

**MINUTES  
CITY OF ST. CHARLES, IL  
PLAN COMMISSION  
TUESDAY, MAY 6, 2014**

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Members Present:                   Chairman Todd Wallace  
  Vice Chair Tim Kessler  
  Brian Doyle  
  Steve Gaugel  
  Tom Pretz  
  Sue Amatangelo  
  James Holderfield

Members Absent:                   Tom Schuetz

Also Present:                       Matthew O'Rourke, Economic Dev. Manager  
  
  Court Reporter

**1. Call to order**

The meeting was called to order at 7:00 p.m. by Vice Chair Kessler.

**2. Roll Call**

Vice Chair Kessler called the roll. A quorum was present.

**3. Presentation of minutes of the April 22, 2014 meeting.**

**A motion was made by Ms. Kessler, seconded by Mrs. Amatangelo and unanimously passed by voice vote to accept the minutes of the April 22, 2014 meeting.**

**4. 2701 E. Main St. - Drive-Through Stacking Reduction Request (Kolbrook Design)**  
Stuart's Crossing PUD- Proposed Dunkin Donuts

The attached transcript prepared by Chicago Area Real Time Court Reporting is by reference hereby made a part of these minutes.

**A motion was made by Mr. Kessler to recommend approval of the drive-through stacking reduction request with conditions: 1) to include signage to encourage movement to the signalized exit to the east, and 2) to add one more stacking space (from 7 spaces to 8 spaces). Motion seconded by Mr. Gaugel.**

Roll Call Vote:

Ayes: Wallace, Gaugel, Pretz, Doyle, Amatangelo, Holderfield, Kessler

Nays:

Absent: Schuetz

Motion carried:           7-0

**5. Meeting Announcements**

Tuesday, May 20, 2014 at 7:00pm Council Chambers

**Minutes – St. Charles Plan Commission**

**Tuesday, May 6, 2014**

**Page 2**

Tuesday, June 3, 2014 at 7:00pm Council Chambers

Tuesday, June 17, 2014 at 7:00pm Council Chambers

**6. Additional Business from Plan Commission Members, Staff, or Citizens. None.**

**7. Adjournment at 8:18PM.**

1 S100257

2  
3 STATE OF ILLINOIS )  
4 ) SS.  
5 COUNTY OF K A N E )

6 BEFORE THE PLAN COMMISSION  
7 OF THE CITY OF ST. CHARLES

8 In Re the Matter of: )  
9 Drive-Through )  
10 Stacking Reduction )  
11 Request, 2701 East )  
12 Main Street. )

13 REPORT OF PROCEEDINGS  
14 City Council Chambers  
15 2 East Main Street  
16 St. Charles, Illinois 60174  
17 May 6, 2014  
18 7:01 p.m. - 8:18 p.m.

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23 Reported by: Joanne E. Ely,  
24 CSR, RPR  
Notary Public, Kane County, Illinois

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PRESENT:

- MR. TODD WALLACE, Chairman;
- MR. TIM KESSLER: Vice Chairman;
- MS. SUE AMATANGELO, Member;
- MR. BRIAN DOYLE, Member;
- MR. STEVE GAUGEL, Member;
- MR. JAMES HOLDERFIELD, Member; and
- MR. THOMAS PRETZ, Member.

ALSO PRESENT:

- MR. MATTHEW O'ROURKE, Planner.

**REPORT OF PROCEEDINGS -- 05/06/2014**

3

1 CHAIRMAN WALLACE: The meeting of the  
2 St. Charles Plan Commission will come to order.  
3 Tim, roll call.  
4 MEMBER KESSLER: Amatangelo.  
5 MEMBER AMATANGELO: Here.  
6 MEMBER KESSLER: Doyle.  
7 MEMBER DOYLE: Here.  
8 MEMBER KESSLER: Pretz.  
9 MEMBER PRETZ: Here.  
10 MEMBER KESSLER: Gaugel.  
11 MEMBER GAUGEL: Here.  
12 MEMBER KESSLER: Holderfield.  
13 MEMBER HOLDERFIELD: Here.  
14 MEMBER KESSLER: Wallace.  
15 CHAIRMAN WALLACE: Here.  
16 MEMBER KESSLER: Kessler, here.  
17 CHAIRMAN WALLACE: Item No. 3 is  
18 presentation of the minutes of the April 22nd, 2014,  
19 meeting. Is there a motion to approve?  
20 MEMBER KESSLER: So moved.  
21 MEMBER AMATANGELO: Second.  
22 CHAIRMAN WALLACE: Second. All in  
23 favor.  
24 (Ayes heard.)

**REPORT OF PROCEEDINGS -- 05/06/2014**

4

1 CHAIRMAN WALLACE: Anyone opposed?

2 (No response.)

3 CHAIRMAN WALLACE: All right. That  
4 motion passes unanimously.

5 Item 4 on the agenda is 2701 East Main  
6 Street, drive-through stacking reduction request from  
7 Kolbrook Design, Stuart's Crossing PUD, proposed  
8 Dunkin' Donuts. All right. Hold on.

9 Okay. Before we begin -- or actually to  
10 begin, staff would you like to summarize what we're  
11 doing here.

12 MR. O'ROURKE: Sure. This item was  
13 before the Plan Commission at the February 4th  
14 meeting. What is being requested this evening is a  
15 request for a stacking space reduction for the  
16 drive-through.

17 If you recall, the zoning entitlements are  
18 already in place for a drive-through on this property.  
19 As far as a PUD, it's not necessarily part of our  
20 normal process, but as such the zoning code has  
21 provisions for stacking reduction requests which have  
22 to be considered by the Plan Commission before it can  
23 be passed on with a recommendation to the City Council.  
24 So really the item in front of the Plan Commission is

1 basically limited to the stacking space reduction  
2 request.

3 Since the last meeting, the applicant has  
4 revised his plan. That plan has been supported in the  
5 packet. They've also submitted a revised traffic study  
6 to support that plan, and they're here to present those  
7 changes to everybody this evening.

8 CHAIRMAN WALLACE: All right. And the  
9 applicant is here?

10 MR. KOLBER: Yes, I'm here.

11 CHAIRMAN WALLACE: Okay.

12 MR. KOLBER: There's more on the way.  
13 I'm with Kolbrook Design. I can speak to the --

14 CHAIRMAN WALLACE: Okay.

15 MR. KOLBER: -- to the layout, and the  
16 gentleman from the traffic study, from Gewalt  
17 Hamilton --

18 MR. DORON: Yes, I'm here.

19 MR. KOLBER: Oh, he's here. So he's  
20 here to speak about the traffic study itself.

21 So to recap, when we spoke last time, we  
22 presented a plan that showed what we wanted for the  
23 overall drive-through, and the big concern was  
24 circulation on top of the amount of cars stacking.

**REPORT OF PROCEEDINGS -- 05/06/2014**

1                   What we did is we went back to the plan and  
2 came up with a way to minimize circulation issues.  
3 We're going one way around the building itself, so  
4 you'd have cars get in front of you.

5                   The other big concern was where the  
6 drive-through let out, that it would be too much  
7 confusion on that side drive. So we extended the drive  
8 all the way down so it's very clear. Around the  
9 building, it's one way all the way around.

10                  The landlord, you know, has approved of this.  
11 So he has no issues with it, and we think it really  
12 takes away a lot of the circulation issues that we were  
13 discussing last time.

14                  Our parking still meets requirements for the  
15 parking on this site. We have extensive landscaping  
16 that we're adding because of this. So it will spruce  
17 up the site tremendously.

18                  And the stacking issue, which the gentleman  
19 here from Gewalt Hamilton will discuss, their studies  
20 of more similar -- as you recall, the Commission here  
21 asked for similar studies for other Dunkin's of the  
22 same size, as well as they took a look at the Dunkin'  
23 locally that some concerns were raised of how the  
24 traffic was backing up and how that would compare to

**REPORT OF PROCEEDINGS -- 05/06/2014**

7

1 what this store would do.

2 So in the overall plan, we feel that we  
3 really conquered some of the circulation issues that  
4 minimizes or actually takes away a lot of the confusion  
5 that was brought up to our attention at the last  
6 meeting.

7 CHAIRMAN WALLACE: Okay.

8 MR. KOLBER: Also we have the franchisee  
9 here, Karim Khoja.

10 CHAIRMAN WALLACE: Okay.

11 THE COURT REPORTER: Can I get your  
12 name?

13 MR. KOLBER: Steven Kolber, K-o-l-b-e-r.

14 CHAIRMAN WALLACE: Okay. Let's go ahead  
15 with the Plan Commission. Since this is not a public  
16 hearing; correct?

17 MR. O'ROURKE: No. This is not a public  
18 hearing.

19 CHAIRMAN WALLACE: Since it's not a  
20 public hearing, we aren't following the same procedures  
21 as we would in a public hearing. So I think probably  
22 the most appropriate thing would be for Plan  
23 Commissioners to lead the discussion, ask questions,  
24 or, you know, provide any concerns or comments that

1 they may have which would then relate to a motion that  
2 would be entertained by the Chair.

3 Plan Commission.

4 MEMBER GAUGEL: I'll start.

5 I guess, to Matt, the 15 stacking spaces  
6 that's currently there, is it designed to take the max  
7 queue? I mean, is that -- is the purpose of it to  
8 accommodate an average, the maximum that's going to be  
9 there? You know, I guess how did the number 15 come  
10 about?

11 MR. O'ROURKE: Are you referring to  
12 what's in the zoning ordinance standard?

13 MEMBER GAUGEL: That's correct. Yes.

14 MR. O'ROURKE: Essentially, the staff --  
15 and this was done again when the ordinance was revised  
16 in 2006. We looked to the manual from the Institute of  
17 Transportation Engineers who study parking standards  
18 and drive-through standards.

19 They go out, and they survey these various  
20 kinds of driving studies. There's some varying degree  
21 of how many they will get, and they generated some  
22 standards. So the majority of what staff uses for  
23 parking and stacking space was standard coming from  
24 that manual.

1                   MEMBER GAUGEL: So the next question  
2 would be: How many other facilities within the city  
3 are less than that 15 stacking spaces? Do we have a  
4 number, or is there, you know, an 80 percent figure?  
5 Is this the only applicant that would be outside of  
6 that?

7                   MR. O'ROURKE: I couldn't give you any  
8 sort of actual number without having to look into it,  
9 but I would say based on anecdotal experience since  
10 I've been here, every drive-through that's come through  
11 has requested a stacking space reduction or just  
12 about -- at least 80 percent of them.

13                   I can think of one off the top of my head  
14 that meets this, and that's the east side McDonald's.

15                   CHAIRMAN WALLACE: Okay. Brian.

16                   MEMBER DOYLE: I'm going to piggyback on  
17 what was just asked about maximum versus average.

18                   Looking at Section 17.24.100.C, the ordinance  
19 states that quantifiable evidence based on comparable  
20 facilities that demonstrates the number of stacking  
21 spaces may be reduced without the affecting the ability  
22 of the proposed facility to meet the applicable  
23 requirements.

24                   So I think we have implicitly in the

1 presentation materials that are presented an argument  
2 that the quantifiable evidence is there based on the  
3 average queue of cars for -- with the maximum queue of  
4 seven, and in the St. Charles -- on the other side of  
5 town, we have an additional study that showed -- I'm  
6 looking for that. I know that it was a maximum --  
7 average queue of cars, queue four with a maximum queue  
8 of 11 cars.

9 I know one of the -- the third study had a  
10 maximum queue of eight, I believe. Didn't one of the  
11 initial through ones have a --

12 MR. O'ROURKE: That might have been --

13 MEMBER DOYLE: No. It was seven. It  
14 was seven.

15 So we're right at the maximum for the Elgin  
16 location, but we're above the maximum based on the  
17 St. Charles location.

18 Even for, you know, maybe a half hour per  
19 day, the queue goes above seven, what I'm looking at is  
20 the effect that if the queue goes right across the  
21 handicapped parking spaces and blocks those cars in or  
22 out of those spaces.

23 I think the question for the Plan Commission  
24 is how strict should we be on whether or not the

1 evidence demonstrates that the reduction will allow the  
2 site to meet its requirements, assuming that that's the  
3 only place on the parcel where the handicapped parking  
4 spaces can be placed. If they're blocked in, then for  
5 at least that moment in the day, they're not  
6 accessible.

7 I don't know whether -- you know, the  
8 evidence seemed to suggest that maybe for 15 minutes a  
9 day or a half hour a day that's going to be a problem.  
10 If you're the person in that car, and you can't get  
11 out -- I mean, to your question, we looked at a  
12 reduction in the application for a Burger King on the  
13 east side of town, and we specifically were looking at  
14 making certain that the queue went through the middle  
15 of the lot so that cars when they're parked will still  
16 be able to get out and not be trapped in by the queue.  
17 So that's my concern here.

18 I'm concerned, if we just follow the letter  
19 of the ordinance, whether we can find that this  
20 application can meet the requirements of the ordinance.

21 CHAIRMAN WALLACE: Okay. Go ahead.

22 MR. DORON: Chairman, thank you. My  
23 name is Tim Doron, director of transportation for  
24 Gewalt Hamilton, a professional engineering firm that

1 performed a number of parking and queuing analyses for  
2 Dunkin' Donuts and specifically related to this site.

3 So I'm just hearing the discussion about the  
4 requirement, the code requirements for stacking and  
5 so on. I think it was cited -- maybe it was  
6 Commissioner Doyle who cited the study we did on the  
7 other side of town at the Dunkin' Donuts.

8 And that 11 number is parking, not stacking.  
9 I don't know if that was made clear, but that was a  
10 parking, highest parking demand, not queue demand at  
11 1711. That's a parking demand. That's the highest  
12 parking demand.

13 The other thing I would like to mention is  
14 that the tenant, the nearby tenant of AT&T is not open  
15 during our busy hours in the morning, which relieves a  
16 lot of the parking demand in that sector -- in that  
17 lot.

18 With me is Mr. Khoja, who is the owner, but  
19 I'm here to discuss anything about parking, queuing,  
20 stacking.

21 CHAIRMAN WALLACE: Okay.

22 MEMBER DOYLE: May I ask a follow-up  
23 question --

24 MR. DORON: Sure.

**REPORT OF PROCEEDINGS -- 05/06/2014**

13

1                   MEMBER DOYLE: -- here? I'm looking on  
2 page 6 of the staff report, Section B, Revised Plan,  
3 Supplemental Drive-Through Stacking Space Study.

4                   DORON: Yes.

5                   MEMBER DOYLE: The second bullet in the  
6 first main bullet: "An average of queue of four cars  
7 and a maximum queue of 11 cars were observed."

8                   MR. DORON: At 1711 West Main.

9                   MEMBER DOYLE: So maximum queue of 11  
10 cars. So you're saying that's not the drive-through.

11                   MR. DORON: Yeah. In our report, which  
12 is dated March 17th, I don't know if you have that or  
13 not, some drive-through queuing and parking added. The  
14 queue range is from zero to a maximum of 9.

15                   MEMBER DOYLE: Okay.

16                   MR. DORON: Okay. From the  
17 drive-through window, not the order board, from the  
18 drive-through window, there's usually about two cars  
19 between the order board window with an average queue of  
20 about four. In fact, out of the 37 data points or the  
21 times we collected, 33 of them showed a queue of seven  
22 cars or less, seven or less, and the highest parking  
23 demand was 11 cars. So I don't know if that was just a  
24 transcribed error.

1 MR. O'ROURKE: I think that was a  
2 misread by staff.

3 MEMBER DOYLE: Okay.

4 MR. O'ROURKE: I interpreted the results  
5 of the study wrong when I summarized it in the staff  
6 memo.

7 MEMBER DOYLE: Thank you.

8 MR. DORON: I would like to mention,  
9 parenthetically, if I could, Chairman and Commissioner  
10 Doyle, that we do a lot of Dunkin' Donuts work. So  
11 there's no secrets.

12 We went around and surveyed 11 different  
13 Dunkin' Donuts throughout suburban areas, and we  
14 gathered data on parking supply and demand, occupied  
15 spaces, and the longest queue, and there's just two  
16 things I'd like to bring up. The longest we found out  
17 at 1711 was eight cars, and the shortest was three.

18 Now, the difference is that Dunkin' --  
19 different Dunkin' Donuts do different volumes. Access  
20 to this one is going to be specifically attributable  
21 almost to one side of the street. I suppose somebody  
22 traveling the other way could see a DD sign and say,  
23 Oh, I'm going to go in. But it's specifically  
24 attributable mostly to one side of North Avenue.

1           The other thing is that unlike sometimes the  
2 idea that all of us have conjured in our mind about  
3 coffee and drive-throughs, unlike that other supplier,  
4 that other coffee place, yeah, the green, they deal  
5 specifically -- I hate to say this, but I was in one  
6 with my wife because she drinks it this morning, and  
7 they deal so specifically with specialized drinks that  
8 the wait time, the queue time is enormous.

9           The typical queue time here is about  
10 90 seconds. That's what we found, and we did a lot of  
11 surveys, a lot of them. It's about 90 seconds. So  
12 from the time you order to the time you pick up your  
13 hot cup of Dunkin' Donuts coffee is about a minute and  
14 a half. The other place is much longer. So that queue  
15 moves through rather rapidly.

16           So if we can just focus a little bit on the  
17 site plan here, so we have stacking available one, two,  
18 three, four, five, six, seven, and in the -- I don't  
19 want to say rare case or extreme case, but sometimes if  
20 there was an eighth car, it would go there and block  
21 the handicapped space of which there's two other  
22 handicapped spaces, and that would move rather rapidly  
23 and dispel that queue rather rapidly.

24           So there's two things. There's the operation

1 of how quickly they serve coffee, and it's the amount  
2 of space, and the fact that this is a one-way  
3 operation, so if we block half that aisle, people can  
4 get around. So that was our recommendation to make it  
5 a one-way operation through there.

6 CHAIRMAN WALLACE: Other questions, Plan  
7 Commi ssi oners?

8 MEMBER GAUGEL: Yes. I have a question.  
9 In your letter, the one dated March 17th,  
10 under the discussion point, it says, "It should be  
11 noted that the Dunkin' Donuts at 1711 West Main Street  
12 in St. Charles does much more business than is  
13 projected at the proposed site at 2701."

14 I think everybody here is very familiar with  
15 the volume that goes through the site on the west side  
16 of town. Why is that?

17 MR. DORON: Again, from my perspective,  
18 because it's one-sided -- it's relatively one-side  
19 loaded because North Avenue is a six-lane median  
20 divided highway. So unless you're going in that  
21 direction on that side of the road where you can pull  
22 in, get your coffee, and pull out, you probably won't  
23 make the U-turn or turn in and to go back. I hope they  
24 do, but I don't think many will. Most of them will be

1 single loaded.

2 MEMBER KESSLER: Wait. Where are we  
3 talking now?

4 MR. DORON: I'm sorry?

5 MR. KESSLER: It's the same condition on  
6 the east side.

7 CHAIRMAN WALLACE: It's not the east  
8 side. It's the west side.

9 MR. DORON: You mean, the west side.

10 MEMBER KESSLER: The west side.

11 MR. DORON: The one on the west side.

12 CHAIRMAN WALLACE: We're not median  
13 divided there. It's the same thing as the west side.

14 MR. DORON: Yeah. It's a different  
15 roadway, a different type roadway.

16 MEMBER GAUGEL: It's the same.

17 CHAIRMAN WALLACE: No. It's the same.

18 MR. DORON: But there's no median in the  
19 middle.

20 MEMBER GAUGEL: There is no median in  
21 the middle.

22 MR. DORON: Yeah.

23 CHAIRMAN WALLACE: No. There is not.

24 MR. DORON: Yeah. There is a median in

1 the middle of this -- no.

2 CHAIRMAN WALLACE: No.

3 MR. DORON: You are correct. I stand  
4 corrected. I stand corrected.

5 MEMBER GAUGEL: Again, to go back to my  
6 question, what's different from what you're doing  
7 that -- the way you say does much more business than  
8 projected. How do you quantify that?

9 MR. DORON: If I may have the owner  
10 address that. That's kind of a business plan issue.  
11 I'll let him --

12 MR. KHOJA: Do I need to be sworn in?

13 CHAIRMAN WALLACE: No. It isn't a  
14 public hearing.

15 MR. KHOJA: Okay. Karim Khoja,  
16 K-a-r-i-m K-h-o-j-a, and I have an operating partner  
17 with me Tom Thiem.

18 Commissioners and Ladies and gentlemen, we  
19 have been -- me and Tom operate 44 stores in the  
20 Chicagoland area. We're the largest Dunkin' Donuts  
21 operator in the Chicagoland area. We have got 13  
22 stores in the city of Chicago, ranging from the  
23 Wisconsin border, and we just opened a store in DeKalb,  
24 Illinois.

1           Some of our other stores in the neighborhood  
2 include Aurora at Kirk and Butterfield, and we just  
3 bought the Goody's property in St. Charles, so that's  
4 going to be a two-tenant Dunkin' Donuts/Baskin-Robbins,  
5 and we just signed -- just under construction in North  
6 Aurora --

7           MR. THIEM: Orchard Road across from  
8 Woodman's.

9           MR. KHOJA: Orchard Road across from  
10 Woodman's. So we're making our way towards the western  
11 suburbs. We have another site identified in  
12 St. Charles, which we're not going to mention, that  
13 we're negotiating with which is on the other side of  
14 North Avenue not too far from this site.

15           So I have been doing this since I was seven  
16 years old. We are perfectionists at what we do.  
17 Obviously, the brand is very, very loyal to us, and  
18 we're very loyal to them. We have been in the business  
19 for a long time. We run some of the fastest  
20 drive-throughs in the city.

21           So going back to your question, why is the  
22 other one -- I don't want to share numbers. I know  
23 what the franchisee does in volume. He has been the  
24 only store there for a long, long time, and when you

1 have a store that's been established for so many years,  
2 and he recently remodeled, does a great job. I have  
3 never been in there, but assuming he does a great job.

4 The stacking and the queuing is all internal  
5 in the lot. AT&T has a long-term lease with this  
6 landlord. So I don't believe they're going anywhere.  
7 The point I'm trying to make is if for that 20 or  
8 30 minute expanse that this queue goes past, AT&T  
9 doesn't even open up until 11:00 a.m. Our busiest hour  
10 is 7:00 to 8:00 in the morning.

11 Our stacking, if you look at it, if it's got  
12 worse than the seven or eight cars, there is no way any  
13 of these cars are getting on to North Avenue or  
14 hindering any of the traffic on North Avenue.

15 Tom can speak more of our service and speed.

16 MR. THIEM: Tom Thiem. On average, our  
17 cars make it through the drive-through in about 100  
18 seconds. So that's the time that they stop at the  
19 first menu board to the time they pick up their coffee.  
20 We put through an average of 2- to 300 cars per day,  
21 which is from 5:00 a.m. until 10:00 a.m. Pretty much  
22 that's our whole business. So I really don't see the  
23 cars going outside the stack, if we're moving that  
24 fast.

1 CHAIRMAN WALLACE: What do you  
2 anticipate for movement after the point of service?  
3 Because it seems like cars potentially have two  
4 choices: They can either move behind the Walgreens  
5 next door and go out the light-controlled point on  
6 Route 64 --

7 MR. THIEM: True.

8 CHAIRMAN WALLACE: -- or they can circle  
9 back around the restaurant next to where they just were  
10 going through the drive-through and come out to the  
11 private street and go back up to 64 and make a right or  
12 left turn there.

13 MR. THIEM: Then they'll get to the  
14 light too behind the Walgreens there.

15 CHAIRMAN WALLACE: Well, yeah, that  
16 would be the first one.

17 MR. THIEM: Right. Exactly.

18 CHAIRMAN WALLACE: And the second one  
19 would be going out the private street.

20 Do you have any other Dunkin' Donuts where  
21 you could even just -- I mean, at any of your other  
22 stores, do you have the same situation because one of  
23 the issues that I think came up in the public hearing  
24 was the fact that now you have cars that are waiting,

1 that are queued, and you have other cars that are  
2 coming around those queue of cars that are then going  
3 against cars trying to back out of spaces.

4 If you've ever been to the other Dunkin'  
5 Donuts, I think that's what everyone has in their mind  
6 of what a madhouse that is in the morning with cars  
7 trying to get in and out and cars being queued, not  
8 knowing where to go, et cetera, and that's -- you know,  
9 that's the main thing that we want to prevent.

10 MR. KHOJA: What would you prefer? We  
11 can put signs -- you know, if the Plan Commission says,  
12 you know, we would like everyone to exit off of, you  
13 know, the signalized intersection, we would force  
14 everybody to go that way and not make that --

15 CHAIRMAN WALLACE: Well, it's not what I  
16 prefer, but the reason we have a zoning ordinance is  
17 because we know that there are certain ways that humans  
18 will behave. That's why we want to plan the site in  
19 such a way that they will do what makes the most sense.

20 If we're trying to get them to exit in a way  
21 that doesn't make sense or that's too far away from  
22 where they came in, they're not going to do it.  
23 They're going to turn the wrong way. They're going to  
24 go around. They're going to -- you know, who knows

1 what's going to happen.

2 My question is based on the site plan that's  
3 in front of us, what do you anticipate happening?

4 MR. DORON: I think that what we've seen  
5 in the 11 Dunkin' Donuts we surveyed, including the  
6 1700 Main Street, that this is on the south side of the  
7 street catching eastbound traffic. That's what we're  
8 not --

9 CHAIRMAN WALLACE: Okay.

10 MR. DORON: -- because of North Avenue.  
11 It may not have a barrier in the area -- in the middle,  
12 but it's still six lanes wide at that point. This will  
13 capture a predominant amount of its traffic going in,  
14 eastbound, in, taking their coffee, and going back out  
15 the same direction.

16 There will be some destination people coming  
17 through from the west. We all know that. If you need  
18 a Dunkin' Donuts cup of coffee, you're going to get it.

19 The only one I can remember that did this,  
20 and it's going to do volumes, I believe, well in excess  
21 of this was in Morton Grove, a similar situation. But  
22 please keep in mind that the drive aisles are 24 feet  
23 wide. So there is plentiful room, and even though,  
24 like I said before, I don't anticipate the queue.

1 Maybe for a few minutes in the morning it could stack  
2 to eight cars, but generally most of the time it will  
3 be four and five cars; and that's data that we've  
4 collected, that we know because we do a lot of Dunkin'  
5 Donuts, that that's probably the typical queue. So at  
6 that time people will bypass or go around.

7 Now, I think what you're saying is if the  
8 person gets their cup of coffee and they want to go  
9 back to the east, how are they going to go. They're  
10 going to have to circle the site -- you are correct  
11 because of the one-way operation -- come back out to  
12 the private drive and then go to the east again or head  
13 down to the signal and go to the east.

14 I suppose if, you know, all the sites in the  
15 world are optimal, you have one set path, and it would  
16 be right next to an intersection. It doesn't work that  
17 way. One thing about these places, as the owner said,  
18 they are busy in the morning, and that's it. The rest  
19 of the day has some things going on, but they do most  
20 of their business in that three hours in the morning.

21 MR. KHOJA: Five hours.

22 MR. DORON: Five hours in the morning.

23 MR. KHOJA: 80 percent of our business  
24 is between 5:00 and 10:00 a.m.

1 MR. DORON: So with the 24-foot-wide  
2 aisle and plenty of space to circulate around, I  
3 just -- I professionally don't have a problem with  
4 that.

5 MR. KHOJA: AT&T doesn't open until  
6 11:00.

7 MEMBER HOLDERFIELD: I have a concern  
8 here. I'm very impressed with all the improvements  
9 that you made from the last time we met with the  
10 diagonal parking around the perimeter here.

11 As I sit here, and I'm not really -- the  
12 stacking problem I understand, and the flow I think is  
13 going to be okay; but I'm looking at the handicapped  
14 parking, and the rest of the parking is diagonal. I  
15 never even thought about this until this afternoon when  
16 I went out to the site.

17 If the handicapped parking were to be  
18 diagonal, you'd probably pick up another stacking  
19 space, and it would be easier for the handicapped  
20 people to make a diagonal turn left into instead of  
21 trying to make a 90-degree turn into that spot. I  
22 really think you could pick up another stacking space.

23 Just looking at my little sketch here, as I  
24 draw it, I don't know if we end up -- I think you could

1 still get three handicapped spaces in there. You might  
2 have to trim off that corner on the northeast, but that  
3 would be easier to access than trying to make a  
4 90-degree turn right into that.

5 I think it would solve two problems there.  
6 We were talking about the handicapped and not blocking  
7 them in, which would make it more accessible, and I  
8 think you'd end up with another stacking space.

9 So I just see that as a possibility, and the  
10 flow -- if you're going to have a drive-through, I  
11 don't know how you can do it any differently. It's  
12 just where it's at. I think you can just shift a  
13 little bit, turn those diagonal, and you get your three  
14 spaces in there, and I think you'll have the parking.

15 MR. DORON: I'll certainly take that  
16 under advisement. I have to plead some ignorance on  
17 this because I'm not sure what you can do with  
18 handicapped spaces. If you can go to 75 degrees. It's  
19 the loading. I don't think it's the spaces. It's the  
20 loading adjacent to it, the loading space adjacent. I  
21 don't know.

22 MEMBER HOLDERFIELD: Well, I'm talking  
23 about the accessibility for -- you have handicaps or  
24 not, if you make a 90-degree turn --

**REPORT OF PROCEEDINGS -- 05/06/2014**

27

1 MR. KOLBER: Right.

2 MEMBER HOLDERFIELD: -- it's going to be  
3 tough.

4 MR. KOLBER: It is doable, what you're  
5 requesting. We thank you for that. That certainly  
6 is -- it's absolutely doable.

7 MR. DORON: Good thought. So now, we  
8 would shift as going -- let's say go to 75 degrees, so  
9 not a real --

10 MEMBER HOLDERFIELD: Well, whatever the  
11 angle would be.

12 MR. DORON: Yeah.

13 MEMBER HOLDERFIELD: I'm sure --

14 MR. DORON: Yeah. That's 90, so 75. I  
15 don't think you'd go to 45 or 60.

16 MEMBER HOLDERFIELD: I'm talking about  
17 the accessibility too here, and I just see that as --

18 MR. DORON: Sure.

19 MEMBER HOLDERFIELD: -- you know, if you  
20 take a little bit.

21 MR. DORON: It frees up a little space,  
22 another car in there, another 20 feet, sure.

23 MEMBER HOLDERFIELD: That's my comment.

24 CHAIRMAN WALLACE: Brian.

1 MR. DORON: That's a good point.

2 MEMBER DOYLE: A question for staff,  
3 what's the required number of handicapped spaces for  
4 the 29 required, 29 shared spots; is it three?

5 MR. O'ROURKE: I don't know those rules.  
6 That's really administrative, more in the building and  
7 code enforcement division. It's based on total number  
8 of parking spaces. So the applicant might know better  
9 than I do.

10 MR. KOLBER: Don't quote me on this, but  
11 I think it's two for that amount. One to 20 is one,  
12 and then from there it's two. I think it will fall in  
13 that two range, but that's off the top of my head.

14 MR. O'ROURKE: It's based on total  
15 number of parking spaces. Right. Not zoning.

16 MEMBER DOYLE: I looked in the zoning  
17 ordinance, and the zoning ordinance on that point says  
18 the same thing. It says that it is -- it references  
19 state law.

20 MR. O'ROURKE: Yeah. The ADA.

21 MEMBER DOYLE: It doesn't include the  
22 amount here.

23 I will say that if the amount is two and I'm  
24 looking at the current diagram here, it looks to me

**REPORT OF PROCEEDINGS -- 05/06/2014**

29

1       I like you've got a space -- on the east side, you've got  
2       an accessible space, you've got the loading area --

3               MR. DORON: This one here?

4               MEMBER DOYLE: -- south.

5               MR. DORON: Oh, down here.

6               MEMBER DOYLE: No, no, no, no, no. Up  
7       here. That one, then the loading area, and then you  
8       have a nonhandicapped space right in there.

9               If that were made a handicapped space and if  
10       it clearly then -- do you understand what I mean? To  
11       push both handicapped spaces as far to the east as  
12       possible.

13               MR. DORON: To the east.

14               MEMBER DOYLE: And if, in fact, two  
15       meets the standard, then you have -- then even if the  
16       queue goes -- there's an additional car into that  
17       area --

18               MR. DORON: Right in here.

19               MEMBER DOYLE: -- it's not blocking  
20       those two required handicapped spaces.

21               MR. KOLBER: What's shown there now is  
22       exactly the way it is now. We just have to pull the  
23       section with the depressed -- we see where the loading  
24       area is, and we can look at the sidewalk. Those are

1 depressed areas where you can wheel like -- we have to  
2 line it up, so it lines up with the depressed concrete  
3 area as it is, but it's certainly something we can  
4 work on --

5 MEMBER DOYLE: Yeah.

6 MR. KOLBER: -- to make that work.

7 MEMBER DOYLE: If we could find out, I  
8 would be in a position to recommend for approval of  
9 this application if the requirement is two. That would  
10 remove all of my reservations because then I would feel  
11 confident that your -- that the numbers that you're  
12 presenting, and even if it does go to a queue of eight,  
13 which is getting pretty close to the maximum that we  
14 observed at any time, the likelihood of one of those  
15 handicapped spots being blocked in --

16 MR. DORON: Yep.

17 MEMBER DOYLE: -- is much lower.

18 CHAIRMAN WALLACE: Just a suggestion, I  
19 mean, we could recommend approval -- I mean, if this is  
20 the direction we're going, what we can do is recommend  
21 approval on the condition that one more stacking space  
22 be added. I mean, if they have to, if there was one  
23 additional stacking space on the plan, they could  
24 accommodate those handicapped spaces whether by making

1       them diagonal or moving them around, whatever they need  
2       to do.

3                   MEMBER DOYLE: Yes. And how many spots?  
4       We currently have how many spots on the -- if I go back  
5       to the --

6                   CHAIRMAN WALLACE: The number of parking  
7       is in excess of what --

8                   MEMBER DOYLE: It's in excess right now?

9                   CHAIRMAN WALLACE: Right. By quite a  
10       bit, I think 15 spaces, isn't it?

11                   MR. O'ROURKE: The number required by  
12       the ordinance?

13                   CHAIRMAN WALLACE: Yes.

14                   MR. O'ROURKE: It's 15.

15                   CHAIRMAN WALLACE: Yeah.

16                   MEMBER KESSLER: They're at 29.

17                   CHAIRMAN WALLACE: Yeah. Way in excess,  
18       so. . .

19                   MEMBER DOYLE: Okay. So would the  
20       applicant be amenable to --

21                   MR. KOLBER: I got it. Thanks for  
22       Smartphones. It is 1 to 25 is one space, and then 26  
23       to 50 is two spaces. So we would be at the two spaces  
24       for this.

1                   MEMBER DOYLE: Okay. And the required  
2 amount for this parcel is 29; right?

3                   MR. O'ROURKE: That's correct for the  
4 Dunkin' Donuts.

5                   MEMBER DOYLE: So the applicant could  
6 reduce the number of spaces, push the two handicapped  
7 spaces all the way to the west, even bump out that  
8 walkway there potentially; right?

9                   MR. DORON: Well, this is depressions  
10 for the -- obviously, your load, and then the  
11 wheelchair could go up the depression there. So if  
12 that became the next handicapped space, then we'd still  
13 have to line up with the depression for the wheelchair  
14 to go up over the curb.

15                   MEMBER DOYLE: Sure. Sure. But then  
16 you'd have one more stacking.

17                   MR. DORON: Or until we alter the  
18 depression.

19                   MR. KOLBER: It may be we can alter the  
20 depression. The amount of work -- curbing that we're  
21 doing anyway, we can alter the depressions to line up  
22 so that it will work.

23                   MR. DORON: So we can do it.

24                   MEMBER DOYLE: Yeah. I would feel much

1 more comfortable with a reduction to eight spaces.

2 MR. DORON: Eight stacking.

3 MEMBER DOYLE: If that can be done,  
4 then --

5 MR. KHOJA: If we go to eight, then  
6 you're okay with blocking the regular spots since we're  
7 over parked?

8 MEMBER DOYLE: I don't even think you  
9 need those parking spots there.

10 MR. KHOJA: So just go three handicapped  
11 and -- or two handicapped and no parking.

12 MR. O'ROURKE: That would reduce the  
13 overall parking count to 35, but assuming the zoning  
14 ordinance is at --

15 MEMBER DOYLE: Yeah. I'd rather not  
16 have a parking space blocked in. I'd rather, you know,  
17 see the site design truly accommodate an eight stack  
18 drive-through, you know, in terms of how the curbing  
19 and how that sort of bump-out island is configured.

20 MR. KHOJA: So since I'm a tenant and  
21 not the landlord, I can speak -- I can't speak for the  
22 landlord since I have to go back to him and say you're  
23 going to lose, you know, one of your prime spots in the  
24 front.

**REPORT OF PROCEEDINGS -- 05/06/2014**

34

1                   Would you guys be okay with one spot there if  
2 it gets blocked?

3                   MEMBER DOYLE: Yes, I would be.

4                   MR. KHOJA: Because at worst case, if it  
5 goes to eight cars, it's going to get blocked for maybe  
6 20 minutes a day at worst.

7                   MEMBER DOYLE: Yes. I don't have a  
8 problem with a surplus parking spot being blocked.

9                   MR. KHOJA: Being blocked. Okay.

10                  MEMBER DOYLE: I do have a problem --

11                  MR. KHOJA: Because it's an easier sell  
12 for me to tell the landlord. If I owned the property,  
13 I could make decisions right now on the fly, and, you  
14 know, do whatever it takes; but since I'm not the  
15 landlord, I'm the tenant, I have to be careful. I've  
16 got to go back to Mr. Landlord, and, you know, and tell  
17 him that, you know, even though I'm paying for all this  
18 stuff that's going on on this property, it's his final  
19 decision because he owns the property.

20                  CHAIRMAN WALLACE: I'm sure you have  
21 sufficient leverage.

22                  MEMBER HOLDERFIELD: Let me catch up  
23 here. So I think what you're saying is we're reducing  
24 this from three handicapped to two.

1 MEMBER DOYLE: There's a third  
2 handicapped spot there, but we have on record -- we  
3 know that it's one surplus.

4 CHAIRMAN WALLACE: Right.

5 MEMBER KESSLER: Yes. Right.

6 MEMBER DOYLE: I'm concerned about  
7 approving a motion that would possibly result in a  
8 required handicapped spot being blocked in. Even if  
9 there is a third handicapped spot there and it's not a  
10 required spot, then --

11 MEMBER HOLDERFIELD: I see what you're  
12 saying.

13 MEMBER DOYLE: Yeah.

14 MEMBER HOLDERFIELD: But I still want to  
15 maintain this diagonal thing because of accessibility  
16 as we're talking about handicaps and being able to get  
17 in. It would be a tight turn in that first one. So  
18 going down to two, with the diagonal, I think that's an  
19 answer that's acceptable. If there's a third one,  
20 that's fine too.

21 MEMBER DOYLE: Yeah.

22 MR. DORON: It looks like you can do  
23 both, go down to two and go diagonal.

24 MEMBER HOLDERFIELD: Say it again.

1 MR. DORON: I think what you're  
2 concerned with is geometry here. Although that  
3 geometry works, obviously, because that's a --

4 MEMBER HOLDERFIELD: Well, I'm talking  
5 about the turn radius.

6 MR. DORON: It's a tighter radius, but  
7 truthfully it's there now, so it's working. So if we  
8 went diagonal, like you suggested which is a good  
9 suggestion, and eliminated one spot, I think that  
10 covers it.

11 So this would go. This handicapped spot  
12 would go. These would slide over. So you'd have two  
13 handicapped spots.

14 MEMBER HOLDERFIELD: That gets to your  
15 stacking problem.

16 CHAIRMAN WALLACE: Really the focus  
17 would be to add one stacking space.

18 MEMBER DOYLE: Yes.

19 CHAIRMAN WALLACE: If in doing that you  
20 have to take away unnecessary space, then that's fine,  
21 but really our concern is adding one.

22 MR. DORON: Sure.

23 MEMBER DOYLE: I think you're right.

24 CHAIRMAN WALLACE: So, I mean, we can

1 make those things conditions of the motion.

2 MEMBER GAUGEL: One clarification, can  
3 you just state where you read -- what you were reading  
4 from that said only two is required?

5 MR. KOLBER: That's the Illinois  
6 Accessibility Code --

7 MEMBER GAUGEL: Okay.

8 MR. KOLBER: -- which is the state code  
9 that drives most municipality handicapped parking.

10 MEMBER GAUGEL: Thank you.

11 CHAIRMAN WALLACE: Sue.

12 MEMBER AMATANGELO: We focused all of  
13 our discussion here on the hours of 7:00 a.m. to  
14 10:00 a.m. I was curious as to whether or not there  
15 were any plans to include a Baskin 31 ice cream piece  
16 of this because I know a lot of times Dunkin' Donuts do  
17 have that.

18 MR. KHOJA: What's your favorite flavor?

19 So the Goody's will have a Baskin-Robbins.  
20 That decision is not up to me. I wish it was. If it  
21 was, then we would have a Baskin-Robbins in here. That  
22 decision is up to corporate because they have certain  
23 radius that they cannot -- you know, Baskin-Robbins is  
24 a very -- very low profitable -- ice cream is very low

1 profitable, and they don't want too many too close.

2 So even though I'm the same owner as the  
3 Goody's, they're going to be very careful on putting a  
4 Baskin-Robbins in.

5 How many square feet do we have total?

6 So it's approximately 2200 square feet. So  
7 we could add a Baskin in here if we wanted to.  
8 Understand, the majority of -- I own 22 Baskin-Robbins  
9 currently. So the majority of the Baskin-Robbins  
10 business gets done after 7:00 p.m., and it's the  
11 complete opposite of Dunkin' Donuts. Dunkin' is 7:00  
12 a.m. to 10:00 a.m. Baskin is 7:00 p.m. to 10:00 p.m.  
13 So the complete opposite ends of the spectrum when it  
14 comes to the time when they are at their peak.

15 MEMBER AMATANGELO: Thank you.

16 CHAIRMAN WALLACE: All right. Any other  
17 questions or comments from the Plan Commission? Okay.  
18 Anything else from Plan Commission?

19 (No response.)

20 CHAIRMAN WALLACE: All right. Members  
21 of the audience, if anyone wishes to offer comments or  
22 ask any questions.

23 MS. BAYER: Yes.

24 CHAIRMAN WALLACE: Yes, ma'am.

1 MS. BAYER: I'm Carol Bayer, 45 Stirrup  
2 Cup Court. I have been a resident for 30 years. I  
3 have no financial interest, no political interest,  
4 however, I have two concerns.

5 I am partially deaf. So I am really into  
6 disability acts, and I'm concerned -- I surveyed local  
7 bus companies that take disability people, and their  
8 buses average 14.5 feet wide by 45.4 feet long, and  
9 that takes into consideration the space needed for the  
10 mechanics which require 5 to 6 feet to lower a  
11 wheelchair and help the people who need assistance.

12 So I'm concerned will this plan accommodate a  
13 bus of those dimensions, or would they not be able to  
14 enter Dunkin' Donuts?

15 This comes under the Architectural Act, which  
16 is under the American Barrier Act, which is under the  
17 American Disabilities Act, which is under the U.S.  
18 Department of Justice. This is my concern.

19 While I'm here, I have another concern, or  
20 should I talk to you about that?

21 CHAIRMAN WALLACE: Would you like that  
22 question answered first?

23 MS. BAYER: Yes.

24 CHAIRMAN WALLACE: Okay. Does the

1 applicant wish to offer a response?

2 MR. KOLBER: We appreciate the need to  
3 park something like that, but there is no code  
4 requirement to do that. You know, you'll see some  
5 restaurants that have bus parking, but generally, the  
6 Illinois Accessibility Code only requires, for parking  
7 for ADA compliance, the sizes of the spaces shown here  
8 and the required loading, that hatched pattern next to  
9 the spaces, and the depressed area.

10 So you have, you know, without barriers, that  
11 wheelchairs can access the establishment, whether it's  
12 a store or retail or whatever, but to accommodate a bus  
13 is nice, but it's not a requirement.

14 MS. BAYER: So they would not be  
15 permitted to park there. There wouldn't be room.

16 MR. KOLBER: I'm not saying that. I'm  
17 just saying that we're not required to do that. If  
18 there's a need for such, you know, accommodations, I'm  
19 sure it's something that can be addressed, but it's not  
20 required by code. The site itself as it stands now,  
21 the previous restaurant never accommodated that. You  
22 would be hard pressed to find a normal restaurant that  
23 would have that type of accommodation unless it was a  
24 roadside-type place like a Cracker Barrel. Those kind

1 of places have accommodations for buses and larger  
2 transportation, but in a normal retail, restaurant,  
3 that's not a requirement by code.

4 MS. BAYER: The other concern I have --  
5 did I misunderstand because of my hearing that you said  
6 that there were three handicapped parking places?

7 MR. KOLBER: Yes. There's three  
8 handicapped parking places shown.

9 MS. BAYER: My only comment too, sir, I  
10 beg your pardon. I was over there the other day.  
11 T-Mobile has two, and there are two at the -- in front  
12 of the building that you want to be in.

13 MR. KOLBER: The requirement isn't for a  
14 tenant. It's for the whole space, the whole lot there  
15 for the parking, and we have what we're showing here.  
16 Even if it's not there, we have the space to put it in,  
17 and per the commissioner's suggestion, we're going to  
18 change that anyway and have potentially three parking  
19 spots, which is one in excess of what the code  
20 requires, which is shown on our plan now.

21 MS. BAYER: Okay. I'll move on. Bear  
22 with me.

23 I assume that you have asked permission or  
24 talked to the owner of the Toyota dealership regarding

1 the private drive next to the property that you're  
2 talking about. This is the property you're talking  
3 about. This is Toyota.

4 This space here is a private drive, and the  
5 Toyota dealership pays taxes and maintains that, and  
6 there's always been a problem when cars come around --  
7 if there's another car and they don't want to wait,  
8 they shoot out there and go down the private drive  
9 onto 64.

10 Has this been addressed? Has this been  
11 addressed?

12 MR. KOLBER: I will defer to --

13 MS. BAYER: Has this been addressed?  
14 Have you asked permission from the Toyota owner to use  
15 that private drive? I know you haven't because I have  
16 asked --

17 MR. DORON: Would you address the  
18 chairman?

19 MS. BAYER: -- him, and he says you  
20 haven't.

21 CHAIRMAN WALLACE: Ma'am. Ma'am.  
22 Ma'am.

23 MS. BAYER: He sits right here.

24 CHAIRMAN WALLACE: First of all --

1 MS. BAYER: He has not been asked.

2 CHAIRMAN WALLACE: Okay. First of all,  
3 I'm letting you speak tonight as a courtesy. We have  
4 already had a public hearing on this, and that was the  
5 time to present information -- to present testimony, to  
6 present information.

7 I appreciate the fact that you're bringing  
8 this up; but if the Toyota dealer doesn't want them  
9 using Toyota dealer's property, then they have legal  
10 remedies to prevent them from doing so. So I don't  
11 know if there is an easement agreement. I don't know  
12 if there's an access agreement.

13 MS. BAYER: There is not.

14 CHAIRMAN WALLACE: Ma'am, do you own the  
15 Toyota dealership?

16 MS. BAYER: Pardon me?

17 CHAIRMAN WALLACE: This is not up to you  
18 to determine what legal rights the Toyota dealer has  
19 nor is it up to the city.

20 MS. BAYER: But you're going to make --

21 CHAIRMAN WALLACE: Ma'am, I'm speaking.  
22 They are here before us on an application for something  
23 very specific. There was already a public hearing, and  
24 we have to follow the process of law. The process says

1 that we have a public hearing, we entertain evidence  
2 for and against an application, and then after that is  
3 done, we vote on it.

4 Now, I'm happy to have you address the  
5 arguments and the information that has been made here  
6 tonight, but I'm not just going to have a free-for-all  
7 where you're sitting here yelling at them about things  
8 you don't know about.

9 MS. BAYER: I just asked a question. I  
10 didn't mean to say it so loud. I am deaf, and so I  
11 speak loudly.

12 CHAIRMAN WALLACE: Okay. Well, I  
13 appreciate that, but I would also appreciate it if you  
14 would address the points that were made in the  
15 presentation if you have any other questions or any --

16 MS. BAYER: These were the only two.

17 CHAIRMAN WALLACE: -- points to make.

18 MS. BAYER: These are the only two that  
19 I have.

20 CHAIRMAN WALLACE: Okay. All right. Is  
21 there anything else?

22 MS. BAYER: So I cannot have the owner  
23 of Toyota talk to you about this?

24 CHAIRMAN WALLACE: If the owner of

**REPORT OF PROCEEDINGS -- 05/06/2014**

45

1 Toyota wants to speak with us about it, he can do so.  
2 That's up to him.

3 MS. BAYER: Would you like to speak,  
4 sir?

5 MR. ALF: Yes.

6 CHAIRMAN WALLACE: Do you have anything  
7 to add?

8 MR. ALF: I just would like to say that  
9 I didn't know about the public meeting.

10 CHAIRMAN WALLACE: Okay.

11 MR. ALF: The private drive is a private  
12 drive. Mayor Klinkhammer, when they put that in, she  
13 came to me and said that that driveway would be used as  
14 a fire exit only. We have utilities easements there,  
15 but as far as that road.

16 I welcome them coming to the street, you  
17 know, more business is more business for the city and  
18 for everything. We went through a tough period in  
19 time, anybody who is on Route 64. I bought another  
20 building, and my tenant failed during that tough time.

21 Our business dropped off 30 percent. I'll  
22 equate that to \$20 million a year lost sales. That's  
23 been a tough time for anybody on North Avenue as you  
24 can recognize, and as your coffers show too because the

1 sales tax dropped off.

2 I am concerned that that road will become  
3 even a more prevalent deal when we have a drive-up.  
4 I'm concerned. I'd like the new tenant, the new  
5 business to please come and talk to me so we can  
6 somehow manage that and work that through.

7 Coming around this way generally says that  
8 the people should egress that way, generally. We'd  
9 have to emphasize that to a much greater extent because  
10 coming that way -- your hours of peak operation are the  
11 same hours that my customers come in. At 6:30 in the  
12 morning, service opens up.

13 Now, I can tell you we lost most of our  
14 service business during the highway because people  
15 wouldn't tolerate being backed up, tolerate it at all.  
16 Our best customers would go someplace else.

17 So we have to work together with this  
18 situation, and exiting through the stoplight is the  
19 safest way, you know, because if they come through this  
20 thing, come back, and angle back through, they're going  
21 to be facing, you know, things there.

22 I really can't give up any more months of  
23 poor business in that situation, but it is my road. It  
24 was set up -- if you don't know, the reason that road

**REPORT OF PROCEEDINGS -- 05/06/2014**

47

1 was put in and I bought the property in the back was to  
2 ease traffic on Route 64. I've spent millions of  
3 dollars trying to do that and have egress of my  
4 service, my delivery, and my testing of cars out that  
5 back. I need customers to be able to come in the  
6 front.

7 And I'd like you to understand that, and  
8 you're in error to go this far and not visit your  
9 neighbor.

10 MR. KHOJA: No sir.

11 MR. ALF: In fact, in the past -- yes,  
12 you are.

13 MR. KHOJA: With all due respect, sir,  
14 this is the first time I'm hearing this. As I said,  
15 I'm a tenant. You would assume, as a tenant, the  
16 landlord has taken care of -- if I was a landlord, if I  
17 owned this building, believe me, you and I would be  
18 having coffee 10 times a day trying to figure this out.

19 Okay. Obviously, the Qdoba was there way  
20 before I was there, and I apologize. Listen, I  
21 apologize for not knowing that this is a private road.  
22 This is all new information to me tonight. Here's my  
23 business card. I would love to share business cards.  
24 I'd love to sit down with you. Like I said, we own 44

1 of these. We are the greatest neighbors that can ever  
2 be. I would never want to do anything to hurt even a  
3 dime of your business. Believe me.

4 MR. ALF: I welcome you to come to the  
5 street. I do. But to not know until this point is my  
6 error, but really as somebody moves in affects  
7 business, we should handle this a little better.

8 In the past, when things were going on, the  
9 city came to me and said are you aware of this  
10 happening next to you, and all parties. Somehow maybe  
11 because it's established, it didn't happen. I'm not  
12 trying to blame. I'm just here. I can't take another  
13 hit, guys.

14 I mean, I bought another building in town  
15 basically because I didn't want the purchasing person  
16 to come in and run a heebie-jeebie used car outfit out  
17 of it, you know, and I'm working through that building  
18 right now without a tenant and expanding this.  
19 St. Charles has been very important to me. So I come  
20 here at this point --

21 CHAIRMAN WALLACE: Mr. Alf, I just have  
22 a question for you.

23 MR. ALF: Yes.

24 CHAIRMAN WALLACE: If there is potential

1 approval, it would be on the condition that signage be  
2 erected on the site to strongly encourage an exit to  
3 the east. Do you think that that would address --

4 MR. ALF: You're a traffic specialist.  
5 I think we could sit down, and we could talk, and we  
6 could look at some of that.

7 MR. DORON: Sure.

8 MR. ALF: And the safest thing is going  
9 out to the stoplight. Unquestionably, that's where  
10 you'd want all the customers.

11 CHAIRMAN WALLACE: And I have a feeling  
12 that that's what most people are going to do anyway.  
13 You don't think so? I would be interested to know.

14 MR. ALF: A traffic pattern and study  
15 was done at our dealership, and what we thought was  
16 practical and reasonable we found out that when people  
17 test drove their cars, they would take our car, the new  
18 car, and they'd park it in front, and then other people  
19 would back up, and they'd collide into each other.  
20 Yeah. They'd collide into each other.

21 So we purposely now take their car, go  
22 around, do the test drive, and park it on the other  
23 side, gated, so that they can't collide into each  
24 other, and it flows so much better.

**REPORT OF PROCEEDINGS -- 05/06/2014**

50

1                   Now, that was somebody like him who sat down  
2 and said, hey, these are the potential problems, plus  
3 we had a couple of accidents, you know.

4                   So discussion should be made there --

5                   CHAIRMAN WALLACE: Yes.

6                   MR. ALF: -- even if it's in arrears  
7 now. The dumbest thing I could do is irritate a guy  
8 buying a cup of coffee that potentially could be buying  
9 a Toyota, right, you know.

10                  MEMBER KESSLER: I have a question for  
11 staff.

12                  Who would be notified of the public hearing?

13                  MR. O'ROURKE: I need to clarify. There  
14 was no public hearing for this proposal.

15                  MEMBER KESSLER: Okay.

16                  MR. O'ROURKE: This drive-through use  
17 was approved as part of the PUD back when the PUD was  
18 approved in the late '90s, 1997. So all the  
19 surrounding applicants would have been notified at that  
20 time. The PUD was amended over the course of many  
21 years to allow different uses and different things, and  
22 you certainly would have been notified of all those  
23 public hearings.

24                  In this particular case, there was no

1 requirement to send out notices because there was no  
2 public hearing required.

3 MEMBER KESSLER: Okay.

4 MR. ALF: I didn't miss a public  
5 hearing.

6 CHAIRMAN WALLACE: I misspoke.

7 MR. ALF: Because I try to watch you  
8 guys on the Internet every morning to see what's  
9 happening to me.

10 MR. O'ROURKE: This item was before the  
11 Plan Commission as a meeting item just like this  
12 evening, but there was no public hearing required.

13 MEMBER KESSLER: So there was no notice.

14 MR. O'ROURKE: There was no notice or  
15 publishing.

16 MEMBER KESSLER: I bet you're going to  
17 call the landlord. I bet you're going to be calling  
18 that landlord tomorrow morning.

19 Let me finish really quickly. Do you feel  
20 satisfied that we did make some conditions to strongly  
21 suggest that they --

22 MR. ALF: Well, we've got to live  
23 together.

24 MEMBER KESSLER: I understand that.

1 MR. ALF: We've got to live together  
2 somehow. We've got to see more dollars coming to Main  
3 Street. You know, I'm all for that, and the fair and  
4 reasonable action.

5 I'd rather not have my road be a major road  
6 for this business. That's not why I built it, put it  
7 together, and extended it to the other end. I'd rather  
8 not because it's -- it hits my pocketbook.

9 I went and saw my service manager, and I  
10 says, what do you think? And he pulled what little  
11 hair he's got out of his head. You know, he just said,  
12 you can't -- he said after the last two-and-a-half  
13 years, I can't believe there's another hill to climb.

14 But I think that's probably all. It's  
15 just -- here, I'll ask the question. Was Mayor  
16 Klinkhammer correct in saying that had to be a fire  
17 exit? Because if it didn't, again, Mr. Specialist over  
18 here, knock those stupid curbs off, run it over there,  
19 and make this thing flow as an integral unit totally.  
20 I mean, why do you need a drive there other than my  
21 customers that come over that way.

22 MEMBER KESSLER: That's a question for  
23 staff.

24 MR. ALF: Does it have to be there?

1 MR. O'ROURKE: I mean, I can't verify  
2 what Mayor Klinkhammer may or may not have said. All I  
3 can say is that --

4 MR. ALF: Oh, I could bring her here.

5 MR. O'ROURKE: -- I remember this came  
6 up -- this had come up previously, and staff did the  
7 research on it. I did see it I remember. On all the  
8 plats, there was an easement for ingress and egress  
9 recorded on the west side of this property. It was  
10 recorded in 1987. There was nothing in those  
11 provisions that specifically call out for a fire exit,  
12 and that's the best the research can tell me.

13 If it was, you know, kind of promised at some  
14 point --

15 MR. ALF: Just a political slip maybe --

16 MR. O'ROURKE: I can't speak for any of  
17 that. I can just tell you what the recorded easements  
18 tell me.

19 MR. ALF: I'm asking. I'm not telling  
20 you.

21 CHAIRMAN WALLACE: This is kind of -- I  
22 don't know. It's the first time that I have had this.

23 MEMBER KESSLER: Yeah. I would have  
24 thought that there would have been discussion, and I

1 can see what happened. It's like tripping all the way  
2 along. He doesn't know, and if the landlord doesn't  
3 get in touch with you. There wasn't a public hearing,  
4 so there was no notification, and it appears that it  
5 was, like I said --

6 MR. ALF: Carol gave me a call this  
7 morning, and she says, I'm not a complaining customer,  
8 but did you know.

9 I said, no. I wake up in the morning, and I  
10 didn't know it either.

11 MEMBER KESSLER: Well, I wonder if the  
12 landlord here never had any idea.

13 MR. ALF: That's Amli; right?

14 MEMBER KESSLER: I don't know.

15 MR. ALF: Actually --

16 MR. O'ROURKE: It's owned by a group  
17 that's a limited liability company now. They purchased  
18 this lot when Boston Market went away, and it was Qdoba  
19 and T-Mobile.

20 MEMBER KESSLER: So it's not a local  
21 owner.

22 MR. O'ROURKE: It is not. They're out  
23 of --

24 MR. ALF: Here today, gone tomorrow.

1 MR. O'ROURKE: -- the northeast side, I  
2 believe.

3 MR. ALF: Well, we only have one Toyota  
4 store. It's the largest Toyota store in St. Charles.

5 MEMBER KESSLER: Thank you for that.

6 MR. DORON: Could we at the end of the  
7 drive-through, which is the predominant amount of their  
8 business, since the driveway, since the drive aisles  
9 are one way, put a sign there that says, "Exit this way  
10 to traffic signal." Somebody will probably sneak out  
11 onto your road, but at the exit of the driveway, it  
12 would just be turn left for traffic there.

13 MR. ALF: Okay. They exit in the south.  
14 This is new to me.

15 MR. DORON: They come down through here.

16 MR. ALF: Right.

17 MR. DORON: So that's one way. It's  
18 going one way going that way, so they have to turn left  
19 out of the driveway.

20 MR. ALF: And if they do that, they're  
21 using the safest route --

22 MR. DORON: Absolutely.

23 MR. ALF: -- to the sign --

24 MR. DORON: So we could put a sign --

1 MR. ALF: -- emphasizing that.

2 MR. DORON: Put a sign right here left  
3 turn only to traffic signal.

4 MR. ALF: Yeah.

5 MR. DORON: Then that probably solves  
6 90 percent of the traffic.

7 MR. ALF: If that's graphic enough.

8 MEMBER KESSLER: I mean, it is a one  
9 way. It's a one way.

10 MR. ALF: That doesn't stop them.

11 MEMBER AMATANGELO: Can you, where your  
12 arrow is right now, actually add on to that curb and  
13 turn it?

14 MR. DORON: So like --

15 MR. ALF: Yeah, but --

16 MR. DORON: Like that. Channelize it  
17 like that.

18 MEMBER AMATANGELO: Additional.

19 MR. ALF: A channel thing.

20 MEMBER AMATANGELO: Right.

21 MR. KHOJA: I'm not an architect, but  
22 this is only going one way.

23 MR. DORON: This is one way in. I have  
24 no problem with that. That's a good point. That's a

1 good point. Channelize it so that it's a radius there.

2 We could make it one way left turn, no right  
3 turn. We'll sign it no right turn or something like  
4 that or even emphasize "to traffic signal."

5 CHAIRMAN WALLACE: Brian.

6 MEMBER DOYLE: So I was reading through  
7 the minutes from our meeting of February 4th, 2014,  
8 where we discussed the issue here, and at that time we  
9 recognized that it was a private street owned by the  
10 Toyota dealership and speculated that there was a cross  
11 easement access, which Matt just substantiated.  
12 There's a cross easement access.

13 MR. O'ROURKE: There is an ingress,  
14 egress access over there.

15 MEMBER DOYLE: And there are no  
16 conditions placed on that.

17 MR. O'ROURKE: Not that staff  
18 researched and was able to uncover.

19 MEMBER DOYLE: Okay. So I guess I  
20 wonder given the application that's in front of us, the  
21 application which is a minor change to a PUD, that the  
22 minor change to the PUD doesn't actually have any  
23 bearing on whether any customer of this business or any  
24 other business is going to use, is going to avail

1 themselves of that easement. I mean, it would be  
2 incumbent on the property owners to renegotiate the  
3 terms of that easement and close off that driveway if  
4 that was legally possible.

5 But I just feel like the Commission -- in  
6 terms of the question that's in front of the  
7 Commission, I'm not clear on what bearing this issue  
8 has on the Commission's deliberations. Because that  
9 question predates this Commission, predates this  
10 administration.

11 According to the information we have from  
12 staff, it's sort of already a matter of legal fact, and  
13 so the argument that -- we would be putting ourselves  
14 in a place of denying -- deciding to deny the applicant  
15 a right that they the owner has, and I'm not certain  
16 what basis we would have to do that.

17 MR. ALF: Planning Commission, that's  
18 who you are. We're supposed to plan things. Now, this  
19 is number three on this plot; right? We didn't plan  
20 real well when we put it together, time one -- first,  
21 the chicken stand; second, Boston Market, third, Qdoba,  
22 and the other thing. We're not planning real good,  
23 guys. The results is what we're measuring here.

24 So we're going to put something else in there

1 right now, and as the plan -- as we keep trying to make  
2 deuces into aces, and it's shadowing over into my  
3 business. As a Planning Commission, I want you to  
4 respect my business, and I have been here 25 years. In  
5 good years, \$67 million, and you get a take on that.

6 Now, that's why we plan. That's why we sit  
7 here. We don't legislate and look for a good line and  
8 a bad line, okay, and a way in and a way out. We plan,  
9 and we get judged on how many of those plans we put  
10 into place over the years, put tax dollars into it  
11 often, and it goes up in smoke. That's the results of  
12 the Planning Commission, the things that went up in  
13 smoke or the things that succeed.

14 MEMBER DOYLE: The Plan Commission does  
15 not develop businesses in the city. We are not the  
16 economic development department. We don't provide tax  
17 incentives. That's the City Council's discretion. We  
18 simply adjudicate on zoning issues, period, and we're  
19 not in a position to make proposals for plans.

20 We see the applications, and we adjudicate  
21 those applications. We make recommendations to the  
22 City Council based on whatever legal frameworks are in  
23 evidence for us. So, of course, we have no interest  
24 and no desire to do any injury to your business or any

1 other business.

2 I'm asking the other commissioners what basis  
3 we would have to deny the specific application in front  
4 of us based on evidence that -- based on the claim that  
5 contradicts the information we have from staff.

6 MEMBER KESSLER: Well, my take on it is  
7 simply that all of the deliberations that we've had  
8 have been for the safety of the customers in that lot.

9 MEMBER HOLDERFIELD: I can't hear you,  
10 Tim.

11 MEMBER KESSLER: All of the  
12 deliberations that we've had up to this point have been  
13 surrounding the safety of the customers that are  
14 entering and leaving that lot -- not stacking spaces,  
15 not blocking handicapped spaces, went to one way  
16 because we didn't want cars going against.

17 Frankly, I would be very -- after all of this  
18 discussion and what we've learned, I would be very  
19 uncomfortable not making a recommendation that we send  
20 them to a signalized exit on Main Street, period,  
21 Regardless of private ownership of that drive,  
22 regardless of what happens; and I think that's what  
23 we're talking about is, you know, asking the applicant  
24 to, you know, make it firm that this is a one way and

**REPORT OF PROCEEDINGS -- 05/06/2014**

61

1 that they should exit through the signalized --

2 MEMBER DOYLE: Are we saying that we  
3 don't want -- like if you were parking along, you know,  
4 this western face, you can't exit that way?

5 MEMBER KESSLER: Well, I think you can,  
6 but we're going to encourage that. We can't tell them  
7 not to, but the applicant can --

8 MEMBER DOYLE: Through signage.

9 MEMBER KESSLER: -- through signage --

10 MEMBER DOYLE: Yeah.

11 MEMBER KESSLER: -- direct those  
12 customers to leave through a signalized intersection  
13 because it just -- you know, it goes to the safety of  
14 the patrons in the parking lot.

15 MEMBER DOYLE: Yes, I agree.

16 MR. KHOJA: Commissioner Kessler, I  
17 agree with you. We can put the right signage up. And  
18 as -- let's just assume Dunkin' Donuts was not coming  
19 in, and any other retail that would go there today, I  
20 don't know who, but let's just take some other  
21 retailer, food or not food, would go there today.

22 Those customers that are parked in those  
23 parking stalls would still have the access to exit off  
24 that private road; correct?

**REPORT OF PROCEEDINGS -- 05/06/2014**

62

1 MEMBER KESSLER: Oh, sure. You can't  
2 stop it, but you surely can --

3 MR. KHOJA: Well, what I can control is  
4 the people getting out of that drive-through.

5 MEMBER KESSLER: Yeah.

6 MR. KHOJA: What I can't control is the  
7 handicapped person parked right in front of the store.  
8 I can't make them go all the way around. Their most  
9 likely inclination is going to be to exit off that  
10 private road.

11 MEMBER KESSLER: But we can ask you to  
12 install signage that would --

13 MR. KHOJA: Sure. Sure. The majority  
14 of my business is drive-through, so I can force the  
15 drive-through patrons, but if someone is parked right  
16 next to that private driveway --

17 MEMBER KESSLER: I understand. You  
18 can't force them.

19 MR. KHOJA: -- I can put a ton of signs  
20 up. They're going to -- like they would today. If  
21 Qdoba was there today, what are they doing today?  
22 Let's say Qdoba was open today. What do those people  
23 that go to Qdoba doing today? They're parking right  
24 there, and they're exiting off the private drive.

1                   MEMBER KESSLER: My experience is that  
2 half the people I know follow rules and the other half  
3 don't. So if we could cut it down by half, we could  
4 put the signage up. Okay.

5                   MR. KHOBA: Okay. I understand.

6                   MEMBER KESSLER: Also I will tell you  
7 this, that I believe if something else came up on this  
8 site at a future date, I'll remember this --

9                   MR. KHOBA: Sure.

10                  MEMBER KESSLER: -- and I will still  
11 encourage somebody to exit through the signalized  
12 intersection.

13                  MEMBER HOLDERFIELD: This has gone off  
14 the tracks here, so I'm really not prepared for this,  
15 but I'm thinking here the problem is not the entrance  
16 to your facility. It's leaving; correct?

17                  MR. KHOBA: Correct.

18                  MEMBER HOLDERFIELD: That's the big  
19 thing. So we've talked about the stacking here  
20 tonight, and that's what I thought we were going to  
21 deal with, but the ingress on the west side is  
22 90 degrees to your private road.

23                         I'm wondering -- I'm just thinking out loud  
24 here if that were diagonal to the southeast where they

1 have to go in this way and they come around, and they  
2 cannot make the turn to go back out. They have to go  
3 around out to the stoplight, that seems to me that it  
4 would be alleviating the problem. I thought this was  
5 the proposal, but that way it would be impossible to  
6 jump the curb.

7 MEMBER KESSLER: Entrance only.

8 MEMBER HOLDERFIELD: Entrance only. And  
9 outside of putting barriers up -- but if this were  
10 angled, you'd lose a couple of parking spaces south of  
11 that entrance, but there is no way you could make a  
12 right turn to get back out on that private road.

13 I don't think they will -- I agree with the  
14 gentleman from Toyota. I don't think people are going  
15 to pay attention to the signs.

16 MEMBER KESSLER: I agree. That's why I  
17 said half the people do and half the people don't.

18 MEMBER HOLDERFIELD: But if there is no  
19 possibility to get out other than -- I don't --

20 MEMBER KESSLER: I don't think this is  
21 to going to be a problem. I think that we're -- I  
22 don't know.

23 MEMBER HOLDERFIELD: It's out of our  
24 scope.

1                   MEMBER KESSLER: I believe that's going  
2 out of our scope to make a requirement like that. I  
3 think that if we -- you know, if we can say, as Brian  
4 points out, the fact that it's a private drive is not  
5 under our purview.

6                   We can encourage -- we can encourage the  
7 applicant to work with the owner of the private drive  
8 to mitigate the problem, the exit out of that private  
9 drive; and from a safety standpoint, as far as we're  
10 concerned, we want those patrons to be safe, and so  
11 they encourage them to go out through the signalized  
12 intersection. I think that's about as far as we  
13 can go. I don't think we -- I don't really believe  
14 that we can --

15                   MEMBER HOLDERFIELD: I have problems  
16 about going forward at all because now that I know  
17 that, this is the kind of an issue that bothers me  
18 deeply, you know, because we're talking about one thing  
19 here, and this should have been addressed earlier.

20                   MEMBER DOYLE: May I ask a question of  
21 the applicant? May I ask a question of the applicant?

22                   MR. KHOBA: Yes.

23                   MEMBER DOYLE: There is a public access  
24 to this site; correct?

**REPORT OF PROCEEDINGS -- 05/06/2014**

66

1 MR. ALF: Stoplight.

2 MEMBER DOYLE: There is a public access  
3 to this site; correct?

4 MR. KHOJA: Correct.

5 MEMBER DOYLE: With cross streets and  
6 access from the Walgreens.

7 MR. KHOJA: Correct.

8 MEMBER DOYLE: If this access from the  
9 private drive didn't exist --

10 MR. KHOJA: We would not do this site.

11 MEMBER DOYLE: You would not do this  
12 site.

13 MR. KHOJA: Dunkin' Donuts corporate  
14 would never approve it.

15 MEMBER DOYLE: Okay. Your whole  
16 business model is really contingent on the current  
17 configuration.

18 MR. KHOJA: Yes, sir.

19 MEMBER DOYLE: Okay.

20 MR. O'ROURKE: I've got to say too from  
21 a staff perspective, doing those sorts of things from a  
22 fire protection standpoint, the fire department really  
23 likes to have two ways to get inside a site. This  
24 would have one blocked. I would really think that

1 that's -- thank you. I would really think that you're  
2 running a risk of doing or requiring things that the  
3 fire department would not really appreciate at this  
4 point.

5 MR. KHOJA: Could also the commissioners  
6 understand that it's not my total shop. You know, I  
7 stand up with 7,000 stores. It is the Dunkin' brand  
8 that controls the final approval of this site, and this  
9 site was presented to them with this site plan. It  
10 goes all the way up to the CEO of Dunkin' Donuts in  
11 Boston. If I told him that that driveway was closed,  
12 this site would definitely get disapproved. I mean,  
13 knowing what I know of the business in 30-some years,  
14 this site would get disapproved, and they'd say  
15 move on.

16 MEMBER AMATANGELO: And how is that  
17 other site looking?

18 MR. KHOJA: Across the street?

19 MEMBER AMATANGELO: Yes.

20 MR. KHOJA: We have two options. One is  
21 in front of the mall, you know, what we're talking  
22 about, and the other one is Tin Cup.

23 So any traffic heading the other way, this  
24 site is not going to pick up. So I'm definitely going

1 to be putting one across the street, and I'm not  
2 opposed to doing that. I did that in Highland Park.  
3 I'm in front of the Glenview board next week. I'm in  
4 front of Deerfield Thursday, and I'm in front of Lake  
5 Forest the week after. So I've been through the ringer  
6 many, many times.

7 MEMBER KESSLER: Well, I have to say  
8 that I am prepared to make a motion, and I would also  
9 encourage everybody here -- we just make a motion to  
10 recommend approval. We don't make a motion to approve  
11 because there will be another committee hearing; and if  
12 you feel at that time that you strongly and strongly --  
13 you have some strong opinions about this at that time,  
14 I would encourage you to attend that. That would be  
15 the community planning and development committee of the  
16 City Council. They're the ones who actually vote to  
17 approve or not approve. Our job here is to make a  
18 recommendation one way or the other.

19 So if I don't hear any objection, I would  
20 like to make a motion to recommend approval of the  
21 drive-through stacking reduction request by Kolbrook  
22 Design, 2701 East Main Street, Stuart Crossing PUD, the  
23 proposed Dunkin' Donuts, with some conditions: a  
24 condition to include signage to encourage movement to

**REPORT OF PROCEEDINGS -- 05/06/2014**

69

1 the signalized exit to the east, to add one more  
2 stacking space, and that's it. So that would be my  
3 motion.

4 MEMBER AMATANGELO: You don't want to  
5 reconfigure the handicapped spaces.

6 MEMBER KESSLER: I would encourage them  
7 to do that, but I don't think I would want to make that  
8 a condition of my motion.

9 CHAIRMAN WALLACE: All right. Is there  
10 a second?

11 MEMBER GAUGEL: Second.

12 CHAIRMAN WALLACE: Okay. It's been  
13 moved and seconded with those two conditions.

14 Any further discussion on the motion?

15 MEMBER DOYLE: I just want to say for  
16 the benefit of the people in the audience, I'm a patron  
17 of the Toyota dealership. My wife and I have serviced  
18 our Islander there, and we go right next door to Qdoba  
19 for dinner.

20 Again, I want to reiterate that none of the  
21 commissioners have any interest in doing anything that  
22 is injurious to a business or to the residents of the  
23 city. I simply feel that the consideration that has  
24 been put forward in terms of this private access, this

**REPORT OF PROCEEDINGS -- 05/06/2014**

70

1 private drive because there is an existing easement, it  
2 is not the place of this Commission to litigate that or  
3 to deny the application on the limited basis of what  
4 the application is. So I hope that that rationale is  
5 understood and appreciated.

6 CHAIRMAN WALLACE: All right. Anything  
7 further on the motion?

8 MEMBER HOLDERFIELD: Well, I just have  
9 to say that I am troubled by this, but the fact that  
10 we're dealing with the stacking issue only tonight and  
11 that's the way the motion read and this proposal was  
12 put together; and as the chairman said, this was done  
13 further down the line, and we have offered our advice  
14 and our input on what was before us as this was brought  
15 to us -- that's all I have to say. This was just  
16 unexpected.

17 CHAIRMAN WALLACE: All right. Anything  
18 else?

19 (No response.)

20 CHAIRMAN WALLACE: All right. Tim.

21 MEMBER KESSLER: Amatangelo.

22 MEMBER AMATANGELO: Yes.

23 MEMBER KESSLER: Doyle.

24 MEMBER DOYLE: Yes.

**REPORT OF PROCEEDINGS -- 05/06/2014**

71

1 MEMBER KESSLER: Pretz.  
2 MEMBER PRETZ: Yes.  
3 MEMBER KESSLER: Gaugel.  
4 MEMBER GAUGEL: Yes.  
5 MEMBER KESSLER: Holderfield.  
6 MEMBER HOLDERFIELD: Yes.  
7 MEMBER KESSLER: Wallace.  
8 CHAIRMAN WALLACE: Yes.  
9 MEMBER KESSLER: Kessler, yes.  
10 CHAIRMAN WALLACE: All right. That  
11 motion passes unanimously, and that concludes Item  
12 No. 4 on your agenda. Thank you gentlemen.  
13 MR. KHOJA: We will be inviting you to  
14 the Goody's grand opening soon.  
15 CHAIRMAN WALLACE: All right. Item 5 on  
16 the agenda, meeting announcements, May 20th, June 3rd,  
17 June 17. If you know you will not be able to attend  
18 any of those meetings, please let staff know.  
19 Any additional business from Plan Commission  
20 members? Staff?  
21 MR. O'ROURKE: No.  
22 MEMBER KESSLER: We have the invites to  
23 the Plan Commission workshop.  
24 CHAIRMAN WALLACE: Actually, I know I'm

**REPORT OF PROCEEDINGS -- 05/06/2014**

72

1 not going to be able to attend. I already have  
2 something that evening.

3 MEMBER KESSLER: I'm going.

4 CHAIRMAN WALLACE: You are. Okay. And  
5 anyone else?

6 MEMBER AMATANGELO: I do have something  
7 that evening, but I'm trying to rearrange it.

8 CHAIRMAN WALLACE: Do you know how late  
9 that goes?

10 MEMBER KESSLER: 9:30.

11 CHAIRMAN WALLACE: Okay. I may be able  
12 to get there by 7:30.

13 MR. O'ROURKE: I will just advocate that  
14 this is the same group I'm been working with on Homes  
15 for a Changing Region Study with the Housing  
16 Commission. It's the same person, and they are very,  
17 you know --

18 MEMBER KESSLER: Berenice.

19 MR. O'ROURKE: Yeah, specifically  
20 Berenice. I have been working with her and her staff.  
21 They are very good and to the point. They know their  
22 stuff, and I'm sure they're going to put on a really  
23 good workshop.

24 CHAIRMAN WALLACE: Okay. All right.

**REPORT OF PROCEEDINGS -- 05/06/2014**

73

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Ci ti zens?

(No response.)

CHAIRMAN WALLACE: All right.

MEMBER DOYLE: Move to adjourn.

CHAIRMAN WALLACE: Motion to adjourn.

MEMBER AMATANGELO: Second.

CHAIRMAN WALLACE: Second. All in

favor.

(Ayes heard.)

CHAIRMAN WALLACE: Opposed.

(No response.)

CHAIRMAN WALLACE: The meeting of  
St. Charles Plan Commission is adjourned at 8:18 p.m.

PROCEEDINGS CONCLUDED AT 8:18 P.M.

