



Village of Bartlett
Planning and Zoning Commission
March 5, 2026

B. Bucaro, Acting Chairman called the meeting to order at 7:00 pm.

Roll Call

Present: B. Bucaro, J. Kapadoukakis, J. Miaso, A. McSwane, C. Deveaux, M. Sarwas, J. Borkgren, M. Werden

Absent: G. Koziol

M. Werden arrived at 7:18.

Also Present: Kristy Stone, Planning & Development Services Director, Andrew Barna, Associate Planner, Brian Krause, Associate Planner

Election of B. Bucaro as Acting Chairman

Motioned by: J. Miaso

Seconded by: C. Deveaux

Motion passed by unanimous voice vote.

Approval of Minutes

A motion was made to approve the February 5, 2026, meeting minutes.

Motioned by: J. Miaso

Seconded by: A. McSwane

Roll Call

Ayes: J. Kapadoukakis, J. Miaso, A. McSwane, C. Deveaux, M. Sarwas, J. Borkgren

Nays: None

Abstain: B. Bucaro

The motion carried.

Public Forum

B. Bucaro opened the public forum. No one from the public came forward. **B. Bucaro** closed the public forum.



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(#25-13) Bartlett Meadow

Preliminary/Final Plat of Subdivision

Preliminary/Final PUD

Special Use for PUD

Rezoning from B-4 to SR-4 PUD

Amendment to the Future Land Use Plan

PUBLIC HEARING

The following exhibits were presented:

Exhibit A – Picture of Sign

Exhibit B – Mail Affidavit

Exhibit C – Notification of Publication

A. Barna read the background information on the property stating that the development of the 19.75-acre property is subject to a consent decree entered in 1997. Town & Country had previously submitted a preliminary PUD plan for Eagle's Ridge Subdivision that proposed the townhomes on this parcel. As part of the agreement, this parcel was to be zoned and marketed for commercial uses for 15 years before the Village would consider an application for a residential development. The original PUD Plan proposed 52 dwelling units on the subject property with a gross density of 2.6 dwelling units per acre.

The petitioner **Matt Brolley**, Pulte Home Company 1900 E Golf Rd, Schaumburg, IL and the petitioner's experts **Scott Brejcha**, V3 Companies, Inc 7325 Janes Avenue, Woodridge, IL, **Javier Millan**, Traffic Engineer KLOA 9575 W. Higgins Rd, Rosemont, IL, and **Charles Zehnal**, Staff Engineer CEMCON Ltd 2280 White Oak Cir, Aurora IL came forward and were sworn in by **B. Bucaro**.

M. Brolley stated that Pulte Home Company is a publicly traded home builder and have been building homes in Chicagoland since the 1960s. We closed over 1,000 homes last year. Currently, we are operating in 17 different communities in the suburbs of Chicagoland as far north as Lindenhurst and as far south as Orland Park. We focus our efforts in extraordinary school districts, which is what brings us to the Village of Bartlett. This is the not first time that we have been in the Village. We were in the Village a couple of years ago with the Eastfield project. That was 27 lots and was approved in the fall of 2020. That development is on Army Trail Road and Petersdorf Road across from Bartlett High School. We sold all 27 of those units and that project was completed in the spring of 2022. This subject site is at the southwest corner of Route 59 and Lake Street with roadway access from Horizon Drive. The site is 19.75 acres that had been farmed in the past. We have floodplains on the west and wetland on both sides of the site. The consent decree dedicated this site as B-4 for a period of 15 years, which has expired. We are here to request a change of use as contemplated by the consent decree to residential. The site is flanked on the east and west with wetlands. We are avoiding the wetlands with the site plan. We have dedicated 57% of the site as open space. We have a detention area to the south and that entire area will be planted with native plantings and will be owned and managed by the homeowner's association. To ensure that the native plantings operate without the influence of the neighbors, we have proposed a 4-foot aluminum fence that will be located adjacent to the native



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planting areas and along the north side, a 6-foot board-on-board fence to help with screening from the interchange. The site plan calls for 28 single-family homes. The lot sizes are 7,500 square feet, which does exceed the code minimum of 6,000 square feet. We are requesting 2 variations; a reduction of the rear yard setback from 45 feet to 25 feet and an increase in the maximum impervious area to 45%. As you can see on the site plan, every home except for 2, backs up to the open space. Shortening the rear yard would not bring it any closer to any other home or building. We need to keep the flood plain and wetland off of the properties and that was the only way to get that accomplished. That also coincides with the maximum impervious increase from 40% to 45%. If the 20 feet was included on the lots, we would not need the variation. The existing special management areas on either side are respected and we are enhancing the buffer. We have singular roadway access to Horizon Drive at the northwest and we are also providing a stub for the property to the south for future development.

We have 4 floorplans for the homes. The homes range in size from 2,300 square feet up to 3,800 square feet with a 3-bedroom base house condition and that can be upgraded based on needs with 2-car garages. Several of the lots do accommodate a 3rd car garage that would attach to the side of the house as an option. Buyers can choose the elevations. The base floorplan is at 2,391 square feet before options. That is the standard 3-bedroom, 2-1/2 bath with a 2-car garage. Unique to Pulte is what we call the PPC, which is a homework spot or where you pay your bills right off the kitchen. We also design-in the Pulte Drop Zone for shoes and bags that is outside the kitchen and is unique to Pulte. We also have a flex room with options to be converted into space with doors for a bedroom. The largest floorplan includes storage in the garage, which is a unique feature. Again, when you walk in, it has a Pulte drop zone and planning center off the kitchen. There is also a vaulted gathering room with a more formal dining area and a flex plan on the first floor. We pride ourselves on providing buyers optionality to make our house their home. There are a multitude of structural options that can be added with fireplaces, converting the flex room into a bedroom, a sunroom off the back, as well as converting the loft space into a game room for additional square footage if that suits your family.

Pending our successful approvals, we are going to close on the property April 26, 2026, with a grand opening for sales in November 2026 and our first residents would move in in February 2027.

J. Borkgren asked, why was the setback decreased 20 feet from 45 feet to 25 feet? **M. Brolley** if we were allowed to have wetland on the property, we would not need the variation. We need to keep the wetland separate from the lot so that we do not harm the neighbors. **J. Miaso** asked, where is the access road located? **M. Brolley** the access would be off of Horizon Drive. We would create a third leg of the intersection next to the townhouses. **J. Miaso** asked, what is the price point of the homes? **M. Brolley** the price would start around \$580,000 and with buyer options would close around the mid to upper \$600,000 price point. **C. Deveaux** asked, could we discuss the plan for the wetland with the consultant? **S. Brejcha** stated that Pulte is very good about being conscientious early on in the process about identifying special managements areas like wetlands, floodplains and associated buffers. Pulte's plan completely avoids the wetlands that have been delineated on the site. These wetlands are considered regulatory by the DuPage County ordinance. There is also connectivity offsite with the wetlands that would regulate them under the US Army Corp of Engineers. By avoiding the wetlands, there is no Army Corp of Engineers involvement. The 50-foot buffer associated with the wetlands in its existing condition is very degraded. The proposed development has an enhanced native planting 50-



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foot buffer between the wetland line and the proposed lot. We are actually providing an enhancement to the project and the area in general. The overland storm water that will flow will be filtrated through the buffer planting prior to entering into the wetlands. We are completely avoiding the wetlands as well as enhancing them with the buffers.

B. Bucaro Horizon Drive and Lake Street has no traffic controls. Were there traffic studies done and what can you tell us about that? **J. Millan** stated that Lake Street is designated by the State of Illinois as a strategic regional arterial, which means that it carries a lot of traffic. The intent is to continue to flow with that amount of traffic. Going northbound exiting from Horizon Drive, which right now is only a single lane, trying to make a left out, it is difficult. To get a traffic signal there, there would need to be 8 hours of constant traffic volume of 100 vehicle per hour or more to actually warrant a traffic signal, otherwise, the State is not going to allow it. We looked at the traffic volumes and including this development as well as the potential Horizon Plaza that could be going in further north, it does not even come close to warranting a signal. Having said that, this is not the only way to exit the site. You could also go west and connect with Naperville Road and go north. There is a signal at Naperville Road and Lake Street. There is more than one way to exit and also keep in mind that 28 single-family homes would not generate that much traffic. During peak hours, there could be 24-30 total trips in and out and when that is divided over an hour, that is about 1 trip every 2 minutes.

K. Stone I would like to add that this lot was part of the Eagle's Ridge subdivision by Town & Country in the early 1990s. That is why that connection for this parcel has that jog for that roadway connection to Horizon Drive. **B. Bucaro** that was approved but never developed? **K. Stone** there was a lawsuit, Town & Country wanted to put townhomes there and the Village wanted commercial. As part of the consent decree, the property owner agreed to market the site for commercial uses with the intent of there being a connection to Horizon Drive and if that did not come to pass in 15 years, this property would be available to be rezoned for residential provided that the density was less than what was originally proposed. **M. Werden** asked, is there an exit to go south on Route 59? **K. Stone** there is a stub to the south in the event that the properties to the south develop, which is pretty standard for most of our developments. When properties abut vacant land, we typically try to have a connection.

David Hull 1250 Spaulding Rd stated that he is connected to Horizon Drive in the Eagle's Ridge subdivision. My concern is that this is a small plot of land and is right next door to a parking lot for a couple of auto dealerships on Lake Street. I am not sure if the neighbors will want to look at that or what the plans are for greenery and blocking that off. I am more concerned about the traffic that is going to be created. The traffic engineer said that we do not merit a light at Horizon Drive or the frontage road, which is actually what it is at Lake Street. It is going to be very congested. There is going to be a lot more traffic on Horizon Road, Spaulding Road and Naperville Road. It will be more difficult to get out, especially while there is construction and once the homes are built. That will create a lot of mayhem in the morning. This is a nice quiet area that we live in in Eagle's Ridge and we certainly would like to keep it that way. It is 1 lane going each direction through that subdivision and into the single-family homes that we border. I am very concerned about the traffic that we are going to get especially during construction. I appreciate open land and I know there are other locations in Bartlett that might be suitable for these homes. Those are some of my objections to this.



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Don Luwellyn 1136 Peregrine Parkway stated, I am on the board for the Eagle's Ridge Homeowner's Association and I am not against progress, but I suggest that we look at banning turning left from the frontage road from the parking lot to the north, onto Lake Street, which is the lot for the auto dealerships. It is my understanding that when the auto dealership was approved, they agreed that they would not turn left onto Lake Street. However, the reality is, they do turn left. I am requesting that in future, we look at banning turning left from the frontage road onto Lake Street during high traffic periods, which is 7 am to 9 am and 5 pm to 7 pm to address the fact that this is a single-lane road and if you are trying to turn left during a high traffic period that will create a massive backup. I do realize that you have an engineer and landscaper to look at things. There is an area of large oak trees to the south that have been around for decades and I would like to ask that we keep those as opposed to bulldozing them down. I do realize that when you are building a road and putting in sidewalks, reality hits hard, but I would just respectfully ask if there is any way to keep the large trees that are currently in existence. Also, I do not see an emergency ingress/egress. Timberline Road has pavers in the parking lot for emergency vehicles to come off of Naperville Road and cross over the sidewalk onto the pavers to the parking lot to access Timberline Road because there is only 1 road in. Bartlett Ridge, behind the auto mall, there is a gate, which is simply a wire, behind Moretti's so that if something were to happen, emergency vehicles could enter through Moretti's. I am concerned that there is no alternate ingress/egress into Bartlett Meadows.

Michael Murphy 1098 Horizon Drive said, my most important concern is with inviting new neighbors, as a board, that you take responsibility for the frontage road. I would like to see the board consider dedicating the frontage road and absorb that as a dedicated street into the Village of Bartlett as part of this commitment. There is a lot of use of the frontage road and it is deteriorating. The car dealerships have turned out to be poor neighbors. There is an agreement as part of their occupancy that the car porters would not turn left on Lake Street when they come off of the frontage road. They violate that agreement continuously. The police and the Village Board are aware of that. They are just poor neighbors and have failed to abide by the agreement. During rush hour, the car dealership porters and salespeople are taking cars to and from tying up the left lane. They insist on making a left turn coming out of the frontage road onto Lake Street going back to the car dealership instead of making a right turn and going into the cloverleaf as agreed to when they took ownership. We need attention on the frontage road and for Bartlett to maintain that street. I would also look to echo what was said about the emergency ingress/egress. It is a headache trying to exit the frontage road.

K. Stone I will raise the concern to our Public Works Director to discuss if there are maintenance plans for that road.

B. Bucaro asked the petitioner, will any of the large trees on the site be saved? **M. Brolley** said, we do have a tree preservation plan as part of the project. Anything that would be removed would be to avoid impact of the wetlands or to gain roadway access to Horizon Drive. **C. Zehnal** said, there are about 7 trees just south of the entrance. Six of the trees are not part of the changes to the grading. One might be affected and we can look at mitigating any impact on that tree. If anything, it might be a change of 1 foot, but I think we can maybe pull that back and save that tree, but 6 for sure will be unaffected.



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M. Sarwas asked, do we have rights to put up a sign on the frontage road for no left turn at certain hours?

K. Stone we could have the Village's traffic consultant look to see if it is necessary to put a sign in that says "no left turn" at certain times. However, IDOT has complete control of the intersection itself and they are the ones that decide when a signal is warranted and when it is not. **M. Werden** we also have a problem if there is no turn left and there are heavy-duty trucks going through the residential area. **K. Stone** anyone coming out of the car dealer parking lot according to their approved traffic circulation plan that was approved as part of their PUD approvals is that they are to be making a right-hand turn onto Lake Street, using the cloverleaves to get onto Route 59 and then getting back on Lake Street going westbound and making a left into the dealerships.

M. Sarwas what is our recourse if we have approved a plan and they are not following the plan? **K. Stone** we can write local ordinance tickets when we see that. We have received complaints and have reached out to the dealerships and reminded them of the agreement and police have done additional patrols.

B. Bucaro the land to the south is E-1. What does the future plan call for as a possible exit of that subdivision and whatever is to the south of that to have an entrance onto Route 59. **K. Stone** ER-1 is the most restrictive zoning that we have and that is what we automatically zone anything that is annexed into the Village. The Village's Future Land Use Plan calls for all properties on that stretch to be rezoned to commercial uses, but whether or not that would actually happen remains to be seen. This rezoning from commercial to residential could impact those plans in the future. **B. Bucaro** there is a possibility that at some point, that area would have an exit at Baytree Drive. If it had an exit at Baytree Drive, that could warrant a traffic signal. For the long-term plan, ideally, we would try to have a connection where there is another intersection across from it. Between the B-4 lot and the ER-1 parcels to the south, there is a sliver piece that is 7 feet wide at the narrowest points and 15 feet wide at the widest point between those 2 parcels.

J. Miaso made a motion to pass along **a positive recommendation** to the Village Board to approve case **(#25-13) Bartlett Meadow** for a Preliminary/Final Plat of Subdivision, Preliminary/Final PUD, Special Use for the PUD, Rezoning from B-4 to SR-4 PUD and an Amendment to the Future Land Use Plan subject to the conditions and findings of fact outlined in the staff report.

Motioned by: J. Miaso
Seconded by: M. Werden

Roll Call

Ayes: B. Bucaro, J. Kapadoukakis, J. Miaso, A. McSwane, M. Werden, C. Deveaux, M. Sarwas, J. Borkgren
Nays: None

The motion carried.



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Old Business/ New Business

K. Stone said, we may have a meeting next month and be prepared for meetings for the next few months.

B. Bucaro asked if there was a motion to adjourn.

Motioned by: M. Werden

Seconded by: J. Miaso

Motion passed by unanimous voice vote.

The meeting was adjourned at 7:47 pm.