's largest home building companies. They currently have 49 markets across 26 states. Last year they celebrated their 70<sup>th</sup> anniversary and they are very proud of their Chicagoland roots. They have been building homes in the Chicago area for 50 years. They are a perennial top three builder and they currently have 18 active communities in the Chicago area.

With regard to the Concept Plan, he just had a couple comments. They are proposing 29 single family detached home sites over 14 acres. Overall it creates a density of 2.07 homes per acre. Average lot sizes will approach 12,000 square feet and they provide for desirable lots and usable yards. There will be a 10 foot bike path along the south property line which will contribute to the bicycle connectivity. The preservation of the wetlands along the south property line look nice and are an additional buffer from the homes. Two access points will be located on Petersdorf. They have reached out to the owner to the north to get an access easement and align that access drive directly with the high school. In addition to the 35 foot rear yard setbacks on Petersdorf, they will also be enhancing that area with a 10 foot wide landscape area to further delineate the homes from road. With the lots being 11,719 sq. ft. they exceed the lot requirement by 1.5 times and the overall density of 2.07 is significantly less than what is otherwise allowed in SR-3 and borders along the estate residential Comprehensive Plan designation of 0-2 homes per acre.

For this community they are anticipating about four or five floor plans for homes and about four or five elevations. It will give a great deal of variety and avoid monotony. They anticipate the square footages would fall somewhere in the range of 2,600 and 3,300 Sq.



**VILLAGE OF BARTLETT  
COMMITTEE MINUTES  
May 21, 2019**

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Ft. There will be three car garage options as well. The floor plans are open style and designed for entertaining. He thanked the Board.

Chairman Camerer asked how locked in they are to the two story concept. Many residents are saying Bartlett needs more ranch houses. Is there any thought in expanding for a ranch style house.

Mr. Rosanova stated that they do not want to do ranches for this community because they feel the high school will be a big draw and not so much for empty nesters and seniors.

Chairman Gabreyna stated that there was a gap between the existing subdivision and your subdivision on the map, why would you not incorporate that.

Mr. Rosanova stated that to the south is residential, to the west, the Comprehensive Plan lists a mixed use business park and residential and to the north is residential. The trend in development in this area he thinks will be residential, overall. He thinks that as you transition from Army Trail to the west and north, ultimately you can transition to lower density. The property to the south and north is all the same property and that will probably come in together with a consistent land use.

Mr. Mraz stated that this property was part of the old Harbecke farm. The Village thought that this corner could eventually be some big box type of store because there was an interest. The village turned down a residential development because the commercial business went under contract. There was litigation at the county level, partially because the village turned down the residential. After years, it was resolved and Mr. Harbecke held on to this piece because there has been some talk that it could be a stadium for the high school as well so it stayed out of the comprehensive plan. The village held out that a commercial business would want to go there some day. When you look at the test of time and the LaSalle factor, it seems to be that it should be a residential property. Harbecke sold the rest of the property, but held this 15 acres throughout the litigation. Somehow the financial terms were different on this piece that he held out. Now you are hearing of a plan with what seems to be a reasonable zoning change.

Chairman Reinke asked if the same party owns the other 60 acre property.

Ms. Grill stated that they do not.

Mr. Rosanova stated that the parcel to the north and west is owned by Baps Shri Swaminarayan Mandir.

Mr. Mraz stated that they ran utilities through there. He believed that they had hoped it would someday develop residentially based on where they granted easements for utilities.



**VILLAGE OF BARTLETT  
COMMITTEE MINUTES  
May 21, 2019**

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Chairman Reinke stated that he is concerned that something later on might happen to the BAPS property where they can't get residential housing there and industrial building want to go there. The residents will not like it.

Mr. Mraz stated that the utilities line up with where the roads were located on the original residential map, so it is going to be something residential. Their intent was to develop it residential as well.

Mr. Rosanova stated that the water main is located along the north property line for their homes, which feeds into your history about how the line travels west.

Chairman Deyne asked what the homes typically retail for.

Mr. Rosanova stated that they are typically in the high 400's and low 500's.

Chairman Hopkins stated that he likes the subdivision, but he is concerned about the land use to the north and west. He asked if the village can put in a requirement that before anyone purchases a home, they are aware that the area next to them is zoned industrial.

Mr. Mraz stated that the village has done that in the past. BAPS would need to be the contact, and he wouldn't think they would objectify to a zoning change.

Ms. Grill stated that the 60 acres is zoned residential at the county.

Chairman Hopkins stated that we have it zoned differently.

Chairman Deyne stated that he appreciates the concern the other chairman are coming up with. He asked why we can't change the zoning.

Ms. Grill stated that none of these properties are in the Village.

Mr. Mraz said the Comprehensive Plan can be amended though.

Mr. Rosanova stated that they would not be opposed to adding a disclosure to potential home buyers. Additionally, it was his understanding that the village may be reviewing its 2004 Comprehensive Plan to see if it's still accurate.

Chairman Hopkins asked what the time frame was for them to come back.

Mr. Rosanova stated that this meeting was to just check and make sure they are on the right path and if they get that feeling they will regroup with the design team and staff and really start looking at the nuts and bolts in the next 60-90 days.



**VILLAGE OF BARTLETT  
COMMITTEE MINUTES  
May 21, 2019**

---

Chairman Hopkins asked if anyone objected to them moving forward.

Chairman Deyne stated that he liked the plan.

Chairman Hopkins stated that he liked the plan.

**COMMUNITY AND ECONOMIC DEVELOPMENT**

**Project Oak**

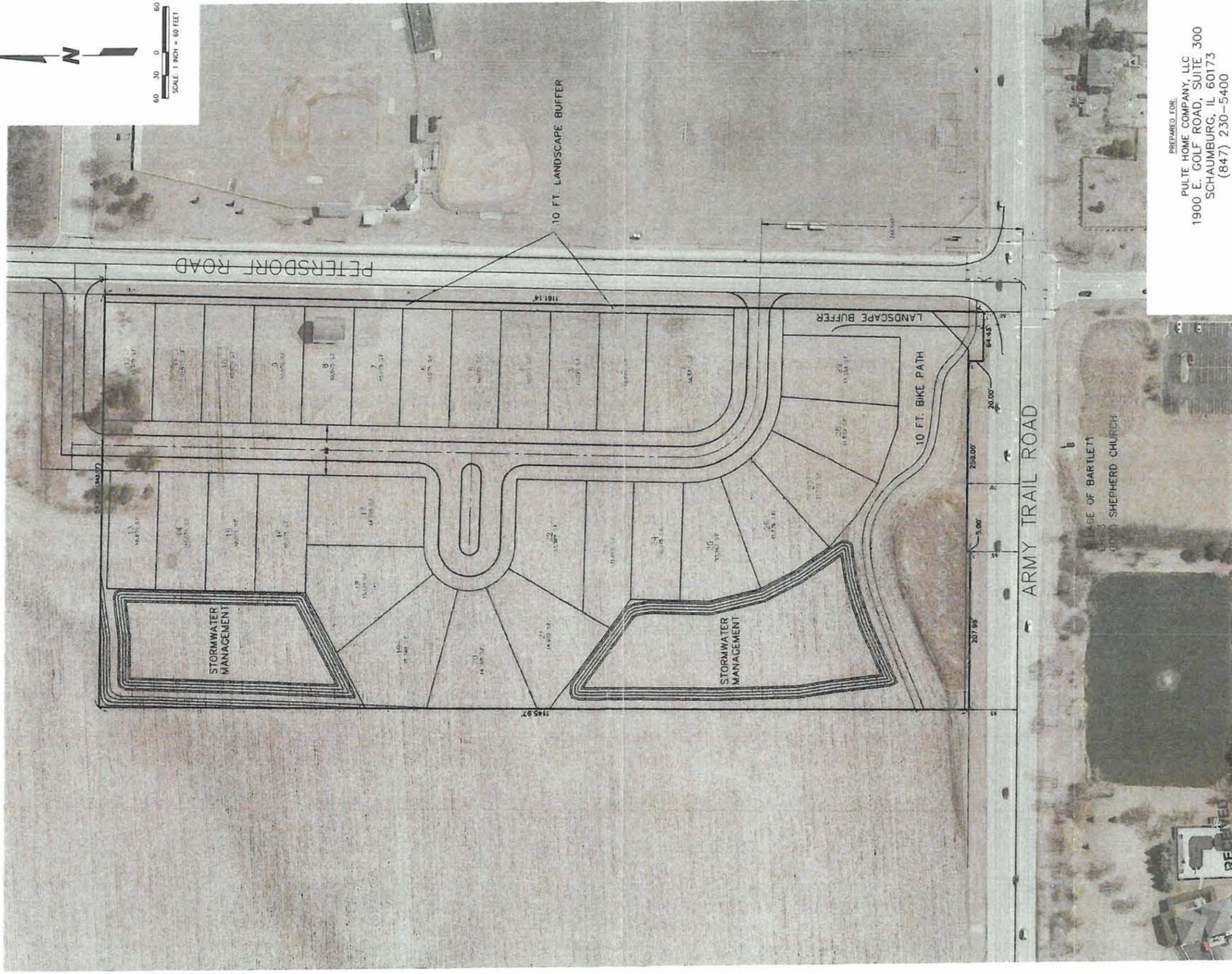
Chairman Gabreyna stated that the request is for a property located at the east side of Spitzer road, north of the ComEd right-of-way for a 399,666 Sq.Ft. warehouse building.

Ms. Grill stated the building would be their phase one. There would be a 75,000 Sq.Ft. addition as part of phase two on 26 acres. It is located on proposed lot #1 in the Brewster Creek Business Park in Cook County. A 17,383 square foot office space is identified at the northwest corner of the building with the remaining 382,316 square feet designated for warehouse space. The proposed building would be constructed with insulated, pre-cast concrete panels with recessed pre-cast accent panels. The color palette proposed will consist primarily of varying shades of white/gray with blue and orange color accents. Pre-finished metal canopies will be located over the entranceways and over the patio area. The overall proposed height of the building would be 44 feet, but to allow for some flexibility within the interior of the building, the petitioners are requesting a Special Use Permit to increase the maximum height allowed for the building from 45 feet to 50 feet. The Site Plan identifies 62 exterior docks. The I-2 EDA Zoning District requires the docks on the north side of the building to be enclosed and recessed 15 feet from the front building elevation due to their location along a corner side yard. In this case it would be Jack Court. The petitioner is requesting a variation from this requirement along the north side of the building. Landscaping, including evergreen trees, will be incorporated along the north property line and the required parkway tree plantings along Jack Court will also provide screening of this loading area from the roadway.

Three curb cuts are proposed along Spitzer Road on the west property line and one along the future Jack Court on the north property line. Passenger vehicles would utilize the two northern curb cuts to access the employee parking area, with the southernmost curb cut to be utilized as an entrance/exit for trucks only. The curb cut on Jack Court is identified as an exit only for trucks. Each of the curb cuts for the truck entrance/exits would be gated, with trucks equipped with an electronic system that would enable them access to the loading areas. The petitioner is requesting a variation to allow for a reduction in the required number of parking spaces on the property. The site plan identifies 272 parking spaces, including eleven handicapped accessible spaces. The zoning ordinance requires 447 spaces for phase 1, and if phase 2 were built, a total of 522 parking spaces would be required. The plan, however, identifies 253 future land banked parking spaces, which

# SITE PLAN FOR NORTHWEST CORNER OF ARMY TRAIL RD & PETERSDORF RD

SR-3 ZONING  
BARTLETT, ILLINOIS



**-SITE DATA-**

A. TOTAL AREA	14 AC ±
B. AREA OF ROAD R.O.W. DEDICATION	0.08 AC ±
C. AREA OF IMPROVEMENTS	1.99 AC ±
D. RESIDENTIAL UNITS (65' X 145' LOTS)	1,199 UNITS ±
E. GROSS DENSITY	2.07 DU/AC
F. MIN. FRONT YARD SETBACK	35 FT.
G. MIN. CORNER YARD SETBACK	35 FT.
H. MIN. INTERIOR SIDE YARD SETBACK	7.5 FT.
I. MIN. REAR YARD SETBACK	10.25 FT.
J. MIN. LOT WIDTH	10.25 FT.
K. AVG. LOT SIZE	16,877 S.F.
L. MAX. LOT SIZE	1,460 FT.
M. LINEAL FEET OF ROADWAY	

**COMMUNITY DEVELOPMENT**  
**APR 23 2019**  
**VILLAGE OF  
BARTLETT**

PREPARED FOR:  
**PULTE HOME COMPANY, LLC**  
1900 E. GOLF ROAD, SUITE 300  
SCHAUMBURG, IL 60173  
(847) 230-5400

PREPARED BY:  
**CEMCON, Ltd.**  
Consulting Engineers, Land Surveyors & Planners  
1000 N. Lake Street, Suite 100  
Aurora, Illinois 60502-9875  
PH: 630.882.2100 FAX: 630.882.2199  
E-Mail: [ced@cemcon.com](mailto:ced@cemcon.com) Website: [www.cemcon.com](http://www.cemcon.com)  
DISC. NO.: 402.999 FILE NAME: CONCEPT PLAN OPTION 9  
DRAWN BY: PRP FILE NO.: BR/PC  
COMPLETION DATE: 1-24-19 JOB NO.: 402.999  
PROJECT MANAGER: PRP  
REVISION DATE: 1-31-19, 2-1-19, 2-6-19, 2-14-19, 2-15-19, 4-4-19  
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# Agenda Item Executive Summary

Item Name	True North	Committee or Board	Committee
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## BUDGET IMPACT

Amount:	N/A	Budgeted	N/A
List what fund	N/A		

## EXECUTIVE SUMMARY

The Petitioner is requesting **Site Plan Review** for a proposed True North truck stop establishment at the southeast corner of W. Bartlett Rd. and Route 25 in the PD Planned Development Zoning District.

**Text Amendments** to the Zoning Ordinance are also being requested to define “Truck Stop Establishment” and add “Truck Stop Establishment” to the Special Use list in the B-4 Community Shopping Zoning District. The Illinois Gaming Board permits truck stop establishments to obtain video gaming licenses and the Petitioner would provide video gaming at this location, if approved. *(Please note: The Village’s Gaming Ordinance would also need to be amended to mirror the State law.)*

The Petitioner is also requesting **Special Use Permits** to allow an automotive service station, a truck stop establishment, outdoor sales and to sell package liquor.

This truck stop would include a 5,000 square foot convenience store with eight pump islands (16 total stations) for passenger vehicles and 4 pump stations for diesel trucks. The building would be constructed with stone, masonry and EIFS with metal canopies proposed over the windows and the front entrance of the building. **The petitioner has agreed to wrap the fuel canopy columns with the same brick materials to match the convenience store building.**

The Site Plan identifies a full access curb cut along the east property line onto the cross-access drive between proposed Lots 4 & 5. Two access points are proposed onto Benchmark Lane to the south. The eastern curb cut would provide full access, enabling trucks to enter the diesel fuel pumps along with providing access for passenger vehicles. **The petitioner has agreed to revise the western curb cut on Benchmark Lane to a right-in/right-out only with a barrier median.**

The Petitioner is also requesting a **Variation** to reduce the number of trees required in the interior parkway along W. Bartlett Road and Route 25. **The Petitioner agreed to replace two (2) small ornamental trees with two (2) large deciduous shade trees along W. Bartlett Road.**

A bike path and small berm are proposed along the north property line in accordance with the West Bartlett Road Corridor Plan.

The **Zoning Board of Appeals** reviewed the Petitioner’s **Variation and Text Amendment** requests and conducted the requisite public hearing at their meeting on August 6, 2020. The Zoning Board of Appeals recommended **approval** of the text amendments and variation based upon the Findings of Fact outlined in the Staff Report.

The **Plan Commission** reviewed the Petitioner’s requests for a **Site Plan Review and Special Use Permits** and conducted the requisite public hearing at their meeting on August 13, 2020. The Plan Commission recommended **approval** of the Site Plan and Special Use Permits subject to the conditions recommended by Staff, the Findings of Fact and two additional conditions:

- O. Additional landscaping be installed on the median east of the truck parking spaces**
- P. Signage shall be posted indicating truck idling is prohibited between the hours of 10:00 pm and 6:00 am**

## ATTACHMENTS (PLEASE LIST)

PDS Memo, Minutes of the August 6, 2020 Zoning Board of Appeals Meeting, Minutes of the August 13, 2020 Plan Commission Meeting, Applicant Cover Letter, Application, Location Map, Site Plan, Landscape Plans, Color Renderings, Building Elevations, Elevation Material Sheets, Floor Plan, Interior Renderings

## ACTION REQUESTED

- For Discussion only- *For review and to forward to the Village Board for a final vote.*
- Resolution
- Ordinance
- Motion

Staff: Roberta Grill, Planning & Development Services Dir Date: 8/20/2020

**PLANNING AND DEVELOPMENT SERVICES MEMORANDUM**  
**20-110**

DATE: August 20, 2020  
TO: Paula Schumacher, Village Administrator  
FROM: Roberta B. Grill, Planning & Dev Services Director   
RE: **(#20-03) True North**

---

**PETITIONER**

Lindsay Lyden, True North Energy LLC

**SUBJECT SITE**

Southeast corner of W. Bartlett Road and Route 25 (Lot 4 of the proposed Southwind Business Park Subdivision)

**REQUESTS**

**Site Plan Review**

**Special Use Permits –**

- (a) to allow a truck stop establishment
- (b) to allow an automobile service station
- (c) to allow outdoor sales
- (d) to sell package liquor

**Variation –**

- (a) to reduce the number of trees required in the interior parkway (Route 25 and W. Bartlett Rd)

**Text Amendments –**

- (a) to define "Truck Stop Establishment"
- (b) add "Truck Stop Establishment" to the list of Special Uses in the B-4 Zoning District

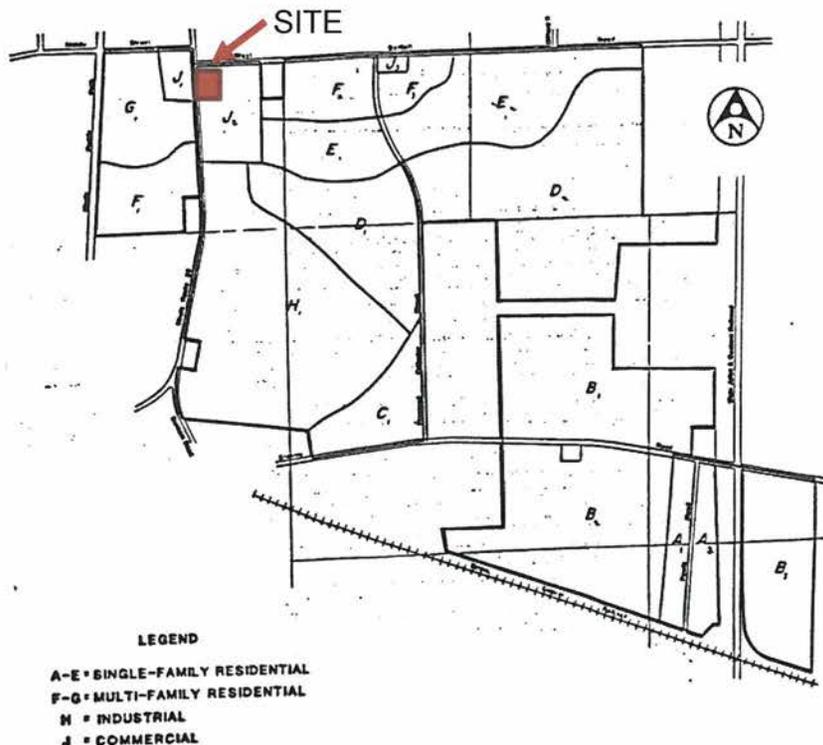
**SURROUNDING LAND USES**

	<b><u>Land Use</u></b>	<b><u>Comprehensive Plan</u></b>	<b><u>Zoning</u></b>
<b>Subject Site</b>	<b>Vacant/Office</b>	<b>Commercial/Mixed Use Business Park</b>	<b>PD</b>
North	Vacant	Commercial	PD
South	Vacant	Commercial/Mixed Use Business Park	PD
East	Vacant	Commercial/Mixed Use Business Park	PD
West	Vacant	Medium Density Residential	R3*

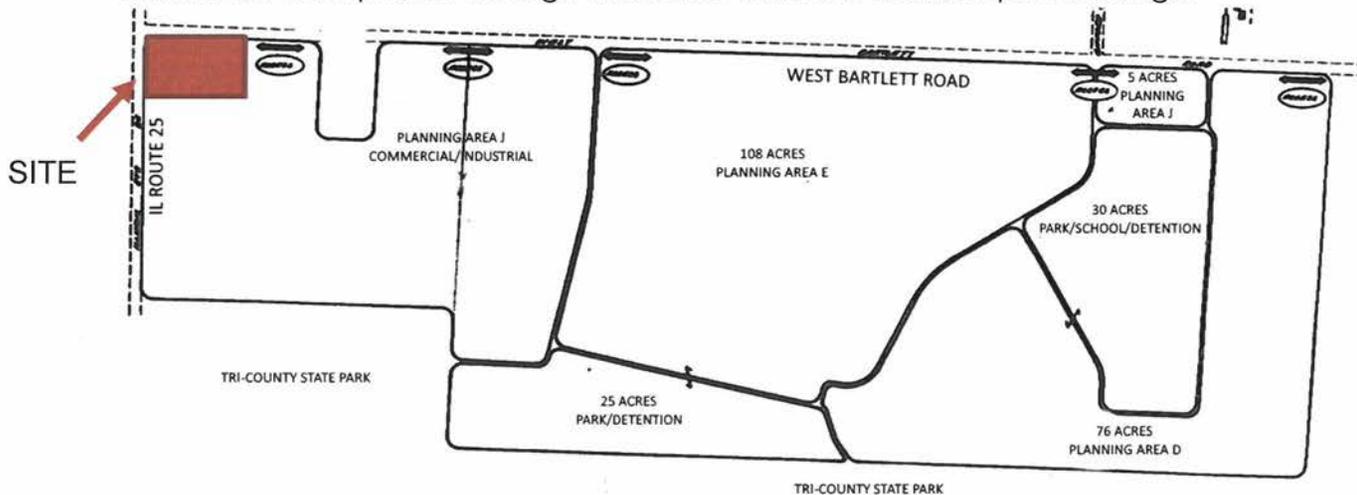
\*Multiple Dwelling Unit – South Elgin

**ZONING HISTORY**

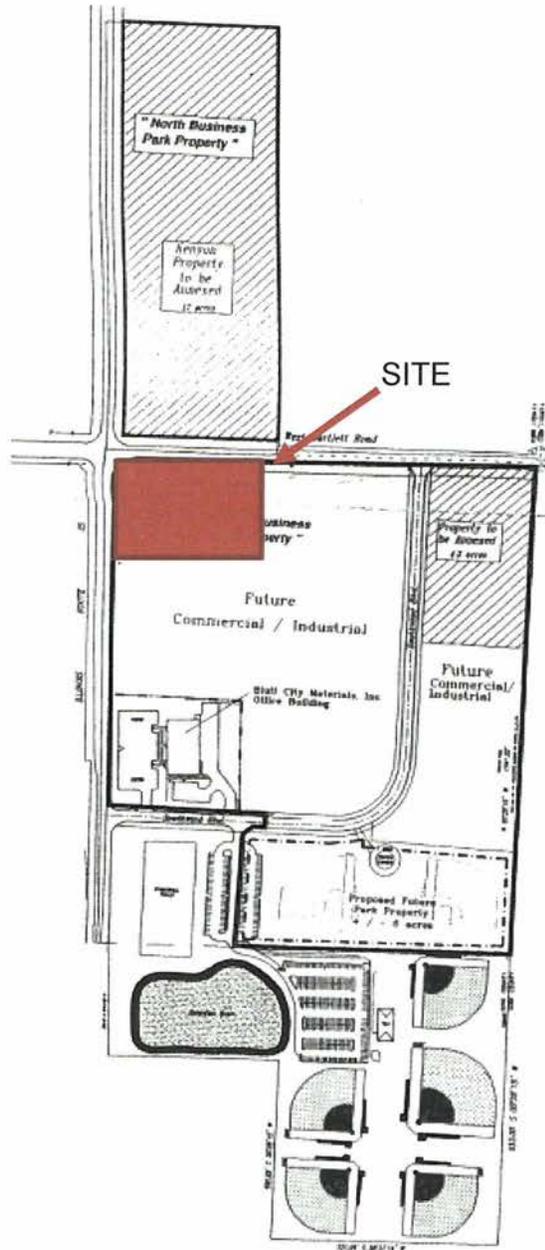
The subject property was annexed to the Village and was zoned to the PD (Planned Development District) in 1988 by Ordinance #1988-58. A Conceptual Land Use Plan was also approved in 1988 by Ordinance #1988-59 (*An Ordinance Rezoning Property and Granting a Special Use for its Development as a Planned Unit Development According to Conceptual Land Use Plan*). This site is located in Planning Area J on the Conceptual Plan which allowed the uses that are permitted in the B-4 Community Shopping Zoning District.



In 1993, the First Amendment to the Annexation Agreement was approved by Ordinance #1993-16 as a result of the State of Illinois condemning 866 acres of the total 1,200-acre parcel through a series of eminent domain proceedings.



In 2001, the Second Amendment to the Annexation Agreement was approved by Ordinance #2001-65. This amendment expanded the uses for Planning Area J, which includes this site, to follow the permitted use lists of the B-1, B-2, B-3, B-4, I-1 and I-2 Zoning Districts.



In 2009, the Third Amendment to the Annexation Agreement was approved by Ordinance #2009-27 and allowed for the development of the Bartlett Pointe West Single Family Subdivision rather than multi-family uses and no longer allowed I-2 uses as being permitted within the Southwind Business Park property.

In 2013, the Fourth Amendment to the Annexation Agreement was approved by Ordinance #2013-27 and allowed for the construction of Road A (Benchmark Lane).



In 2015, the Fifth Amendment to the Annexation Agreement was approved by Ordinance #2015-80 and approved the Bartlett Pointe West Subdivision Preliminary/Final PUD.



## DISCUSSION

1. The Petitioner is requesting **Site Plan Review** for a proposed True North truck stop establishment on 3.28 acres at the southeast corner of W. Bartlett Rd. and Route 25 in the PD Planned Development Zoning District. The site is the proposed Lot 4 in the Southwind Business Park Subdivision.
2. The Petitioner also is requesting two **Text Amendments** to define "Truck Stop Establishment" and add "Truck Stop Establishment" to the Special Use list in the B-4 Community Shopping Zoning District. The Illinois Gaming Board permits truck stop establishments to obtain video gaming licenses.

### *Proposed Definition:*

**Truck Stop Establishment:** a facility (i) that is at least a 3-acre facility with a convenience store, (ii) with separate diesel islands for fueling commercial motor vehicles, (iii) that sells at retail more than 10,000 gallons of diesel or biodiesel fuel per month, and (iv) with parking spaces for commercial motor vehicles as defined in Section 18b-101 of the Illinois Vehicle Code. The requirement of item (iii) of this paragraph may be met by showing that estimated future sales or past sales average at least 10,000 gallons per month.

3. The Petitioner is also requesting **Special Use Permits** to allow an automotive service station, truck stop establishment, outdoor sales and to sell package liquor.
4. This truck stop would include a 5,000 square foot convenience store with eight pump islands (16 total stations) for passenger vehicles and 4 pump stations for diesel trucks. Passenger vehicles would utilize the pumps under the canopy located north of the convenience store and trucks would utilize the pumps under the canopy located east of the convenience store.
5. The truck stop is proposing to operate 24 hours, seven (7) days a week.
6. The convenience store is oriented towards W. Bartlett Rd. It would have a maximum height of 24 feet and be constructed with masonry and EIFS. Metal canopies are proposed over the windows and the front entrance of the building.
7. Staff requested that the posts for the fuel canopies be wrapped with the same materials as the building's façade as was requested by the Plan Commission during their recent review of the 7-Eleven on Lake St. **The Petitioner has agreed to use the brick building material to wrap the fuel canopy posts.**
8. The Site Plan identifies a full access curb cut along the east property line onto the cross-access drive between proposed Lots 4 & 5. Two access points are

proposed onto Benchmark Lane to the south. The eastern curb cut would provide full access, enabling trucks to enter the diesel fuel pumps along with providing access for passenger vehicles. The petitioner originally proposed the western curb cut as an exit only, with painted markings indicating it as a right-out/left-out, which Staff and the Village's Traffic Consultant believed to be an unsafe design. **Prior to the Plan Commission meeting, the Petitioner agreed to revise the western curb cut on Benchmark Lane to a right-in/right-out with a non-mountable barrier curb as recommended by Staff and the Village's Traffic Consultant.**

9. A revised Traffic Impact Analysis (TIA) has been submitted by the Petitioner; the Village's Traffic Consultant has agreed with the findings of the TIA and has approved the revised right-in/right-out western curb cut on Benchmark Lane.
10. While the western Benchmark Lane curb cut is not within IDOT's jurisdiction, the agency has expressed concerns with its proximity to Route 25 and indicated that it prefers eliminating the driveway or shifting it east, consolidating the access along Benchmark Lane.
11. The Zoning Ordinance requires a total of 31 parking spaces, 15 parking spaces for the convenience store and two (2) parking spaces for each pump island. The Petitioner is providing a total of 58 passenger vehicle parking spaces which exceeds the Zoning Ordinance requirement. Forty-two (42) passenger vehicle spaces including two (2) accessible spaces are designated for the convenience store, and two (2) parking spaces are at each island for the fuel center. Two (2) truck parking spaces are designated to the east of the diesel pumps.
12. This site is located within the West Bartlett Road Corridor Plan and is identified as the "Picturesque Western Gateway". As a part of this plan, a 10-foot wide bike path and 18" berm are proposed along the north property line.
13. The Petitioner is requesting a **Variation** to reduce the number of trees required in the interior parkway (Route 25 and W. Bartlett Rd). The Landscape Ordinance requires 1 tree every 40 feet, half of which must be large deciduous or evergreen trees. The Landscape Plan indicates a total of 5 small deciduous trees along W. Bartlett Rd where 9 are required and 3 large trees along Route 25 where 7 are required. **Based on the concerns expressed by the Zoning Board of Appeals at their August 6, 2020 meeting, the Petitioner agreed to replace two (2) of the small deciduous trees along West Bartlett Road with large deciduous shade trees.**
14. This parcel is served by the existing stormwater drainage and detention system.
15. The Landscape and Photometric Plans are currently under review by the Staff.

**RECOMMENDATION**

1. The Staff recommends approval of the Site Plan and Special Use Permits subject to the following conditions and Findings of Fact:
  - A. Building permits shall be required for all construction activities;
  - B. The posts for the fuel canopies shall be wrapped with the same brick materials to match the convenience store building;
  - C. Staff approval of the Landscape, Photometric and Sign Plans;
  - D. The landscaping along W. Bartlett Road shall include three (3) small deciduous trees and two (2) large deciduous trees in addition to the other required plantings;
  - E. Village Engineer approval of the Engineering Plans;
  - F. Signage shall be reviewed and approved separately by the Planning and Development Services Department in accordance with the Sign Ordinance;
  - G. Kane County Highway approval of the permit for the curb cut on W. Bartlett Road;
  - H. A 50-cent per square foot Municipal Building Donation is required and due upon the issuance of a building permit;
  - I. Landscaping must be installed within one year of the issuance of a building permit;
  - J. If landscaping cannot be installed at the time of construction, a landscape estimate shall be submitted to Planning & Development Services Department for review and approval by the Village Forester and a bond posted in the approved amount for its future installation;
  - K. The western curb cut on Benchmark shall be redesigned to include a non-mountable barrier median to prevent vehicles from entering the site at this location;
  - L. Findings of Fact (Site Plan):
    - i. That the proposed automotive service station is a Special Use in the PD Zoning District;
    - ii. That the proposed building, off-street parking, access, lighting, landscaping, and drainage is compatible with adjacent land uses;
    - iii. That the vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well;
    - iv. That the site plan provides for the safe movement of pedestrians within the site;
    - v. That there is a sufficient mixture of grass trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses. Any part of the site plan area not used for buildings, structures, parking or access ways shall be landscaped with a mixture of grass, trees and shrubs; (All landscape improvements shall

- be in compliance with Chapter 10-11A, Landscape Requirements.)
- vi. That all outdoor storage areas are screened and are in accordance with standards specified by this Ordinance.
- M. Findings of Fact (Special Use Permits):
- i. The proposed Special Uses are desirable to provide a use which is in the interest of public convenience and will contribute to the general welfare of the community;
  - ii. That the proposed Special Uses will not under the circumstances of the particular case be detrimental to the health, safety, morals or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity;
  - iii. That the Special Uses shall conform to the regulations and conditions specified in the Bartlett Zoning Ordinance for such use and with the stipulations and conditions made a part of the authorization granted by the Village Board of Trustees.
2. The **Zoning Board of Appeals** reviewed the Petitioner's request for the text amendments and variation and conducted the requisite public hearing on August 6, 2020. **During the meeting, the Petitioner agreed to replace two (2) of the ornamental trees along West Bartlett Road with large deciduous shade trees.** The **Zoning Board of Appeals recommended approval** based upon the following Findings of Fact:
- A. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.
  - B. That conditions upon which the petition for the variation are based are unique to the property for which the variation is sought and are not applicable, generally, to other property within the same zoning classifications.
  - C. That the purpose of the variation is not based exclusively upon a desire to make money out of the property.
  - D. That the alleged difficulty or hardship is caused by the provision of this Title and has not been created by any person presently having an interest in the property.
  - E. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.
  - F. That the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.
  - G. That the granting of the variance requested will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district.

3. The **Plan Commission** reviewed the Petitioner's requests for a Site Plan Review and four (4) Special Use Permits and conducted the requisite public hearing on August 13, 2020. **The Petitioner agreed to modify the western curb on Benchmark Lane to a right-in/right-out with a barrier median as recommended by Staff and the Village's Traffic Consultant. The Plan Commission recommended approval of the Site Plan and the Special Use Permits subject to the conditions and Findings of Fact recommended above by the Staff and the following additional conditions:**
  - O. Additional landscaping shall be installed on the median east of the truck parking spaces.**
  - P. Signage shall be posted indicating truck idling is prohibited between the hours of 10:00 pm and 6:00 am.**

The minutes of the Zoning Board of Appeals and Plan Commission meetings and background materials are attached for your review and consideration.

/attachments1

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**(#20-03) True North**

Zoning Text Amendments:

- A. Definitions: Section 10-2-2  
Add "Truck Stop Establishment"
- B. Community Shopping District Special Uses: Section 10-6D-4  
Add "Truck Stop Establishment"

Variation: To reduce the number of trees required in the interior parkways along Route 25 and West Bartlett Road

**The following exhibits were presented:**

**Exhibit A – Picture of Sign**

**Exhibit B – Mail Affidavit**

**Exhibit C – Notification of Publication**

Tim Shoemaker of RTM Engineering for the Petitioner and Todd Stanton, President of Design Perspectives, the landscape architect came forward and were sworn in by The Chairman, **M. Werden**. **T. Shoemaker** stated that the owners apologize for not being here. They had a previous commitment, but sent along a video to introduce the company (True North Holdings) that they would like to share. The True North introduction video was played and viewed by all in attendance. **T. Shoemaker** stated that they are seeking to define a truck stop establishment. They need that in order to apply for a video gaming license with the State, as that is a requirement with the State of Illinois. The variance they are seeking is to reduce the number of interior parkway trees along the main frontages. The reason for that is that they do not look a lot like a gas station. They do not want to hide it any more than they have to. They have provided an extra landscape feature in the interest of the Village at the corner. **T. Stanton** stated the property is the gateway into the Village and they worked with Staff so that it would be attractive for both the Village as well as the Petitioner. There is cut stone, ornamental trees, different types of shrubbery, ornamental grasses, and perennials. It will be a focal point of the design at the northwest corner of the property. In terms of the variance request for the trees along the north and west property lines, there is about half the amount that you require per Code. As **T. Shoemaker** mentioned, the Petitioner's standard operating procedure is to provide a tree canopy that is short and provides visibility into the property. We are really not providing as many trees as we would like to see, but there are trees that run along the north and west property line. The design mimics the video and imagery that was shown on the video. There is really just the one variation required for the four trees on the north and four trees on the west in terms of shade trees or evergreen trees. **K. Stone** stated that site is located at the southeast corner of W. Bartlett Road and Route 25. Benchmark Lane already exists with a right-in, right-out onto Route 25. The developer will be putting in a cross-access easement off of W. Bartlett Road, which will be at the property line. There are going to be future improvements on W. Bartlett Road, which will make this a right-in, right-out access point as well. If cars want to turn left onto W. Bartlett Road, they would either have to turn right onto Route 25 and make a left or go to Southwind Boulevard to make a left. Passenger vehicles utilize the fueling stations at the north side of the building and trucks will be able to utilize the diesel pumps on the east side of the site. There are two truck parking spaces provided, which is required for truck stop establishments. They do meet all of the parking requirements. This property is located within the West Bartlett Road Corridor Plan as part



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of the Western Gateway. We require more native plantings and have more detailed landscaping requirements than what we have throughout the rest of the Village. The Petitioner has bulked up the amount of landscaping at the corner, but are requesting a reduction in the number of trees that are required along the north and west property lines. There are not going to be any parkway trees in this location due to the overhead wires along both W. Bartlett Road and Route 25. The landscaping you see on the site would be the landscaping proposed. There are not additional parkway trees being proposed along Route 25 and W. Bartlett Road. There will be trees along Benchmark Lane to the south. Staff has some concerns about the access point on Benchmark closest to Route 25. That is going to be discussed at the Plan Commission meeting next week. They are requesting a Special Use Permit for package liquor, for a convenience store with gasoline sales, an automobile station, and a truck stop establishment, which will all be heard by the Plan Commission next week. **M. Werden** Southwind Boulevard and Benchmark Lane are both Village streets. **K. Stone** correct. **M. Werden** W. Bartlett Road is a Kane County highway. **K. Stone** correct and Route 25 is IDOTs. There will be a bike path installed along the north part of the property and there will be an 18-inch berm that is required as part of the West Bartlett Road Corridor Plan. **M. Werden** stated that, I am uncomfortable with the tree reduction, but there is an issue with wires and we have had problems with other portions of the road with trees interfering with the wires. **K. Stone** stated that wires are the parkway and what the Petitioner is asking for is separate from the parkway trees. It is the interior parkway within the Petitioner's property and not that close to the power lines. **B. Bucaro** there are five trees proposed to be put in on the W. Bartlett Road side. **T. Stanton** correct. **K. Stone** we normally require nine in that location **T. Stanton** we are four short. **B. Bucaro** in the Petition, the Petitioner's response was "The convenience store use is not compatible with landscaping across the front of the building. Landscaping in this area encourages loitering and littering that is detrimental to the immediate property." **K. Stone** the Petitioner was originally also requesting a Variation to eliminate the foundation landscaping. They have worked with Staff to put in planters in front of the building to meet the intent. That finding was in regards to foundation landscaping. **B. Bucaro** the concern is that you are not going to see the building, is that right? **T. Shoemaker** yes. **B. Bucaro** the landscape plan calls for those trees to have lower branches, no lower than 6 feet. I do not see how trees with a canopy above 6 feet are going to hide the building. What is going to hide the building are the gas pumps, the canopy, and the pillars. **T. Stanton** the five trees; two small shade trees and three ornamental trees starting from the corner to the access drive are a Japanese lilac, which is a small shade tree, a Serviceberry, which is a large ornamental tree, a magnolia, which is a small flowering ornamental tree, another Japanese lilac, and just south of the sign is another Serviceberry across the frontage of W. Bartlett Road. The Code allows some flexibility grouping them, but the Petitioner is concerned about putting in large trees like maples and honey locust that grow 40-50 feet tall and spread out 40-50 feet will block the canopy and the building that is set back quite a way and would also change the character of the landscaping depicted in the video that was shown at the beginning of the meeting. **T. Shoemaker** we are also talking about being able to see the building when you are further down the road so there is time to change lanes and approach the building. **M. Werden** asked what would be along Route 25. **T. Stanton** stated that there are actually two ornamental trees in the gateway and we do have three shade trees that are larger, but the focus is more towards the north and west. These are to the west and to the south. The primary concern is visibility from the intersection and the frontage of W. Bartlett Road, not Route 25. **K. Stone** there are seven trees required along Route 25. **T. Stanton** we have proposed three trees. We are four short as far as quantity. **B. Bucaro** does the Ordinance require larger trees? **K. Stone** yes, half of the



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trees that are required must be large. **B. Bucaro** is this a W. Bartlett Road Corridor requirement? **K. Stone** this is actually the standard Landscape Ordinance requirement that all sites have to comply with. **B. Bucaro** asked what Staff thought of this. **K. Stone** we have not had a landscape reduction request previously for interior parkway trees. **B. Bucaro** stated that it is a beautiful building and obviously they run a great operation. This being W. Bartlett Road, I like the cluster on the corner, but this being the Gateway, I am struggling with the extent that a couple more trees would block the building or block passers-by to realize that is a gas station. **T. Stanton** stated that one of the things working against them is that there are substantial easements not far off the curb line. Under traditional circumstances, we would probably easily be able to accommodate grouping the trees. The bike trail eats up a good portion of the frontage. The width of the planting bed area is constricted and we are at our property line. The rest of it moving north is the easement. The width is less than 15 feet. It is a very constricted linear pathway. The trees will be lined-up. We cannot move them south or north. We have to move them east and west. The concern is that if we put four more shade trees in it will act as a picket. If we have flexibility with Staff, 40-feet on center or across the frontage to create a vertical screen with the larger shade trees that would be proposed. The other side might not be an issue, but the frontage, because we have the utility easement and bike path does not give us a lot of green space to work with because we are not going on the other side of the bike path. **M. Werden** if either road is eventually widened to five lanes, how much is that going to eat into the landscaping? **R. Grill** that is not in the plans for the near future and would probably not interfere with the landscaping at this location. From what I can view from the landscape plans, the trees the Petitioner is providing on W. Bartlett Road are what we would consider ornamental trees. I think if they were willing to compromise and provide two large shade trees and substitute two of the ornamental trees, Staff could work with that as a compromise. We are getting no large trees along W. Bartlett Road and that was part of our review as to what we were looking for. **M. Werden** since that is the Gateway and our motto is "Progress with Pride" and we are not South Elgin across the street. We want it to be a different landscape and to be obvious when you come in to Bartlett, especially our Gateway. **B. Bucaro** it looks to me like the berm is 10 feet and next to that is a 16-foot path easement before you get to the path. **T. Shoemaker** the path is in the middle of the path easement. There is 11-1/2 to 12 feet of green space plus the 10 feet in the utility easement that we cannot plant anything in. **T. Stanton** if the bike path was not there I would have 25 feet of green space to work with, which would give me a lot more flexibility to adjust things north and south, which would not make it look so linear. By cutting it in half with the bike path it forces this to be very linear landscaping even though it will look like there is a lot of green space, which there is from the path to the north to the street. As shown on the Petitioner's 3D perspective, the edge of the planting beds is the end of their property as far as where we can plant and the rest is all easement from the trees to the end of the property. If that was all plantable as far as green space that could be used to plant, the trees could be pushed much further towards the road, and it would create the corridors that the petitioner is concerned about. If we put in four more trees the perspective changes dramatically. The concern is that these trees would be double that size and you would not see the canopy or the building because it is so far from the road. **M. Sarwas** to piggy-back on what Staff said, I would feel comfortable with the number of trees, but if some of the trees we bigger shade trees it would look more pleasing. I understand what you are saying about it looking linear, but if some were replaced with bigger trees, it would not look as linear. I think putting bigger trees in would be a nice compromise and would bring some synergy into what we have in the rest of the Village. **T. Stanton** we can swap trees and adjust the spacing. **M. Sarwas** I think it is a beautiful building though. **M. Werden**



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yes, it is a very nice plan. I think we are all concerned because of the W. Bartlett Road Corridor. We have the street scaping and the lighting east of Route 59 and we want to see things continue to develop looking nice along W. Bartlett Road. **T. Shoemaker** we are going to match the poles and we have the enhanced native grasses and bushes. **M. Werden** that is going to look nice. **K. Stone** Their request was for a reduction in the number of trees. As long as we keep the number the same, the variation request can move forward. **M. Werden** we will add as part of recommendation to work with Staff on the types of trees.

**M. Werden** opened the Public hearing portion of the meeting. No one came forward.

**B. Bucaro** made a motion to pass along **a positive recommendation** to the Village Board for case **(#20-03)** True North, a variation for a reduction of the number of trees required in the interior parkway (the number of trees on the landscape plan will stay as is and the Petitioner will work with Staff to substitute tow shade trees for two ornamental trees along W. Bartlett Road and for the Text Amendments to define truck stop establishment and add the truck stop establishment to the list of Special Uses to the Zoning District.

**Motioned by: B. Bucaro**  
**Seconded by: M. Sarwas**

**M. Werden** closed the Public Hearing portion of the meeting.

**Roll Call**

**Ayes: G. Papa, B. Bucaro, M. Sarwas, M. Werden**

**Nays: None**

**The motion carried.**



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**(#20-03) True North**

Site Plan Review

Special Use Permits:

- A. Automobile service station
- B. Truck stop establishment
- C. Package liquor sales
- D. Outdoor sales

**The following exhibits were presented:**

**Exhibit A – Picture of Sign**

**Exhibit B – Mail Affidavit**

**Exhibit C – Notification of Publication**

**Exhibit D – Letter from resident**

**Exhibit E – Letter from resident**

The Petitioners present Ryan Howard, CFO of True North and David Ney, Environmental Expert for True North, and on behalf of the Petitioner, Michael Werthmann, Traffic Engineer, KLOA, Tim Shoemaker, Civil Engineer, RTM Engineering Consultants, Tod Stanton, and Landscape Architect, Design Perspectives were sworn in by the Chairman, Jim Lemberg.

**K. Stone** stated that the subject property was annexed to the Village in 1988 and was originally planned for commercial uses. There have been several amendments to the Annexation Agreement over the past few years. This site has always been designated for commercial uses. The Petitioner is requesting site plan review for a proposed True North truck stop establishment on 3.8 acres at the southeast corner of W. Bartlett Road and Route 25. This site is the proposed lot 4 in the Southwind Business Park subdivision that was just reviewed. The Petitioner is requesting Text Amendments to define a "Truck Stop Establishment" and to add "Truck Stop Establishments" to the Special Use list in the B-4 Community Shopping Zoning District. The Illinois Gaming Board permits truck stop establishments to obtain video gaming licenses. The Zoning Board of Appeals conducted the public hearing and recommended approval of the text amendments and variation request at their August 6, 2020 meeting. The Petitioner is also requesting Special Use Permits to allow an automotive service station, truck stop establishment, outdoor sales and to sell packaged liquor. This truck stop would include a 5,000 square foot convenience store with eight (8) pump islands for passenger vehicles and four (4) pump stations for diesel trucks. Passenger vehicles would utilize the pumps located north of the building. Diesel trucks would utilize the pumps east of the building. The truck stop is proposing to operate 24 hours, seven (7) days a week. The convenience store is oriented towards W. Bartlett Road. It would have a maximum height of 24 feet and be constructed with masonry and EIFS. Metal canopies are proposed over the windows and the front entrance of the building. Staff requested that the Petitioner use the same building materials for the canopy posts as the building and the Petitioner has agreed to do so. The Site Plan identifies a full access curb cut along the east property line onto the cross-access easement, which we were just talking about for the previous case. There are also two (2) access points proposed onto Benchmark Lane to the south. The Staff would like to thank the Petitioner for agreeing to the change the western curb cut on Benchmark Lane into a right in/right out with a porkchop. There will be a barrier median.



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The Zoning Ordinance requires a total of 31 parking spaces, which includes 15 parking spaces for the convenience store and two (2) parking spaces for each pump island. The Petitioner is providing a total of 58 passenger vehicle parking spaces, which exceeds the Zoning Ordinance requirement. The Petitioner is also proposing two (2) truck parking spaces on the site, which is a requirement to be a truck stop establishment.

This site is located within the West Bartlett Road Corridor Plan and is identified as being in the "Picturesque Western Gateway". As a part of this plan, a 10-foot wide bike path and 18" berm are proposed along the north property line. The Petitioner requested a Variation to reduce the number of trees required in the interior parkway along Route 25 and W. Bartlett Road. Based on the concerns expressed by the Zoning Board of Appeals at their meeting on August 6, 2020, the Petitioner agreed to replace two (2) of the small deciduous trees along W. Bartlett Road with large deciduous shade trees. This parcel is served by the existing stormwater drainage and detention system. Staff is reviewing the Landscape and Photometric Plans.

Staff recommends approval of the Site Plan and Special Use Permits subject to the conditions and Findings of Fact outlined in your Staff report.

**K. Stone** stated that the Petitioner prepared a video to introduce themselves to the commission. The introduction video was played and viewed by all in attendance.

**J. Lemberg** asked if there were any questions from the Committee.

**T. Ridenour** asked about the Landscape Variation. **K. Stone** stated that the Petitioner is required to have nine (9) trees along W. Bartlett Road. They are proposing to put in five (5) trees. **T. Ridenour** asked why the Petitioner was requesting that Variation. **R. Grill** stated that was discussed at the Zoning Board of Appeals meeting on August 6, 2020 and was recommended for approval. It is not under the purview of the Plan Commission to review variations. Staff and the Petitioner negotiated to substitute the two (2) ornamental trees for two (2) large shade trees. The Zoning Board of Appeals concurred. You may; however, ask the Petitioner why they requested the variation. **T. Ridenour** stated that he has seen various types of porkchops at different establishments, some of which can be easily overcome and are so small that you can turn left if you want to instead of right only. I would ask that if you had different plans to give us one that would be very difficult to overcome to make sure it is a right in/right out and one that can be overcome. I think we should try our best to make sure that it is right in/right out. **M. Hopkins** asked what the double lines were on the site plan. **K. Stone** answered that those are painted lines to designate the truck spaces. **M. Hopkins** asked what were the anticipated truck motions on the site. **R. Grill** stated that would be something that the Petitioner's traffic consultant could answer. **M. Hopkins** stated that looking at the building from Route 25, it looks like there is a service yard there. What will be seen on the west side of the building? **K. Stone** answered that those are walls to screen the dumpster enclosure. **M. Hopkins** asked if the rooftop equipment was fully screened. **K. Stone** answered yes, it is. **M. Hopkins** asked if the Petitioner will be playing music. **R. Grill** stated that the Petitioners are here and will give a presentation. **D. Negele** asked to see what the view will be on the east side, as she is concerned what the residents will see. **K. Stone** stated that you can see part of the canopy. **D. Negele** asked what will the residents see out their backyard and what is the name of the street that has the homes? **K. Stone** it is Southwind Boulevard and there is another lot in between that can be developed. The closest house right now is 609 feet from the property line of this site. The plan in the



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future is for there to be a building in that location. **D. Negele** asked, how high is the fence? **K. Stone** there is landscaping not a fence. **A. Hopkins** asked if we are requiring bricking around the posts? **K. Stone** yes. **J. Lemberg** asked if there were any further questions for Staff. There were no further questions. **Tim Shoemaker, Civil Engineer**, RTM Engineering Consultants came forward for the Petitioner and stated that he suspects people are concerned that this is going to be a large destination truck stop and that is not the case. This is strictly to bring trucks that are already on Route 25 to the site. We have aimed for the minimum requirements to be defined as a truck stop by the State of Illinois. Regarding the tree question, the renderings do not quite show is right. We are limited by water main easements, buried utilities, overhead utilities, and the bike path, so what we have left is a very narrow space to put trees in. If we start picketing trees, you are not going to be able to see anything. If you are driving down the road, your eyes do not focus through something that dense and the Zoning Board of Appeals agreed with that. **J. Lemberg** asked the committee members if there were questions for the Petitioner. **A. Hopkins** asked why the Petitioner needed to call it a truck stop. **T. Shoemaker** stated that to get a video gaming license you have to be a truck stop establishment and there are criteria for how many fueling lanes, how many parking spaces and how many acres, and that is what we are meeting. **A. Hopkins** asked, what is the nearest location? **Ryan Howard, CFO, True North** answered, the nearest location is at Route 59 and North Avenue in West Chicago. **A. Hopkins** what is the size comparison of the facility in West Chicago to this one in Bartlett? **R. Howard** stated that the building is approximately the same square footage. There is no diesel there. There was not enough land there. It is essentially the same. **A. Hopkins** is that one considered a truck stop? **R. Howard**, no, it is not. **R. Grill** just to be clear, there are certain criteria for the definition of a truck stop. It has to have a minimum of 3 acres, the sale of 10,000 gallons of diesel fuel/biodiesel fuel per month, truck parking spaces (they are showing two (2) to meet this requirement), and a separate diesel pumping station. This is very similar to the station across the street in South Elgin. They also sell diesel. They are also a truck stop, they do have gaming at that facility and they have three pumps for the trucks. **D. Gunsteen** asked if the fueling area fuels three (3) trucks at a time total. **David Nye, Environmental Expert**, yes, it fuels three (3) at a time. Typically, a truck will have a master and a satellite. There are three (3) functional lanes. **R. Howard**, typically, what you might consider a truck stop location they are going to have 10 plus lanes for fueling, 50 to 200 parking spots for trucks, showers, a truck wash, and be on 30 to 40 acres. That is not what this is. This is more of a local truck pump and go. **D. Gunsteen** asked how are you keeping trucks from going around the front of the fuel canopy? Are the trucks forced to go on the access drive out onto W. Bartlett Road? **T. Shoemaker** the trucks will stay by the diesel canopies. **D. Gunsteen** asked if there was a truck turning route plan. **T. Shoemaker**, yes for every direction. **D. Gunsteen** asked the Petitioner if they would be using fiber glass underground tanks. **T. Shoemaker**, yes, double wall fiberglass. **D. Nye** stated that they are using double wall fiberglass tanks and that is a requirement. The underground piping feeding the fuel facility and under the canopies is all double wall flexible plastic technology with spill buckets and tank monitoring leak protection. It is all updated to code. Everything under today's code is double wall. There is continuous leak protection, interstitial monitoring of the interspacing between the two walls and the tank and piping area, which would be the containment sumps as well as the tank itself. There is overfill prevention through a drop through flapper device. When it gets 90% full, the flapper starts to raise and when it is 95% it shuts the fuel off. We like to go with the drop tube device versus the audible alarms because a lot of times the driver cannot hear the audible alarm and the drop tube has an instant restriction of flow. **D. Gunsteen** what is the life expectancy of the tanks? **D. Nye** a general manufacturer's warranty of a fiberglass tank is 30



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years; however, the life expectancy is much longer than that. There is no published documentation that says the actual life expectancy of a tank. As long a tank is installed and maintained properly in accordance to the manufacturer's procedures, the life expectancy is generally quite a long time. **D. Gunsteen** will there be signs in the parking area that no trucks are not to be running at any time while parked here?

**R. Howard** we have dispensing signs at every fueling point with instructions for no smoking, no cell phone uses, shut the vehicle off at the fueling point, attend the fueling point while dispensing fuel. Those signs are required by law and actually monitored by the State. **D. Gunsteen** at the two (2) parking stalls requested as truck parking, is it proposed that there will be a "No Truck Running" sign there? **R. Howard** we have not addressed that at this point, but I would be agreeable after a certain hour that there be no truck idling. I would ask for latitude during daytime hours. After 10:00 pm, I expect the truck traffic to be lower and think that is a reasonable request. **D. Gunsteen** asked, can Benchmark Lane have "No Truck Parking" signs so that we do not have truck staging on that road? **R. Grill** I do not anticipate any trucks parking on Benchmark Lane. That is something that we can monitor. **M. Hopkins** asked with the porkchop modified that way it is with the right in/right out with a non-mountable curb, do all of the truck motions still work for the overall Site Plan? **T. Shoemaker** we do not want trucks coming across the front. **M. Hopkins** what will be visible from the street for outdoor sales? **R. Howard** we try to keep a higher quality position in everything we do and while we could make money selling mulch and firewood, we do not engage in that activity. You will not see that at our other sites. The only thing we do outside is propane and ice machines and we wrap the ice machines nicely. They fit right in with the overall development. **M. Hopkins** is there music played at the pumps? **R. Howard** we typically have Sirius satellite radio playing inside the store as well as the dispensers. We are very respectful of the volume. During certain hours, we would be happy to restrict that between 10:00 pm and 6:00 am. That would not be an issue. **A. Hopkins** you had a traffic study done. **T. Shoemaker**, yes and we have a traffic engineer here tonight as well. **Michael Werthmann, Traffic Engineer** came forward to answer questions. **A. Hopkins** asked if there was an estimate of the number of trucks that would be traveling north on Route 25. **M. Werthmann** we do not have an exact percentage. Our directional distribution assumes 35% to and from the south on Route 25, about 30% to and from the north on Route 25. This is overall traffic, not truck percent.

**A. Hopkins** a lot of the people's concerns tonight are that this is going to draw more truck traffic to that intersection. I think it is going to alleviate some of the problem. If trucks are coming from the south and need to stop for fuel, they are going across. I would imagine that this is going to help that traffic. Is there a way to confirm that? **M. Werthmann** anywhere from 60-70% of traffic generated from a fuel center is what we call pass-by-traffic. According to IDOT, Route 25 has 1,300 trucks per day traveling on it and W. Bartlett Road has 350-400 trucks per day. The area is surrounded by industrial/warehouse/construction type uses. We do not foresee bringing trucks in to the area. We are just trying to serve the demand that is already on the road. The truck traffic particularly will be more directional because it is hard for them to make the turns at the intersection to get over to the Mobile. I think this will be getting more of the northbound traffic and eastbound traffic where they can pull in and pull out and keep on moving. **A. Hopkins** I agree. I think this is going to help the flow of traffic and the convenience store, which is much needed in that area and will help the residents as well. **D. Gunsteen** I know you are still reviewing the Photometric Plan, but I am assuming we are using LED full



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cut off lighting will be used. **K. Stone**, yes. We typically require that they are recessed into the canopy so they do not cause glare for drivers. **D. Gunsteen** they will meet the code requirement. **K. Stone** yes. **D. Negele** to verify, this is 600 feet from the closest resident. **K. Stone** yes, from this site's the east property line to the closest resident's property line, it is 609 feet. **D. Negele** how many feet is it from W. Bartlett Road to the exit taking a right turn from Route 25. What is the distance from Benchmark Lane to W. Bartlett Road? If a truck was turning right onto Benchmark Lane or taking a right onto Route 25, how many feet would a truck travel to get to the traffic light on W. Bartlett Road? I am wondering about stacking causing a backup on Route 25. **K. Stone** it is 300 feet. **M. Werthmann** added that from an overall perspective given the pass-by-traffic it would be about a 2 to 2.5% increase in projected total traffic volume at the intersection of Route 25 and W. Bartlett Road. It is not a significant increase. Our study was very conservative. We increased traffic for ambient growth, which was 6% and we looked at a full build out of all of the parcels as well as the two (2) residential subdivision in South Elgin. We have looked at it all and we are at about a 2 to 2.5% increase in traffic.

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

**Chris Goluba on behalf of Ron Bolger** of 1509 Trenton Lane. **C. Goluba** stated that he was there on behalf of **R. Bolger**, a 25-year Bartlett resident who has worked with truck stops before. When I first looked at the site, it reminded me of a Mattress Firm. Are we going to put a truck stop on every corner? Are we going to put a gas station on every corner? We saw what happened to Mattress Firm when they did that. They filed bankruptcy and closed stores. The other problem I see is that I think there is going to be an increase in truck traffic and that will impact the neighborhood. Trucks are loud and noisy, and they pollute the environment. This place is going to be bustling with activity. Route 25 is busy. I think the site plan is overdesigned. Where are the trucks going to park? There are two (2) parking spots for trucks. When truckers stop at these places they are there longer than 5 to 10 minutes to fill up. They want to stay there. There are IDOT requirements that they have to fill. They are going to be there for a long time. You might want to put the "No Parking" signs on the road there because there are going to be trucks parked there unless you have those. The Petitioner answered my next observation. Again, this is an overdesigned plan. It is a congested site. How are the tanker trucks going to pull in and fill up with gas and diesel? What about the delivery trucks? I think there is a huge circulation problem here. I think the Petitioner answered my question. They overdesigned this so they can have gambling here. They are telling the residents that this is not really a truck stop, but in order to gamble, it needs to be at truck stop, which one is it? You are going to sign an affidavit when you file your application with gaming board that you are a truck stop, but you are telling us under oath that this is not really a truck stop, we had to do that so we could have gambling. Also, with the plans, I think there is an issue with the fire marshal code that they need to be able to observe the diesel pumps as well as the gas pumps. From the designs that I saw, I do not think that is going to be met. With regard to the neighborhood, my observations, as I drove through there, there is a retention pond, there are children out playing, there are ball parks, there are going to be lights shining on this neighborhood, and there is going to be diesel fumes. Why are you selling alcohol at a truck stop? If you want to be a truck stop and have gambling, you are not required to sell alcohol. Why are you petitioning to sell alcohol? In conclusion, I know the site is going to bring in a lot of taxes. The site is overdesigned. There are circulation issues, safety issues, and traffic issues. This is negatively going to impact the neighborhood. My client has lived here since 1994. He is proud of his community. He is proud of his



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elected officials. He is confident that they are not going to overlook these major issues for some tax dollars. This place is full here tonight and if it was not for CO-VID, I bet we could not keep the doors open here. **Janet Susskind** of 1933 Sun Drop Court asked if any of the committee members lived in the area. **A. Hopkins** stated that he used to live in that area. **J. Susskind** you used to live in that area, but you do not now. I feel like we are the red-headed stepchild. Everything you do not want, except for monetarily, you throw onto W. Bartlett Road. We already have the train, which when I moved into Heron's Landing, there were four (4) trains a day and now there are 22 to 24 trains a day. The Village of Bartlett did not fight that very vigorously. There are two (2) main roads going east and we do not need even one (1) truck. Between the trains and the kids going back and forth from school, we do not need it on a two (2) lane road, one (1) in each direction. Everywhere around us, it is one (1) in each direction. Why are you punishing us? We pay our taxes. If you want to put something there, put in something we will use like fast food or a grocery store. What are you doing to us? Our property values have gone down. It is not all your fault, but a lot of it is your fault. Think of us. Do not think of the money. Think of the people. Think of the quality of our lives. Put in something we will use. Especially these days when we only get gas about twice a month. I go down there for gas maybe once a year. I go into Bartlett or South Elgin to shop because we have nothing down there. That is what you should be working on. **Lori Kronberg** of 113 Ruzich Drive stated, I moved into my house in 2005. There was a lot of traffic and I knew that. I was okay with that. There were four to five (4-5) trains a day. Now there are at least 20 trains. I am the last house on the corner. I count them on occasion. I lose track. We do not need a gas station on that corner. There is one right across the street. It is also a truck gas station. It has two (2) pumps. There are never trucks there. I do use the gas station because it is local and they actually have good pricing. We do not need another convenience store that is going to triple price everything. We need a grocery store and retail business on this side of Bartlett. The east side of Bartlett has everything. If you want this, put it on Army Trail Road. Keep it away from West Bartlett. We do not need any more stuff like this on W. Bartlett Road. **Vaughn Atkins** of 1927 Sun Drop Court stated, my main concern is for the children walking down to PS Fuels risking their lives with the trucks and there is a ball park right down the street. **Anna Bata** of 1968 Woodhaven Drive stated, my house backs up to W. Bartlett Road. I already have from dawn to dinnertime trucks barreling back and forth down that road. I do not need them 24 hours a day with a truck stop there. You do not do any upkeep on that road. All we ever get is our roads patched here and there. How would you like your house vibrating all through the day from the trucks going back and forth to the construction and now you want more trucks with a truck stop? Are you going to shut them down from W. Bartlett Road all the way to Route 59? That should be a no truck route. There is only one (1) lane and with all of the other subdivisions being built we are not only going to have dump trucks, we are also going to have semis up and down that road constantly. South Elgin does not let trucks go on that side of Route 25. What are the proposals for the truck routes? We do not need another truck stop there with overnight parking. **Dan & Lindsay Tintera** of 132 Hearthstone Driver stated, we are obviously in opposition of this. We agree with everyone here that this is being built in an area blooming with children. We moved to the area about six (6) years ago. We have two (2) children. How far away does gaming need to be from a school and does this meet those requirements? **R. Grill** it needs to be 100 feet from a school. That is the State statute. **L. Tintera** We do not need more gaming. We get that gaming is fun for everyone. It needs to be in the right place. It is not just about driving revenue dollars. **D. Gunsteen** what is the measurement to the little league fields right across the street. **K. Stone** it is 700 feet. **L. Tintera** it is 1-1/2 miles to the nearest elementary school that my children walk to with trucks driving up and



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down W. Bartlett Road. Convenience is not what we want and you heard that from the other residents. We need a grocery store. Something sustainable for families. I do not want my children going to a convenience store to buy Slurpys and Kit-Kats. I do not want my children going to a truck stop or whatever you want to call it that has video gaming, alcohol and additional traffic. Does that sound safe and good place for families to you? There are other revenue opportunities. Bartlett is doing okay with all of the different warehouses you are building. I understand what industrial warehouses do for tax revenue. Think outside the box and make sure that you are really meeting the needs of the residents of Bartlett, especially those west of the railroad tracks. **Joseph Fekete** of 193 Abbott Court stated that he lives kitty-corner from the proposal. He has been an electrician for 20 years in IEW, very familiar with construction jobs and everything. It is very minimalistic. Retail jobs. A couple of shifts here and there. You are not really looking for making jobs there. I have three (3) children. My boy is a Raider and plays at the Bartlett youth baseball field right there. We take our bicycles from our house right to that field. There is a school going there. There are all of these great things. We moved there three (3) years ago into a brand-new house. I lived in Hanover Park for 18 years at Irving Park Road and Barrington Road. There are not many places in Illinois that get busier than that corner. They have enlarged that corner so many times and it is still one of the most deadly corners in this area. We do not need a truck stop there. I do not care about the convenience of trucks passing by my house. That is more than irrelevant to me I can assure you. What I do care about is the road construction that is going to take place on top of the terrible traffic that is already on Route 25. You do not even need to add the truck stop. Just as is, that is a backup every day. I never come from Stearns Road up Route 25. I always shot up Munger Road and go down W. Bartlett Road because there is no way I will get home. I will sit from Stearns Road to my home, which is typically 30 seconds, I will sit there for 10 minutes not moving. That is before trucks are trying to pull out. The little porkchop there, a right in/right out. there is never going to be a right out. He is going to be hanging out two (2) lanes. You cannot turn there. It is never going to happen. Go there. The other thing is, my children are already in this main area. Southwind is the limit. They cannot go past there. There are going to be trucks coming in and out of there. There are going to be trucks coming from Route 25 trying to swing that and maybe they miss it and come back going the wrong. We sit all the time at Mobile. They do this silly thing where they make that move over the thing. You will stop that, but you will just create the other side having the same problem, I assure you. This is no good for the community. I will not particularly remain here. If this goes up, I will not live there. I was excited about the school, the parks, and the bike path. It seems family oriented. Let's keep that up. This is not a family-oriented decision and does nothing for the residents. It is not convenient to pay \$5.00 a gallon for milk. It is not convenient to pay \$2.00 for soda or \$3.00 for water. If you are just a gas station, why are you selling liquor and gambling. Be realistic. They were right. That is not what you have in mind. We all know what you have in mind. We all know the type of people it is going to bring to the area. It is not satisfying and again, there is one right across the street. You have to plan your route differently, get gas 5 miles that way or 5 miles that way. I moved there because it is quiet, it is dark, is it beautiful and peaceful and I want it to stay that way. **Donna Jankuc** of 1968 Woodhaven Drive stated, I want to ask the team, make up your mind, what do you want to do with that area of W. Bartlett Road? When I moved in over 13 years ago, it was idealist. It was the best cross between suburban and farm, and very quiet and beautiful. Now, over the past three (3) years or so, we have seen a huge increase in traffic. What are your plans? Do you want to keep it residential or are you trying to turn it into commercial? Right now, if you were to drive down that street, you would have no idea what this area is supposed to be because there are so many



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pockets of residential and commercial building. You guys need to make up your mind what you are going to do with that area. My suggestion of course, would be to keep it residential because that is the reason all of us moved there. What value does this bring? Everybody here has echoed the same sentiment. We already have a PS Fuels there. This new truck stop is not going to add any value to the residents or the commercial people that are currently working there and the businesses. I go to that gas station all the time and I never see cars waiting to get in there. I never see trucks waiting to get gas. They must be fulfilling the need with no problem. There would not be a need for another truck stop if they are fulfilling the need already. I also noticed that the petitioners really contradicted themselves in reference to serving the truckers and the increase in the number of truckers. One petitioner said, we are just going to be serving the trucks that are already there, but when they had their expert come up, the expert had already identified that there are going to be increase going north to south and east to west, which is it? The residents here can tell you that it is going to be the latter. It is going to be an increase. Also, as other people have mentioned here is the children and the residential community feel that we are trying to keep and not change. I back up to W. Bartlett Road. Right across the street from where I live, not even a block away, there is Nature Ridge Elementary. Every morning, I see families walking their children across the street. If we have more trucks coming by that is going to be a huge hazard for all of those families who are always going across the street to bring their children to school and take them to soccer practice. There is a huge field with soccer practice and baseball going on. There are family activities going on, not trucking activities going on. We need to make sure to keep things safe. As I mentioned, I back up to W. Bartlett Road. I cannot go in my back yard and talk to my spouse that is standing right there. I am not joking. That is a real experience that I have every single day. Now that I am working from home, I actually cannot open my back windows because the back of my house backs up to the road. I can only open my front windows because the trucks are so loud that on my conference calls, people can hear the trucks go by. That is ridiculous. I have noticed with the increase that we have already seen with trucks going by to support the development over the last three (3) years, my house now has cracks in the basement. I now see cracks in the ceilings because of all of the vibrations. I now have a crack in the asphalt in my driveway. I know all of those problems are coming from the trucks. I feel my house vibrating. I am just reiterating what everyone here is saying. We do not want another gas station or truck stop. We do not want it and we do not need it. **Kera Hebenstreit** of 400 Jones Drive stated I have lived in this area for 30 years. It has increasingly gotten worse. Given my experience with the truck traffic there and living there for 30 years and given that I have worked construction for the past 7-10 years and my experience with trucks in that area, what everybody is proposing is not what it is going to be. You are going to have trucks lined up on every main road surrounding that gas station. It is going to be a mess. It is going to be a nightmare. It already is as everybody has stated. The traffic is out of control. Half of that road is only a two (2) lane road. If you are going to make this work at all, you need to make those two (2) lanes four (4) and the four (4) lane part of W. Bartlett Road may as well become six (6) lanes and you need to add about five (5) traffic lights to the road if it is going to at all make sense. I have a 12-year-old daughter. I do not let her walk down W. Bartlett Road to the gas station, but she has plenty of friends who are 12 and 12-years-old who in a group by themselves with no adult supervision walk down W. Bartlett Road to the gas station on Route 25. It is dangerous already. Something a lot of people are not aware of, right across from Spring Lake Estates, on W. Bartlett Road, they are opening up five (5) square miles of rental space for trucks and construction or whoever wants to rent yard space. It is huge already. That right there is going to add to the traffic alone. Those are going to go to this



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new truck stop. A great point that everybody has already brought up, the gas station that is there now more than suffices. I have never seen it congested with trucks. I have never seen it congested with cars and again, I have lived there for 30 years. I do not think it is appropriate. I do not think it is necessary. I think it is going to bring a lot of danger to the community.

**J. Lemberg** asked if there was anyone else in the audience that had a comment or question. No one else came forward.

**J. Lemberg** closed the Public Hearing.

**J. Lemberg** asked if anyone from the Plan Commission had questions or comments for Staff or the Petitioner.

**A. Hopkins** asked Staff, with the possibility of increased truck traffic, is there any way to limit truck traffic, regardless of if this goes in or not, going east down W. Bartlett Road? **Lynn Means**, Village Traffic Consultant stated that W. Bartlett Road from Route 25 to just past the site limits is under Kane County jurisdiction and just to the east of that is under Cook County jurisdiction. It is a higher classification roadway, which is meant to serve higher volumes of traffic as well as to serve as a truck road. By nature, it is not a residential street. That would be something that you would have to petition. **A. Hopkins** Cook County is in charge of that road? **L. Means** yes. **A. Hopkins** the amount of truck traffic and potholes, that is Cook County. **L. Mean** yes, the majority of that is Cook County. **A. Hopkins** I believe there is a portion that is run by Elgin and by Spring Lake Estates. **L. Means** there is Kane County and the majority of it is Cook County on W. Bartlett Road. **A. Hopkins** there are some things that just cannot be changed at this meeting tonight. **L. Mean** correct. **A. Hopkins** I just wanted to get that clarified. Are there accident numbers at that intersection? **L. Mean** as part of the traffic study, they did look at crash history and I believe it was less than 15 crashes per year on average over a five (5) year period and for a signalized intersection, there was no significant history or anything to indicate that there was severe crash history or need of mitigation as a result of the crashes at that location. **M. Hopkins** the traffic engineer that the Petitioner brought from KLOA said that the traffic impact was going to be about a 2% increase. Do you agree with that? **L. Means** yes. They did do a very thorough analysis of traffic where they looked at existing traffic conditions. They followed the Institute of Transportation Engineers as well as IDOT standards where they project over five (5) year period using Chicago Metropolitan Agency for Planning what they expect for growth in the area as well as considered all of the undeveloped parcels that are currently planned or in the works with some of the residential and potential commercial in that area and generated traffic for that and assigned that traffic to it as well as, based on our experience with similar developments, we concur. The majority of the type of traffic for gasoline stations, convenience markets as well as truck fueling facilities, the majority of that traffic comes already from the adjacent traffic stream. **M. Hopkins** you are saying that the aggregate increase with all of the development including the gas station is 2 percent? **L. Means** just from this site. **D. Gunsteen** asked, will there be increased landscaping for the island where the trucks park? The landscaping plan seems pretty scarce there. **T. Stanton** correct, it meets the bare



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minimum requirement. The focus was the Bartlett Corridor and Route 25. There could be additional landscaping. There is ability to do a living screen to buffer that island and the fueling area.

**D. Gunsteen** whether you agree with this particular project or not, I believe competition in this market is good and I believe one of the positives of competition is that it forces the other businesses to keep their place in tip-top shape. I truly believe it is in the best interest of both of those gas station companies to keep their places at the highest level possible and as clean as possible. **A. Hopkins** asked the Petitioner if the packaged sales portion was not approved for alcohol, would you still proceed with the facility. **D. Nye** unfortunately, the economics would not work without it. The items are available within the area and in South Elgin already. This will be bringing in the same tax revenue that is already in the community across into Bartlett. **A. Hopkins** if the packaged liquor sales was granted, would you be willing to do away with the gambling. **D. Nye** the economics of the project do not work without the opportunity to sell all of those different items. This project has been worked on by others within our industry and they have not been able to make the project work to bring it through to the point that we have and I do not think that others within our competitive industry would be able to do that either.

**M. Hopkins** it is probably clear to everybody in the room what the Plan Commission is. The Plan Commission is an advisory body. We are appointed. We are not elected. We have a very limited purview that is specific, and that has to do tonight with site plan review. We are working from the basis of the published standards that are available to everybody all the time on the website. When everybody moves in and moves out, we can see what the use is designated for this property in our zoning ordinances. There is a zoning map and comprehensive plan available for all of the citizens to look at. The Plan Commission has to work within the constraints of those published standards and then evaluate the technical criteria of each site plan submittal. We do not work on the conceptual level of what should be on the piece of property or what we need or what we feel we do not need. I think you started to see that tonight when we were told we are not even to review the landscaping. I think we need to understand how our civic government works, what our charge is here, what we need to do, what the continuing process is, and how the public interacts with that. The next step would be the Village Board, for approval, which are our elected officials. I wanted to make clear to everybody what this particular meeting is all about. **A. Hopkins** well said Mark.

**D. Gunsteen** do we need to add another condition that says "No truck idling allowed between the hours of 10:00 pm and 6:00 am" that they will need to post and to add the maximum allowed landscape screening.

**A. Hopkins** added, it is a good-looking building and a good-looking facility. I did used to live in that area and while I was living there, there was nothing out there. I had to travel very far to get anything. A grocery store is absolutely needed out there because there are a lot of homes that are going to be developed out that way that will need to be serviced, but if you prefer nothing be out there and nothing get developed, that is something that could very well happen. We will see how the



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Commission decides to vote, but I will vote no. I am concerned about the truck traffic, but again that is something that the residents will have to talk to Cook County about.

**D. Gunsteen** made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#20-03) True North** for a Site Plan Review and Special Use Permits to allow an automobile service station, truck stop establishment, package liquor sales, and outdoor sales subject to the conditions and the Findings of Fact outlined in the Staff report and the two additional conditions: to increase the landscaping within the island east of the truck parking and to post signage stating "No truck idling allowed between the hours of 10:00 pm and 6:00 am".

**Motioned by: D. Gunsteen**  
**Seconded by: T. Ridenour**

**J. Lemberg** closed the Public Hearing portion of the meeting.

**Roll Call**

**Ayes: M. Hopkins, D. Gunsteen, J. Miaso, D. Negele, and T. Ridenour**  
**Nays: A. Hopkins**

**The motion carried.**



# BARTLETT DEVELOPMENT

## WHAT/WHO IS TRUE NORTH?

*truenorth* was founded in 1999, when the family owned Lyden company formed an equity joint venture with Shell Oil Company. The Lyden Company, now known as True North Holdings, has been in the business for 101 years, with both the 3rd and 4th generations' leading growth and development.

Through its company operations, *truenorth* provides fuel and convenience retailing to customers at ~135 locations, while providing fuel to another ~200 independent dealers. Through all the knowledgeable, hardworking and dedicated employees, they offer each customer Fast, Friendly, and Clean stores.

## PROJECT SUMMARY OVERVIEW

*truenorth* has specifically selected Bartlett to be the home of their next Chicagoland Gasoline and Convenience location due to the community attractiveness and strong strategic fit with its brands. The *truenorth* and Shell brands are positioned as premium brands, which both aspire to achieve quality through all they deliver....the materials used to construct the facilities, overall appearance inside and out, fuel and convenience products provided and great staff delivering Fast, Friendly and Clean service to each customer.

We are requesting a Site Plan Review and variations from the landscape requirements for the Southeast corner of Illinois Route 25 and West Bartlett Road which is currently a vacant property. *truenorth* will purchase and intends to hold the property in fee. *truenorth* will construct a 5,000 square foot convenience store building primarily composed of natural materials, with a flat roof and metal awnings. The fueling forecourt will include 8 gasoline dispensing units with ability to fuel 16 vehicles simultaneously and 4 high flow diesel dispensing units, both covered with a canopy displaying Shell's clean globally recognized image. Clean LED lighting is utilized on both the interior and exterior of the facility. All surfaces will be composed of concrete, with no asphalt used on the site.

## HOURS OF OPERATION, BEER/WINE LICENSE AND SPECIAL USES

For safety, cleanliness, competitive and economic reasons, the site operating hours would be twenty-four (24) hours a day and seven (7) days a week.

The project would require a Text Amendment be approved to add the terms "Truck Stop Establishment" to Title 10 (Section 10-2-2) of the Bartlett Illinois Village Code to be defined as:

Any building or premises used for dispensing, sale or offering for sale at retail to the public, diesel fuel or biodiesel fuel and/or other motor fuel stored only in underground tanks for the operation of motor vehicles. Diesel fuel shall be sold from separate diesel island(s) to commercial motor vehicles. The facility must be at least three (3) acres and contain parking areas for commercial vehicles. Sale of diesel fuel or biodiesel fuel must be or be projected to be at 10,000 gallons per month.

The project would also require Special Uses: Truck Stop Establishment (see above) and Packaged Alcohol Sales. In order to compete with other Bartlett and surrounding community convenience store offerings, the project would necessitate the ability to sell beer and wine. True North holds over 100 beer and wine licenses currently and understands the extreme responsibility which comes with this privilege. As it relates to any age restricted item, our approach starts with training, but we also employ strict zero tolerance policies and even employ self-initiated third party programs to insure all of our staff are complying with our policies.



# VILLAGE OF BARTLETT DEVELOPMENT APPLICATION

For Office Use Only

Case # \_\_\_\_\_

**PROJECT NAME** TrueNorth - Bartlett

**PETITIONER INFORMATION (PRIMARY CONTACT)**

**Name:** True North Energy, LLC - Lindsay Lyden

**Street Address:** 10346 Brecksville Rd

**City, State:** Brecksville, OH

**Zip Code:** 44141

**Email Address:** [REDACTED]

**Phone Number:** [REDACTED]

**Preferred Method to be contacted:** Email

**PROPERTY OWNER INFORMATION**

**Name:** Bluff City, LLC c/o Sean W. Kelly

**Street Address:** 2250 Southwind Blvd

**City, State:** Bartlett, IL

**Zip Code:** 60103

**Phone Number:** [REDACTED]

**OWNER'S SIGNATURE:** [Signature] **Date:** 2/4/2020  
*(OWNER'S SIGNATURE IS REQUIRED or A LETTER AUTHORIZING THE PETITION SUBMITTAL.)*

**ACTION REQUESTED** (Please check all that apply)

- Annexation
  - PUD (preliminary)
  - PUD (final)
  - Subdivision (preliminary)
  - Subdivision (final)
  - Site Plan (please describe use: commercial, industrial, square footage): \_\_\_\_\_
  - Unified Business Center Sign Plan
  - Other (please describe) C-Store with Fuel, Alcohol sales, gaming, etc. as needed to support submitted plans
- Text Amendment
  - Rezoning See Dropdown to See Dropdown
  - Special Use for: \_\_\_\_\_
  - Variation: \_\_\_\_\_

**SIGN PLAN REQUIRED?** See Dropdown

(Note: A Unified Business Center Sign Plan is required for four or more individual offices or businesses sharing a common building entrance or private parking lot.)

**PROPERTY INFORMATION**

**Common Address/General Location of Property:** SE Corner of IL-25 and Bartlett Rd

**Property Index Number ("Tax PIN"/"Parcel ID"):** Part of 06-36-400-043-0000

**Zoning:** Existing: See Dropdown **Land Use:** Existing: See Dropdown  
(Refer to Official Zoning Map)

Proposed: See Dropdown Proposed: See Dropdown

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

**Acreage:** 3.28

**For PUD's and Subdivisions:**

No. of Lots/Units: \_\_\_\_\_

Minimum Lot: Area \_\_\_\_\_ Width \_\_\_\_\_ Depth \_\_\_\_\_

Average Lot: Area \_\_\_\_\_ Width \_\_\_\_\_ Depth \_\_\_\_\_

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

**Attorney** Lyden, Chappell & Dewhirst, Patricia Lyden  
5565 Airport Highway Suite 101  
Toledo, OH 43615 \_\_\_\_\_

**Engineer** RTM Engineering Consultants, Tim Shoemaker  
650 E. Algonquin Rd #250  
Schaumburg, IL 60173 \_\_\_\_\_

**Other** \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

**FINDINGS OF FACT FOR SITE PLANS**

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

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

1. The proposed use is a permitted use in the district in which the property is located.

Yes

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

Yes

3. The vehicular ingress and egress to and from the site and circulation within the site provides for safe, efficient and convenient movement of traffic not only within the site but on adjacent roadways as well.

Yes

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

Yes

5. There is sufficient mixture of grass, trees and shrubs within the interior and perimeter (including public right-of-way) of the site so that the proposed development will be in harmony with adjacent land uses and will provide a pleasing appearance to the public. Any part of the site plan area not used for buildings, structures, parking or accessways shall be landscaped with a mixture of grass, trees and shrubs. (All landscape improvements shall be in compliance with Chapter 10-11A, Landscape Requirements)

Yes

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

Yes

## FINDINGS OF FACT FOR SPECIAL USES

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

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

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

The Special uses (Truck Stop Establishment, Auto Service Station, Package Liquor Sales, and Outdoor Sales) are consistent and necessary to develop this location. The location is at the intersection of two of the larger roads in the community while also being separated from less compatible uses/zoning within the community which is in the interest of public convenience and contributing to the welfare of the community.

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

The use will not in this particular case be detrimental to the public safety, morals, or general welfare of persons residing or working in the vicinity or be injurious to property value or improvement in the vicinity.

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

This special use shall conform to the regulations, conditions, stipulations of the Village codes and authorization by the Village Board of Trustees.

## FINDINGS OF FACT FOR VARIATIONS

Both the Zoning Board of Appeals and the Village Board must decide if the requested variation is in harmony with the general purpose and intent of the Zoning Ordinance and if there is a practical difficulty or hardship in carrying out the strict letter of the regulations of the Zoning Ordinance.

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

1. That the particular physical surroundings, shape or topographical condition of the specific property involved would result in a particular hardship upon the owner, as distinguished from a mere inconvenience, if the strict letter of the regulations were carried out.

The convenience store use is not compatible with landscaping across the front of the building. Landscaping in this area encourages loitering and littering that is detrimental to the immediate property and adjacent downwind and downstream properties.

2. That conditions upon which the petition for a variation is based are unique to the property for which the variation is sought and are not applicable, generally, to other property within the same zoning classifications.

Yes

3. That the purpose of the variation is not based exclusively upon a desire to make more money out of the property.

This variation is likely to have a slightly negative impact on the revenue generation of the property.

4. That the alleged difficulty or hardship is caused by the provisions of this Title and has not been created by any person presently having an interest in the property.

Yes

5. That the granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhoods in which the property is located.

This variation will have the opposite affect.

6. That the proposed variation will not impair an adequate supply of light and air to adjacent property, or substantially increase the congestion in the public streets, or increase the danger of fire, or endanger the public safety, or substantially diminish or impair property values within the adjacent neighborhood.

This variation will have the opposite affect.

7. That the granting of the variance requested will not confer on the applicant any special privilege that is denied by the provisions of this Title to other lands, structures or buildings in the same district.

Correct

**ACKNOWLEDGEMENT**

I understand that by signing this form, that the property in question may be visited by village staff and Board/Commission members throughout the petition process and that the petitioner listed above will be the primary contact for all correspondence issued by the village.

I certify that the information and exhibits submitted are true and correct to the best of my knowledge and that I am to file this application and act on behalf of the above signatures.

Any late, incomplete or non-conforming application submittal will not be processed until ALL materials and fees have been submitted.

SIGNATURE OF PETITIONER: *Lindsay Lyden*

PRINT NAME: Lindsay Lyden

DATE: 02/03/2020

**REIMBURSEMENT OF CONSULTANT FEES AGREEMENT**

The undersigned hereby acknowledges his/her obligation to reimburse the Village of Bartlett for all necessary and reasonable expenses incurred by the Village for review and processing of the application. Further, the undersigned acknowledges that he/she understands that these expenses will be billed on an ongoing basis as they are incurred and will be due within thirty days. All reviews of the petition will be discontinued if the expenses have not been paid within that period. Such expenses may include, but are not limited to: attorney's fees, engineer fees, public advertising expenses, and recording fees. Please complete the information below and sign.

NAME OF PERSON TO BE BILLED: True North Energy, LLC

ADDRESS: 10346 Brecksville Road  
Brecksville, OH 44141

PHONE NUMBER: [REDACTED]

EMAIL: [REDACTED]

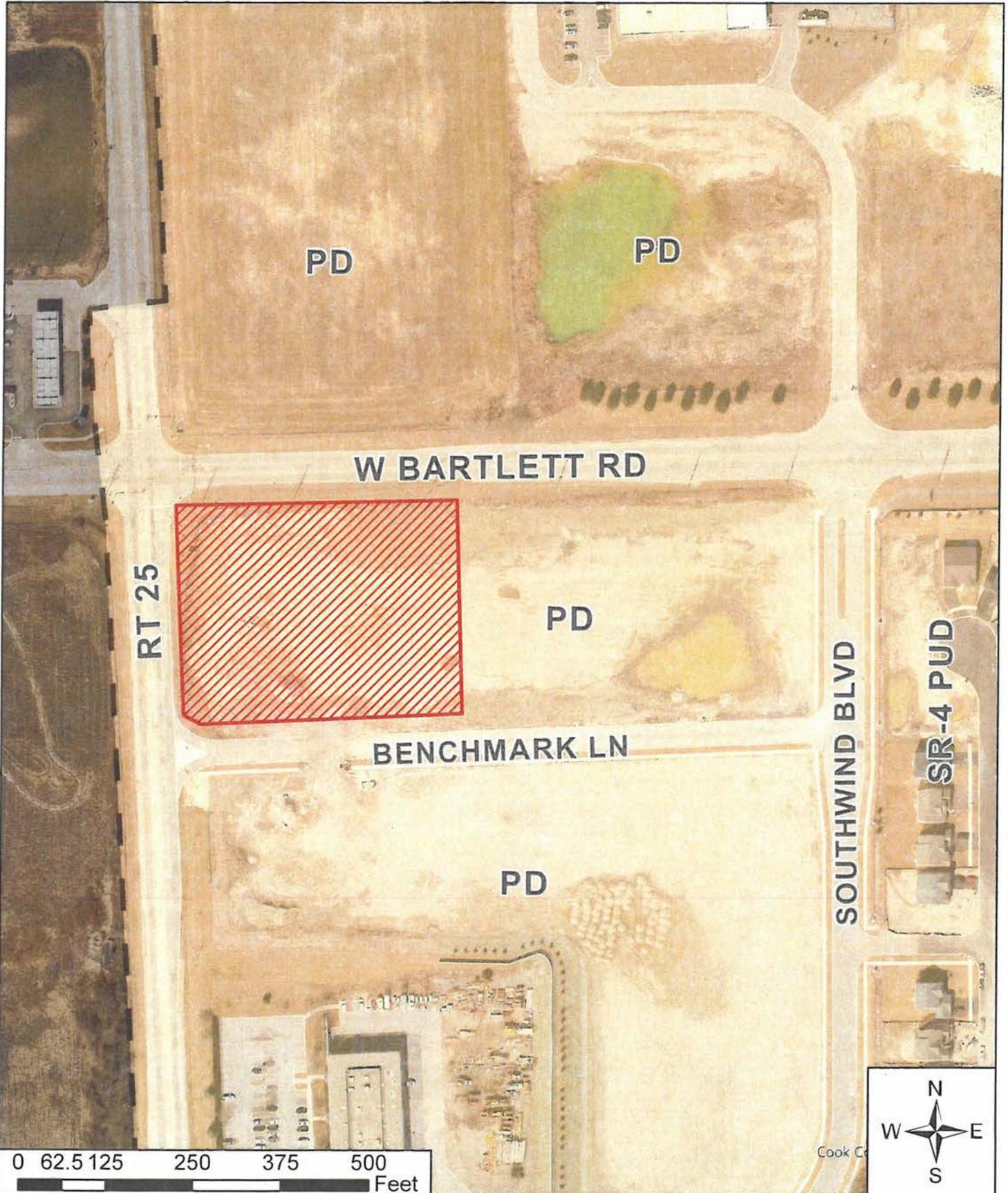
SIGNATURE: *Lindsay Lyden*

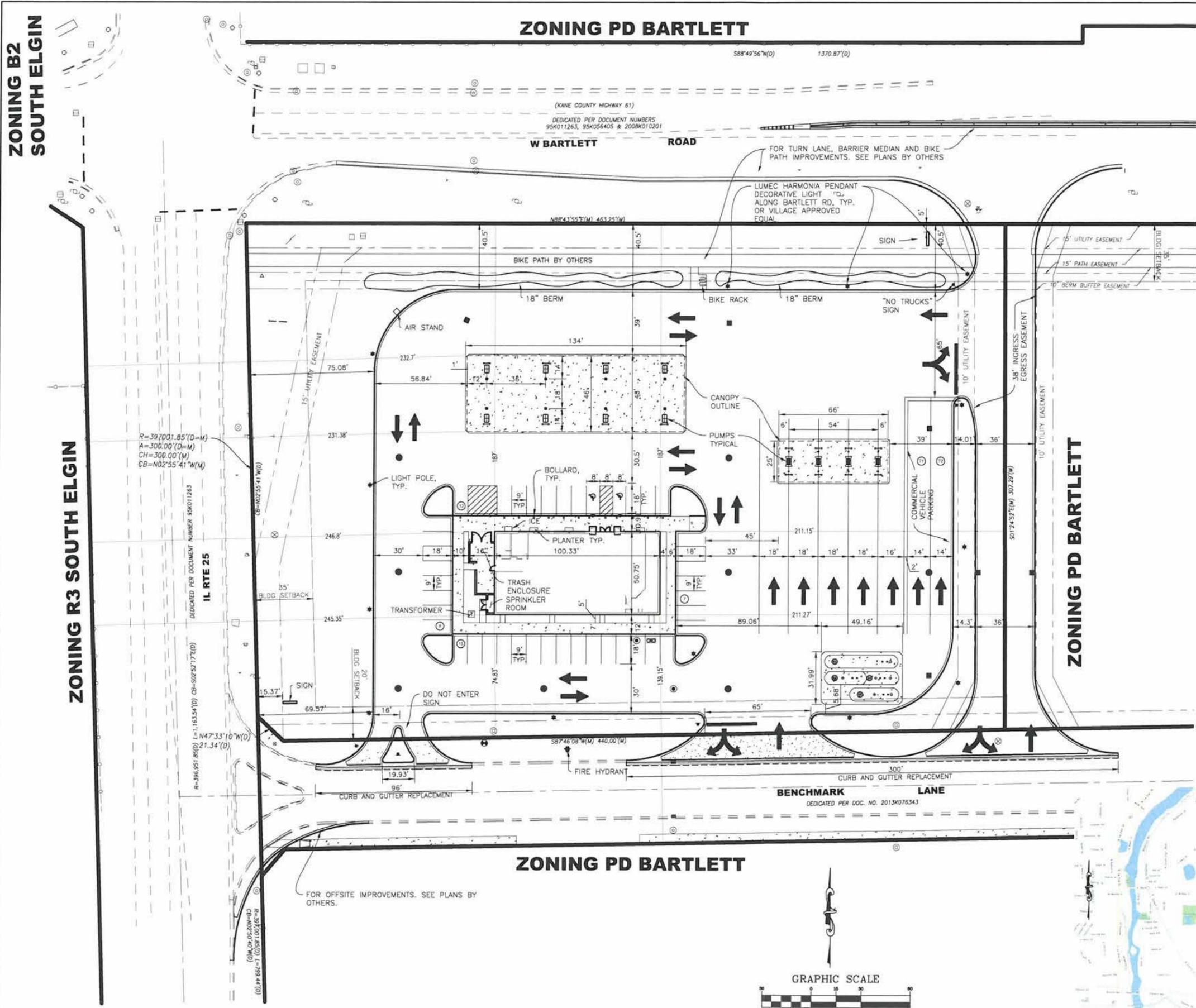
DATE: 02/03/2020

#2020-03

# True North

Site Plan, Special Uses, Variation, Text Amendment





**AREA SUMMARY**

TOTAL AREA	=	142,722 SF
PERVIOUS AREA	=	41,641 SF
IMPERVIOUS AREA	=	101,081 SF

**PARKING SUMMARY**

	REQ'D.	PROP.
REGULAR STALLS (9'X18')	16	40
HANDICAP STALLS (16'X18')	1	2
TOTAL	17	42

**SITE DATA TABLE**

NUMBER OF PUMPS	12
NUMBER OF VACUUMS	1
MEAN HEIGHT OF THE BUILDING	
NUMBER OF EMPLOYEES	3
CUSTOMER FLOOR AREA	3,000 SF

**PARKING CALCULATION**

- RETAIL: 250 SQUARE FEET OF CUSTOMER FLOOR AREA
- AUTOMOBILE SERVICE STATION:
- 2 PARKING SPACES FOR EACH ISLAND OF PUMPS AND
- 1 PARKING SPACE FOR EACH 2 EMPLOYEES

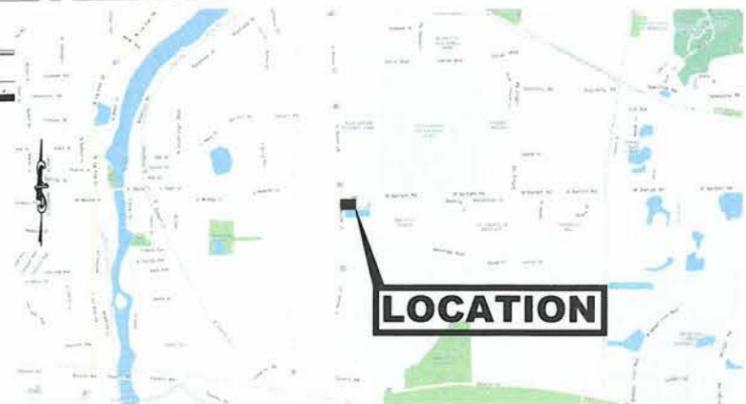
No.	DATE	DESCRIPTION
0	07/22/20	FOR STAFF REVIEW
1	04/10/20	PER STAFF REVIEW
2	06/19/20	PER STAFF REVIEW
3	07/29/20	PER STAFF REVIEW
4	08/21/20	PER VILLAGE

650 E. Algonquin Rd., Ste. 250, Schaumburg, IL 60173 T: 847.756.4180 www.rtmassociates.com

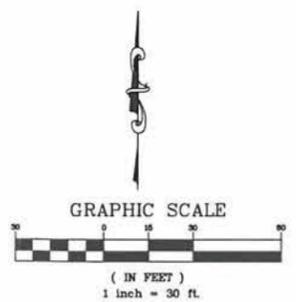
**SITE PLAN**

PROJECT NAME: TRUE NORTH BARTLETT, IL  
 W BARTLETT RD

PROJECT No. 19.TN.C04  
 SHEET No. SP1  
 OF 1 SHEETS



**LOCATION MAP**  
NO SCALE





1280 Iroquois Avenue  
Suite 110  
Naperville, Illinois 60563

Telephone: (630) 428-3134  
Fax: (630) 428-3159  
www.design-perspectives.net

PLANT SCHEDULE

TREES	BOTANICAL / COMMON NAME	CONT	SIZE	QTY
ACE STA	Acer Miyabei 'Slate Street' / Miyabei Maple	8 & 8	2.5' Cal	3
ACE SUG	Acer saccharum / Sugar Maple	8 & 8	2.5' Cal	1
COR GLO	Cornus mas 'Golden Glory' / Golden Glory Cornelian Cherry	8 & 8	2.5' Cal	2
GLE SKY	Gleditsia triacanthos 'Skyline' / Skyline Honey Locust	8 & 8	3 Cal	5
MAG RO3	Magnolia stellata 'Royal Star' / Royal Star Magnolia	8 & 8	2.5' Cal	1
PIC NAN	Picea omorika 'Nana' / Dwarf Serbian Spruce	8 & 8	4' Ht.	5
SYR RET	Syringa reticulata / Japanese Tree Lilac	8 & 8	2.5' Cal	8
SHRUBS	BOTANICAL / COMMON NAME	CONT	HEIGHT	QTY
ARO MOR	Aronia melanocarpa 'Marion' TM / Itaquil Beauty Black Chokeberry	3 gal	18" H.	7
BUX WIS	Buxus microphylla 'Wintergreen' / Wintergreen Boxwood	3 gal	24" H.	23
BUX GR4	Buxus x 'Green Mountain' / Boxwood	8 & 8	36" H.	10
CAL SWE	Calycanthus floridus / Sweet Shrub	3 gal	18" H.	3
CLE HUM	Clethra alnifolia 'Hummingbird' / Summersweet	3 gal	24" H.	3
COR FL2	Cornus sericea 'Flaviramea' / Yellow Twig Dogwood	3 gal	24" H.	6
HYD LR4	Hydrangea paniculata 'Limelight' TM / Limelight Hydrangea	3 gal	24" H.	9
HYD L75	Hydrangea paniculata 'Little Quick Fire' / Little Quick Fire Hydrangea	3 gal	24" H.	10
HYD QUI	Hydrangea paniculata 'Quick Fire' / Hydrangea	3 gal	36" H.	5
HE VIR	Itea virginica 'Henry's Garnet' / Henry's Garnet Sweetspire	3 gal	36" H.	3
JUN FO2	Juniperus chinensis 'Sea Green' / Sea Green Juniper	8 & 8	36" H.	20
PHY NIN	Physocarpus opulifolius 'Summer Wine' / Summer Wine Ninebark	3 gal	24" H.	3
RIB GRE	Ribes alpinum 'Green Mound' / Green Mound Alpine Currant	3 gal	18" H.	23
ROS RAD	Rosa x 'Knockout' TM / Rose	3 gal	24" H.	22
SPI MAG	Spiraea japonica 'Magic Carpet' / Magic Carpet Spiraea	3 gal	18" H.	10
SPI MOU	Spiraea x bumalda 'Goldmound' / Gold Mound Spiraea	3 gal	18" H.	7
THU SMA	Thuja occidentalis 'Smaragd' / Emerald Green Arborvitae	8 & 8	4' H.	17
THU WOO	Thuja occidentalis 'Woodward' / Woodward Arborvitae	3 gal	36" H.	8
VIB CO2	Viburnum carlesii 'Compactum' / Korean Spice Viburnum	3 gal	24" H.	10
GROUND COVERS	BOTANICAL / COMMON NAME	CONT	SPACING	QTY
ACH MOO	Achillea x 'Moonshine' / Moonshine Yarrow	1 gal	12" o.c.	9
CAL KAR	Calamagrostis x acutiflora 'Carl Foerster' / Feather Reed Grass	1 gal	24" o.c.	142
GER VAR	Geranium sanguineum striatum / Bloody Cranesbill	1 gal	24" o.c.	6
HEM APA	Hemerocallis x 'Chicago Apache' / Chicago Apache Daylily	1 gal	24" o.c.	10
HEM HAP	Hemerocallis 'Happy Returns' / Happy Returns Daylily	1 gal	24" o.c.	65
HEU PUR	Heuchera micrantha 'Palace Purple' / Palace Purple Coral Bells	1 gal	18" o.c.	46
LIR CRE	Liriope spicata / Creeping Lily Tuff	4' pot	12" o.c.	44
PAC GRE	Pachyandra terminalis 'Green Carpet' / Japanese Spurge	flal	12" o.c.	96
PAN HEA	Panicum virgatum 'Heavy Metal' / Blue Switch Grass	1 gal	24" o.c.	17
PEN HAM	Pennisetum alopecuroides 'Hemeln' / Hemeln Dwarf Fountain Grass	1 gal	24" o.c.	129
RUD G19	Rudbeckia fulgida 'Goldstrum' / Coneflower	1 gal	12" o.c.	78
SPD HET	Sporobolus heterolepis / Prairie Droopseed	1 gal	24" o.c.	60
VIN MAJ	Vinca major / Periwinkle	flal	12" o.c.	411
SEED	Bluegrass, Eye and Fescue with Blanket		60,000 SF	

REV.	COMMENT	DATE
1	VILLAGE REVIEW	6/1/20
2	VILLAGE REVIEW	8/25/20

SEAL:

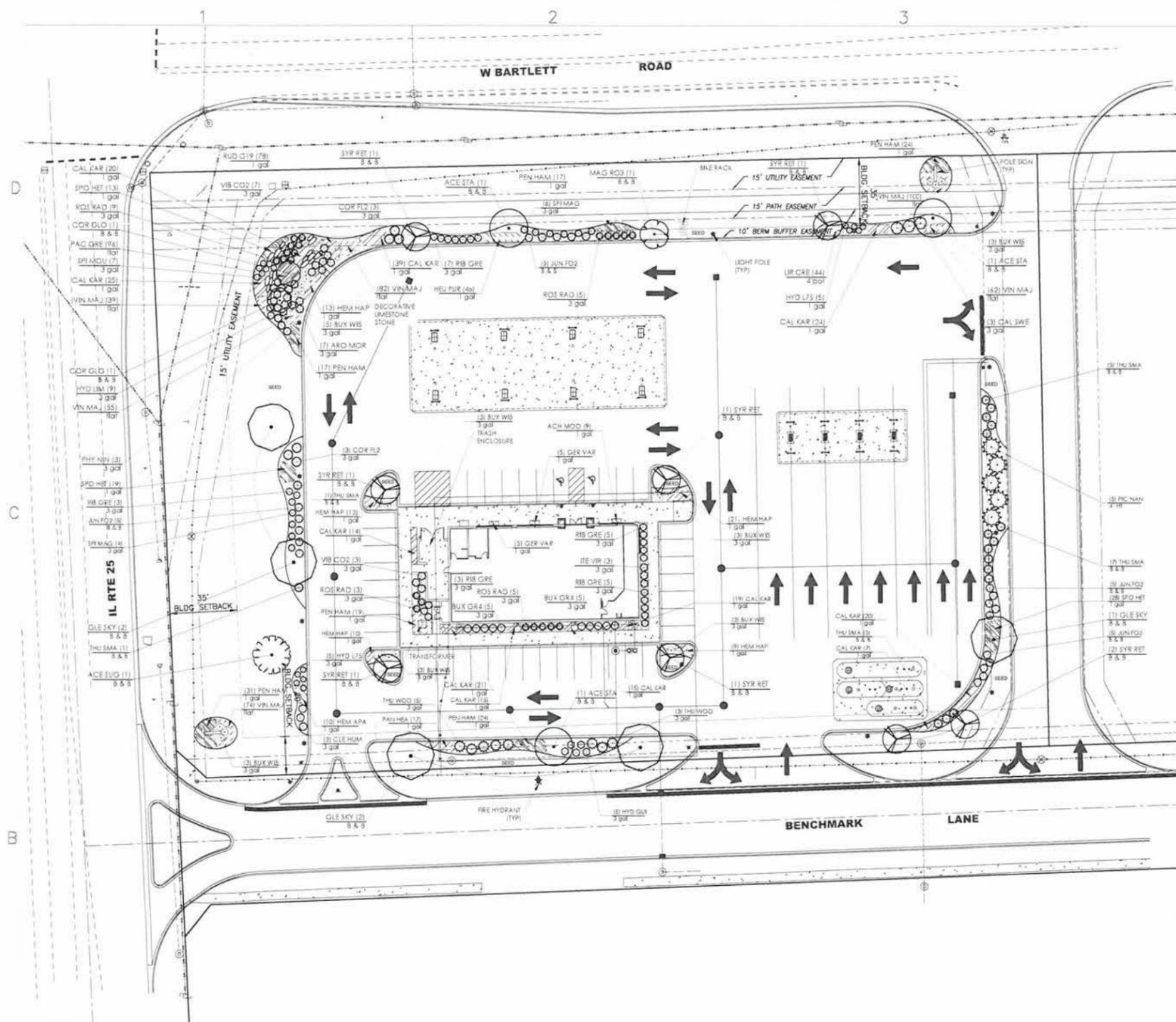


DATE: 4/10/2020  
JOB NO.: 19-311Z  
DRAWN BY: CE  
CHECKED BY: TS

DRAWING TITLE:  
LANDSCAPE PLAN

SHEET NO.:  
LP-100

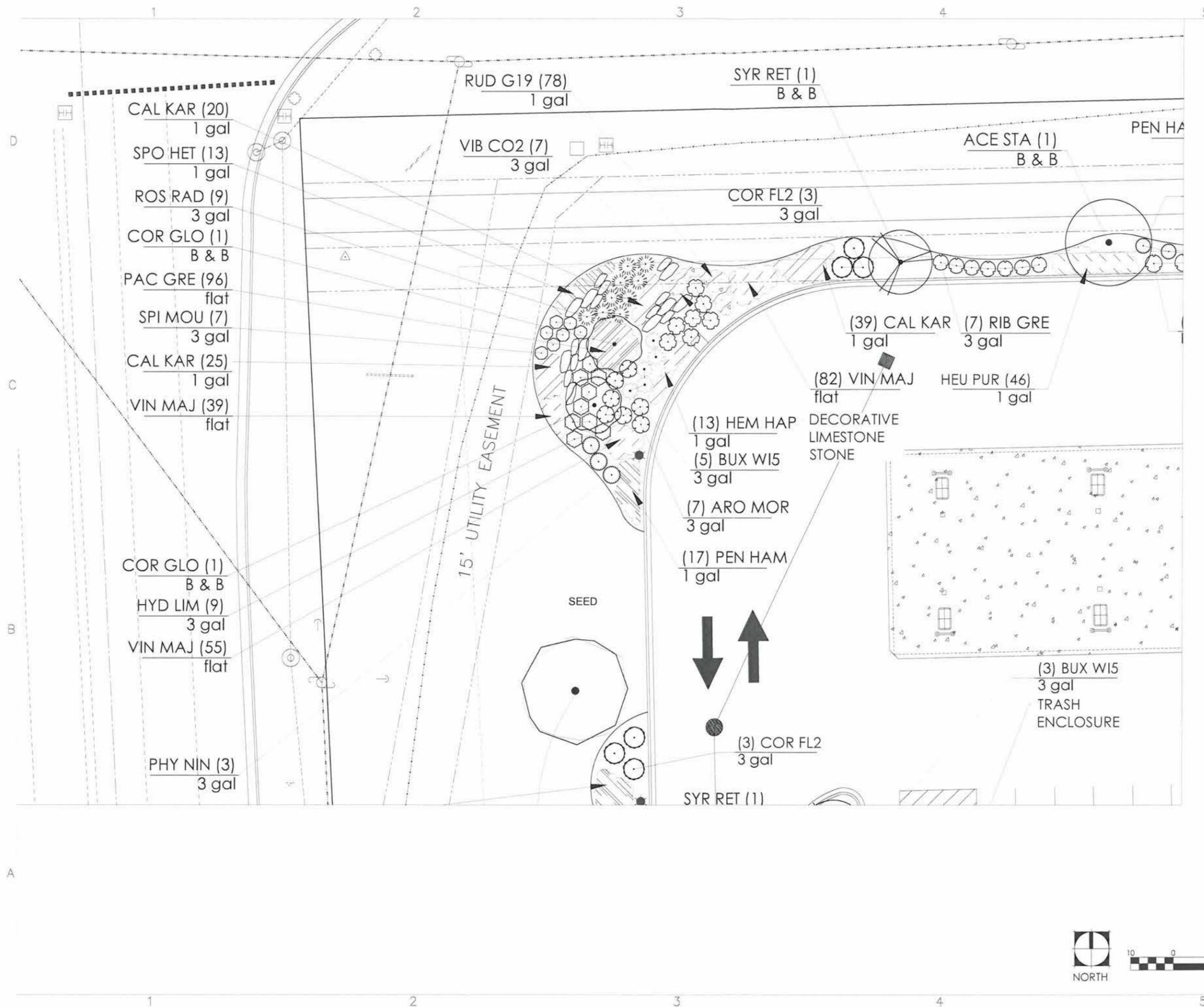
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Landscape Notes:

1. Tree branching shall start no less than six feet (6') above the pavement measured from pavement level.
2. To insure visibility, shrubs and ornamental grasses shall not exceed a mature height of thirty inches (30") above pavement on landscape islands at the end of parking rows.





REV.	COMMENT	DATE
1	VILLAGE REVIEW	6/1/20
2	VILLAGE REVIEW	8/25/20



DATE: 4/10/2020  
JOB NO.: 19-311Z  
DRAWN BY: CE  
CHECKED BY: TS

DRAWING TITLE:  
LANDSCAPE PLAN -  
GATEWAY  
ENLARGEMENT  
SHEET NO.:

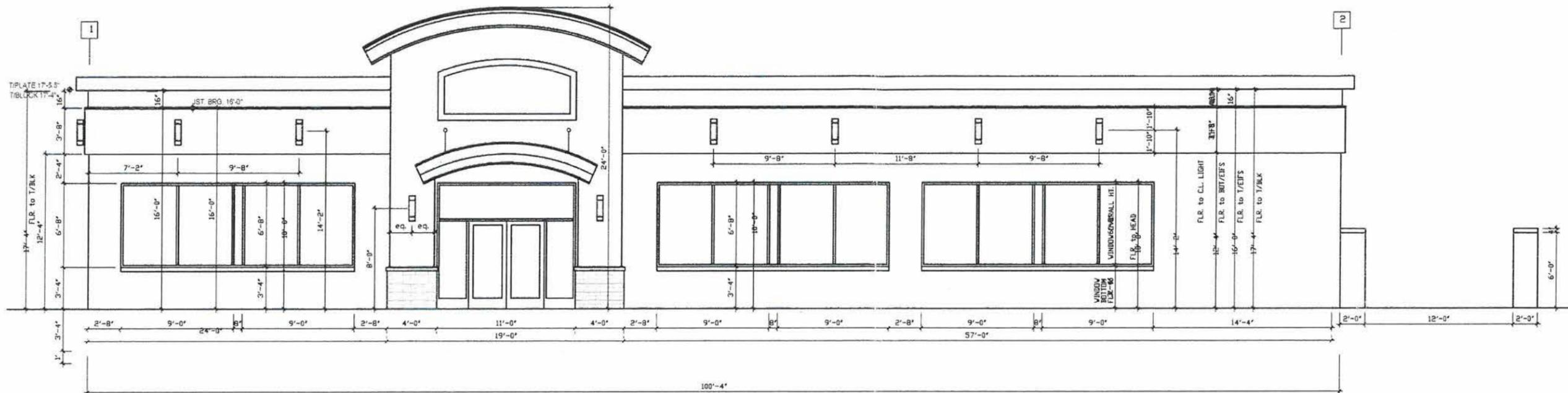
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VIEW FROM W. BARTLETT RD

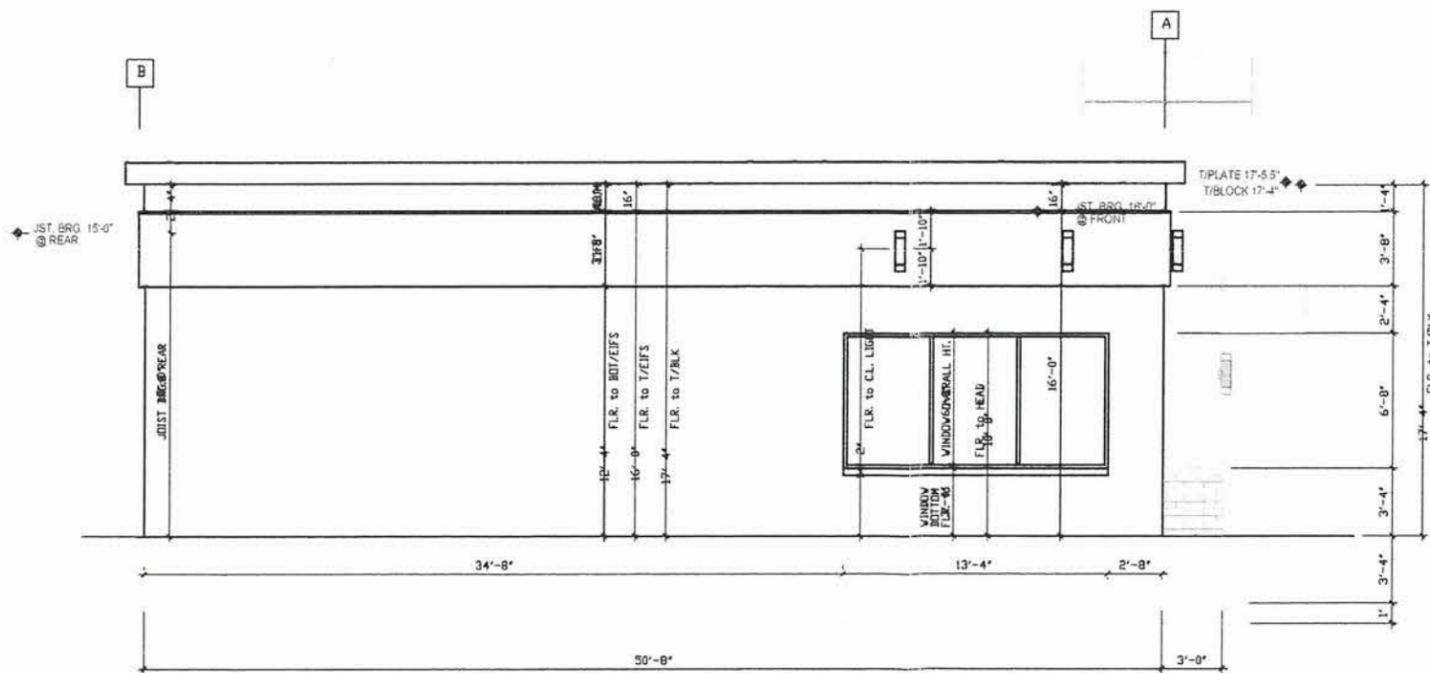






FRONT ELEVATION

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



LEFT ELEVATION

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



exp. 11.30.2020  
signature: \_\_\_\_\_  
date: \_\_\_\_\_

\*Subject to review in accordance with the Illinois Architecture Practice Act of 1989 (225 ILCS 305.15) registration fee as applicable under the current expiration date.

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F. A. Ross - Architects  
P.O. BOX 5073  
NEWCASTLE, PA 16105  
PHONE: (724) 658-7866  
FAX: (724) 658-7852

Drawn: **Front & Side Elevation dimensions & notes**  
project: **Truworth Bartlett, IL**

date: 03/15/2020  
project number: TN  
sheet:

A-400



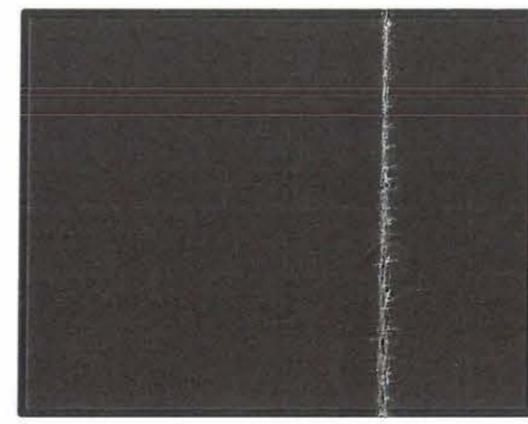
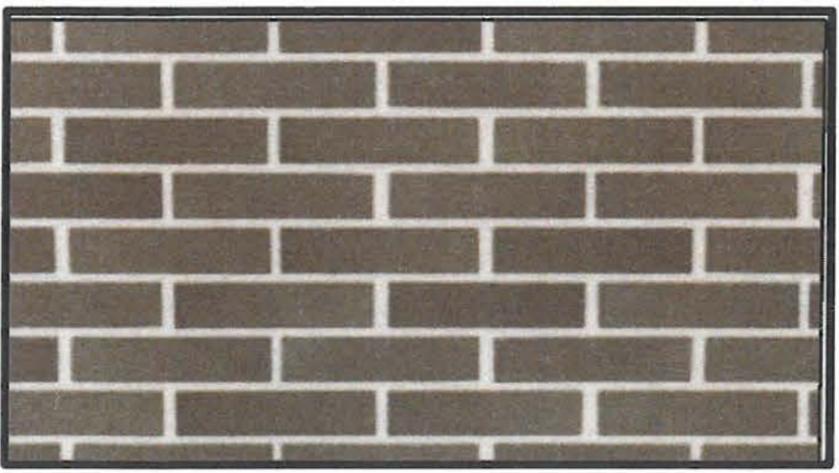


MATERIAL LISTING

Front Entry: Eldorado Dry Creek Stacked Stone



12" Half High Thru the Wall Unit, 4"H x 16"L x 12"T  
Masonry in running bond, Spec-Brik by Oberfields in Syracuse Blend



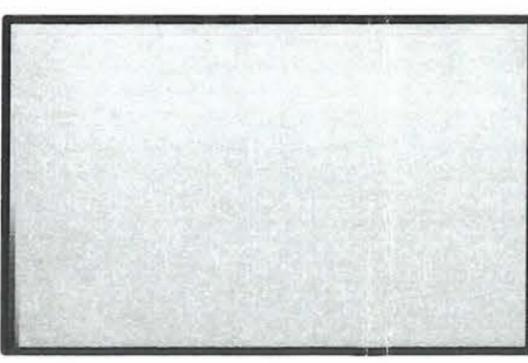
ATAS metal color Classic Bronze 01 for: Top metal coping band, 17" EIFS band, and all standing seam metal awnings



EIFS 3'-9" band to be custom colored matched to Eldorado Stone color



Storefront frames: Anodized finish In Dark Bronze #40



Sungate 400 passive Low-E glass in clear & clear, 76% VLT, SHGC IS .63, U value is .32 to meet the energy codes



MATERIAL LISTING

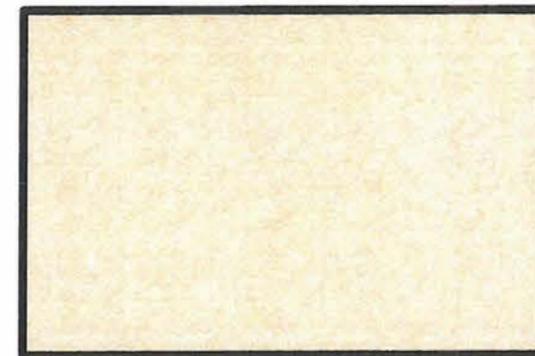


Sloped Standing seam  
Metal awning in ATAS color  
in Classic Bronze 01

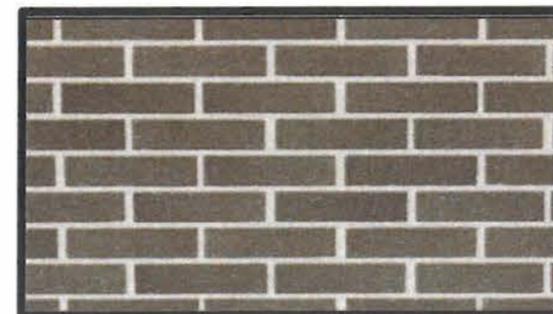


Curved standing metal  
awning over entry door  
in ATAS color  
in Classic Bronze 01

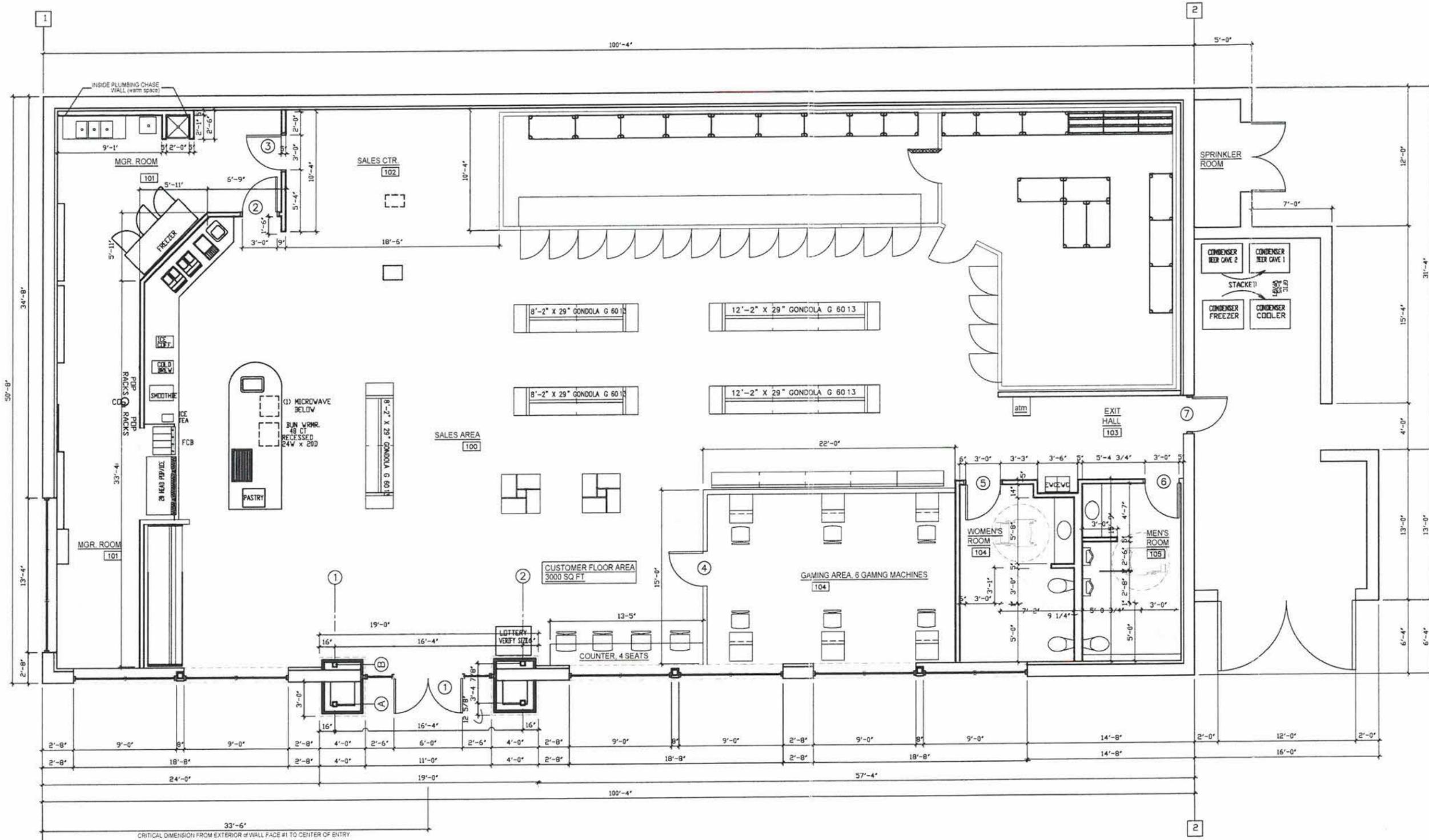
Decorative sconces,  
LED up and down  
lighting, Besa Lighting  
decorative accents in  
bronze metal, diffuser  
in Opal Matte  
24" h x 6" w x 7" d,  
3000K temp



EIFS 3'-9" band to  
be custom matched  
to Eldorado Stone

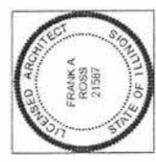


12" Half High Thru the Wall  
Unit, 4"H x 16"L x 12"T  
Masonry in running bond,  
Spec-Brik by Oberfields  
in Syracuse Blend



CRITICAL DIMENSION FROM EXTERIOR OF WALL FACE #1 TO CENTER OF ENTRY

**PROPOSED FLOOR PLAN**  
SCALE: 1/4" = 1'-0"



expires: 11-30-2020  
signature: \_\_\_\_\_  
title: \_\_\_\_\_

Subject to renewal in accordance with the Illinois Architecture Practice Act of 1989 (225 ILCS 310.5). Expiration date as listed references the current expiration date.

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NEWCASTLE, PA 16105  
PHONE: (724) 658-7886  
FAX: (724) 658-7892

drawing: **FLOOR PLAN**  
dimensions & notes  
project: **Truworth**  
Bartlett, IL

date: 3-15-20  
project number: TN  
sheet:

**A-400**



