

**MINUTES
CITY OF ST. CHARLES, IL
PLAN COMMISSION
TUESDAY, NOVEMBER 18, 2014**

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

Members Absent: Laura Macklin-Purdy
Sue Amatangelo

Also Present: Russell Colby-Planning Division Manager
Ellen Johnson-Planner
Rita Tungare-Director of Community & Economic Dev.
Chris Tiedt-Development Engineering Manager

Court Reporter

1. Call to order

The meeting was called to order at 7:00 p.m. by Chairman Wallace.

2. Roll Call

Chairman Wallace called the roll. A quorum was present.

3. Presentation of minutes of the October 21, 2014 meeting.

Motion was made by Mr. Kessler, seconded by Mr. Schuetz and unanimously passed by voice vote to accept the minutes of the October 21, 2014 meeting.

Public Hearing

4. Firethorne Apartments PUD, 1320-1370 Brook St. (Firethorne Apartments, LLC)

Application for Special Use requesting an amendment to PUD Ordinance 1987-Z-4 to allow a paved vehicular access drive to Dean St.

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

Motion was made by Mr. Kessler, seconded by Mr. Schuetz to close the public hearing.

Roll Call Vote:

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

Nays: none

Absent: Amatangelo, Purdy

Motion carried: 7-0

MEETING

Chairman Wallace moved item #6 on the Agenda to be discussed first.

- 6. Firethorne Apartments PUD, 1320-1370 Brook St. (Firethorne Apartments, LLC)**
Application for Special Use requesting an amendment to PUD Ordinance 1987-Z-4 to allow a paved vehicular access drive to Dean St.

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

Motion was made by Mr. Doyle, seconded by Mr. Holderfield to recommend approval of the application for Special Use requesting an amendment to PUD Ordinance 1987-Z-4 to allow a vehicular access drive to Dean Street, subject to two conditions: that the Applicant erect a stop sign for vehicles exiting the property onto Dean Street; and that the Applicant install landscaping to screen the access drive from properties immediately to the east and west.

Roll Call Vote:

Ayes: Gaugel, Schuetz, Doyle, Kessler, Holderfield

Nays: Wallace, Pretz

Absent: Amatangelo, Purdy

Motion carried: 5-2

- 5. Lexington Club PUD- North of Dean & State Streets, south of former railroad tracks, between 5th & 12th Streets (Lexington Homes, LLC)**
Application for Concept Plan

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

- 7. Meeting Announcements**

- a. Plan Commission
Tuesday, December 2, 2014 at 7:00 pm Council Chambers
Tuesday, December 16, 2014 at 7:00pm Council Chambers
Tuesday, January 6, 2015 at 7:00pm Council Chambers
- b. Planning & Development Committee
Monday, December 8, 2014 at 7:00pm Council Chambers
Monday, January 12, 2015 at 7:00 pm Council Chambers

- 8. Additional Business from Plan Commission Members, Staff, or Citizens.**

- 9. Adjournment at 9:47 p.m.**

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PRESENT:

- MR. TODD WALLACE, Chairman;
- MR. TIM KESSLER, Vice Chairman;
- MR. BRIAN DOYLE, Member;
- MR. STEVE GAUGEL, Member;
- MR. JAMES HOLDERFIELD, Member;
- MR. TOM PRETZ, Member;
- MR. TOM SCHUETZ, Member.

ALSO PRESENT:

- MR. RUSSELL COLBY, Planning Division Manager;
- MS. ELLEN JOHNSON, Planner;
- MR. CHRIS TIEDT, Development Engineering Manager; and
- MS. RITA TUNGARE, Director of Community and Economic Development.

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1 CHAIRMAN WALLACE: This meeting of the
2 St. Charles Plan Commission will come to order.

3 Tim, roll call.

4 MEMBER KESSLER: Holderfield.

5 MEMBER HOLDERFIELD: Here.

6 MEMBER KESSLER: Schuetz.

7 MEMBER SCHUETZ: Here.

8 MEMBER KESSLER: Doyle.

9 MEMBER DOYLE: Here.

10 MEMBER KESSLER: Pretz.

11 MEMBER PRETZ: Here.

12 MEMBER KESSLER: Gaugel

13 MEMBER GAUGEL: Here.

14 MEMBER KESSLER: Wallace.

15 CHAIRMAN WALLACE: Here.

16 MEMBER KESSLER: Kessler here.

17 CHAIRMAN WALLACE: All right. Item
18 No. 3 on your agenda is the presentation of the minutes
19 of the October 21st, 2014, meeting.

20 Is there a move to approve?

21 MEMBER KESSLER: So moved.

22 MEMBER SCHUETZ: Second.

23 CHAIRMAN WALLACE: All in favor.

24 (Ayes heard.)

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1 CHAIRMAN WALLACE: Opposed.

2 (No response.)

3 CHAIRMAN WALLACE: That motion passes
4 unani mousl y.

5 Before we go any further, we're going to
6 slightly rearrange our agendas to take Item 4 and
7 Item 6 prior to Item 5.

8 Are there any objections to that?

9 (No response.)

10 CHAIRMAN WALLACE: So we'll take
11 Firethorne first before Lexington Club. All right.

12 So Item No. 4 on your agenda is a public
13 hearing, Firethorne Apartments PUD, 1320-1370 Brook
14 Street, Firethorne Apartments, LLC, application for
15 special use requesting an amendment to PUD Ordinance
16 1987-Z-4 to allow a paved vehicular access drive to
17 Dean Street.

18 For those of you who haven't been before us
19 before tonight, wel come. The Plan Commi ssi on is
20 commissioned by the City Council to conduct public
21 hearings for certain applications such as this
22 application for a special use.

23 The role of the Plan Commission is to be a
24 fact-finding body. We entertain the application,

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1 meaning that we take in evidence both for and against
2 an application; and once the Plan Commission has
3 determined that we have enough evidence to make a
4 recommendation to the City Council, we will close the
5 public hearing and then recommend to the City Council
6 to either approve or deny the application.

7 Any questions regarding that?

8 (No response.)

9 CHAIRMAN WALLACE: All right.

10 Everything that's said here in this room tonight is on
11 the record. There is a court reporter that is here,
12 and she is taking down everything that is said. For
13 that reason, I must insist that only one person talk at
14 a time; and if anyone wishes to speak, they be
15 recognized by me and speak up here at the lectern into
16 the microphone so everyone can hear.

17 If you do speak, I ask that you state your
18 name, spell your last name, and also state your address
19 for the record.

20 The order of things tonight will be for the
21 Applicant first to make a presentation and submit all
22 of their evidence into the record. After which time,
23 the Plan Commission may question the Applicant and ask
24 any questions that we have of the Applicant. Following

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1 that, I will ask if members of the audience have any
2 questions of the Applicant.

3 I would ask that we focus on the evidence
4 that the Applicant presents first in asking questions
5 on it before giving evidence of your own. So before
6 making any comments or that sort of thing, I'd like to
7 focus on the evidence that the Applicant presents
8 first.

9 Then after we do that, anyone else who wishes
10 to offer evidence may do so, and we'll wrap it up with
11 the Plan Commission. If we feel that we have enough
12 evidence, then we'll close the public hearing and move
13 on to Item No. 6 which is action on this particular
14 application.

15 Any questions regarding our procedure?

16 (No response.)

17 CHAIRMAN WALLACE: Okay. At this time
18 anyone who wishes to offer any testimony, including
19 asking any questions, you need to be sworn in. So I
20 ask that you raise your right hand.

21 (Witnesses duly sworn.)

22 CHAIRMAN WALLACE: Thank you very much.
23 And as I said, please wait to be recognized by me and
24 only speak up here at the lectern.

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1 Is the Applicant ready? Okay.

2 Before we go to you, Russ, do we have
3 anything on this?

4 MR. COLBY: (Shaking head.)

5 CHAIRMAN WALLACE: All right. Go ahead.

6 MR. PHILIPCHUCK: Okay. Thank you. My
7 name is John Philipchuck. I'm the attorney for the
8 Firethorne Apartments, LLC, the Owner and Applicant
9 here before you this evening.

10 With me also is our civil engineer, Michael
11 Keith, from CEMCON Engineering. Michael looked at the
12 traffic situation and also our stormwater management.

13 The staff did a wonderful job of putting
14 together a history of the property for you. Basically,
15 this was a PUD that was approved back in 1987. It's a
16 72-unit apartment complex. Brook Street is the only
17 access in and out of the complex at this time. You
18 come out on 15th Street and go north or south.

19 At the time that the original PUD was
20 approved, there was a requirement for a gravel
21 emergency access that would lead from the property to
22 Dean Street, and, in fact, it was installed, but my
23 client just bought this property in 2011.

24 Since 1987 and 2011, it wasn't really

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1 maintained, and so the gravel settled, the grass grew,
2 and it didn't look like there was anything out there
3 anymore. But it was designed for emergency vehicles to
4 have another way to get in and out of the apartment
5 complex, and there was a specific requirement that
6 there would be no access to Main Street, and, of
7 course, there is none.

8 So what we found out -- in a situation where
9 we had a smoke alarm issue early this summer, the fire
10 department came out and because of some construction,
11 they had a little trouble getting in, and they said
12 this doesn't seem right. They went back and did some
13 research and found that, well, yeah, the PUD required
14 that there be this emergency access. So they told us
15 about it.

16 We said, well, you know, we certainly want to
17 cooperate with the fire department obviously, but maybe
18 what we ought to do is go ahead and make this just more
19 than a gravel driveway. Maybe we should look at making
20 it something more permanent. Let's put in some curb
21 and gutter, some pavement, and then just have it as
22 another access from Dean Street in and out of the
23 apartment complex. That way if there ever was some
24 blockage at Brook Street, the residents could still get

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1 in and out of the apartment complex off of Dean Street.

2 So we engaged CEMCON Engineering to go out
3 and look at the situation, evaluate the traffic and the
4 movements that come out of the development. Obviously,
5 they had to come out to 15th Street and either go north
6 up to Dean or they go south to Main Street.

7 So in looking at the numbers, it appears that
8 it would be about a 60/40 split. We think that
9 60 percent of the traffic will still go out on Brook
10 Street and 15th and maybe 40 percent would go to Dean
11 Street. Having that secondary access point we think
12 would be very beneficial for the overall safety of the
13 residents and also to accommodate emergency vehicles
14 that may have need to come to the site.

15 Therefore, we requested a modification to the
16 special use to provide for that secondary additional
17 access point onto Dean Street; and as a result of
18 reviewing the findings that the Plan Commission need to
19 make, we felt that we, indeed, have met the
20 requirements.

21 Just briefly, the proposed special use -- so
22 I have to look to see if the public convenience is
23 served, and we think very definitely. Approximately
24 100 residents that live in the apartment complex would

1 have a safer means of ingress and egress from the
2 complex in the event that there was some blockage on
3 Brook Street. So I think that's always a good thing.

4 Plus obviously, it would be a better access
5 for the fire and emergency vehicles if it's a nice
6 paved wide driveway instead of some gravel across
7 the one.

8 Is there sufficient infrastructure? Well, of
9 course, everything is there except we will be providing
10 some stormwater management because we are going to put
11 down some more impervious surface, and so CEMCON
12 Engineering has designed to have a vault under the
13 drive, and that's where the stormwater will be
14 accommodated.

15 So we would satisfy the ordinances of the
16 City of St. Charles with regard to the stormwater
17 management. That's really the only issue. We would
18 plan on putting a stop sign at Dean Street. Obviously,
19 we would have the stop before that -- before they could
20 enter onto Dean Street.

21 We looked at the sight distances. We have
22 good sight distances. There may be a couple of trees
23 that need to be trimmed up, but they're hanging over
24 public right-of-way. So that shouldn't be an issue to

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1 be able to coordinate with the City and public works
2 and take care of getting any tree trimming that might
3 be done to have better sight distance for anybody that
4 would be exiting.

5 Effect on nearby properties. Again, I think
6 because of the way the road works, people would
7 probably -- the majority, according to the study we
8 have done, would still exit the same way, would still
9 go out Brook Street to 15th Street, and then some of
10 the smaller amount of traffic, we're saying like
11 60/40 split, would probably use the new access to
12 Dean Street.

13 But basically the street -- you know, Dean is
14 a well-traveled street, Main Street obviously is a
15 well-traveled street, and 15th you have the advantage
16 of the traffic signal.

17 As far as the surrounding properties,
18 obviously they're already developed. Everything is
19 built up there, and allowing emergency access and
20 additional access for the residents we don't think
21 would have any impact on the development of that
22 particular area.

23 As far as the general welfare, we think
24 adding this new driveway creates a safer condition for

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1 the residents of our complex, anybody that would be
2 visiting the complex, and it's an all-weather access
3 for emergency vehicles. It would be plowed and
4 everything so that it would be able to be more readily
5 accessible for emergency vehicles, of course.

6 As far as conformance with the codes,
7 obviously, we have designed it in compliance with the
8 codes of the City of St. Charles and the ordinances,
9 and we have been working with engineering on the design
10 of that particular access.

11 So for those reasons, we feel that going the
12 extra mile instead of just, you know, replacing the
13 gravel and saying here's the emergency access, this is
14 a far better way to go and allows better access for the
15 residents and for the emergency vehicles of the City of
16 St. Charles.

17 With that, I'm happy to answer any questions.

18 CHAIRMAN WALLACE: Okay. Yeah.

19 MEMBER PRETZ: I apologize if I missed
20 this. You said in your statement that the future would
21 be a 60/40 split, 60 percent going out on Brook and
22 then 40 percent going out to Dean.

23 MR. PHILIPCHUCK: On the new access,
24 yes.

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1 MEMBER PRETZ: What was the number that
2 they are currently?

3 MR. PHILIPCHUCK: We've based that
4 pretty close to what goes to Dean Street now and to
5 Main Street. It's roughly 60/40.

6 MEMBER PRETZ: So it will stay the same
7 percentage.

8 MR. PHILIPCHUCK: Stay the same. It's
9 pretty close.

10 CHAIRMAN WALLACE: Yeah. Go ahead.

11 MEMBER SCHUETZ: Could you explain how
12 this gravel road -- I know you weren't involved at that
13 point and the owner, the current owner wasn't, but how
14 does it affect the lots on either side as it exits?

15 MR. PHILIPCHUCK: There's a parcel of
16 land obviously, and the drive went -- it meandered a
17 little bit because it was gravel, but it went pretty
18 much down the side. The nice thing in both of those
19 homes is the garages are adjacent to this lot, so it's
20 not like you're driving past someone's bedroom window.
21 They are the garages. The homes themselves are to the
22 east and to the west as far as the main house.

23 MEMBER SCHUETZ: So it would go -- I'm
24 looking at the picture. So it would go between those

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1 garages.

2 MR. PHILIPCHUCK: Yes, sir.

3 MEMBER SCHUETZ: And then any current
4 trees that appear to be in this picture, would they be
5 removed, or how would that be handled?

6 MR. PHILIPCHUCK: We will have to look
7 to see if they interfere with anything. If they have
8 to be removed, then they need to be replaced; and
9 otherwise, we're probably looking at beefing up some
10 landscaping along here once it gets built also, and we
11 had talked to staff about that. We're happy to work
12 with staff towards obviously what's required under the
13 zoning ordinances.

14 CHAIRMAN WALLACE: Would that
15 landscaping buffer be in line with what the original
16 PUD was?

17 MR. PHILIPCHUCK: We'd take a look at
18 that and see what we want to do; but, you know,
19 certainly work with Ellen and Russell and see what
20 would work best. Obviously, we have a relationship
21 with the neighbors. We'll be talking to them to see if
22 they have any preferences.

23 MEMBER HOLDERFIELD: I have a question
24 over here.

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1 CHAIRMAN WALLACE: Go ahead.

2 MEMBER HOLDERFIELD: I guess the first
3 question would be in regard to the street. Would this
4 be complementary to the existing Brook Street, the same
5 width or something larger, or what are we talking
6 about? That's the first question.

7 MR. PHILIPCHUCK: Okay.

8 MEMBER HOLDERFIELD: Okay. I'll let you
9 answer that.

10 MR. PHILIPCHUCK: I would have Mr. Keith
11 come up and answer that. He's our engineer. They
12 designed it. So he would be able to have the
13 particulars as far as the design. Obviously, it's
14 curb and gutter and the width and everything would
15 be -- I'll let -- if it's okay, I'll let Mr. Keith
16 address that.

17 MR. KEITH: Hello. For the record, I'm
18 Mike Keith with CEMCON, K-e-i-t-h.

19 To answer your question, we're looking at a
20 27-foot width from back of curb to back of curb. So
21 the pavement width itself will be about 24 feet.

22 MEMBER HOLDERFIELD: How does that
23 compare to Brook?

24 MR. KEITH: That's pretty standard for a

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1 typical street.

2 MEMBER HOLDERFIELD: Pretty standard,
3 but you don't know for certain.

4 MR. KEITH: Well, I mean, as you get
5 more volume of traffic, you start widening the road.
6 For the two lane -- 24 feet is the typical dimension of
7 a parking lot -- for a drive aisle for a parking lot.
8 So I mean --

9 MEMBER HOLDERFIELD: Okay. So we're
10 talking about that.

11 The other concern I have here is that -- we
12 haven't addressed this. I would suspect there's
13 children in this apartment complex here. I'm just
14 assuming. I'm wondering if the plan on this new
15 northbound street is going to include a sidewalk on
16 either side or one side so that pedestrians could walk
17 out to Main Street. Maybe down the road if there could
18 possibly be at any point. I'm concerned about the
19 children and wonder if there's going to be a sidewalk
20 that parallels that street.

21 MR. KEITH: We have not anticipated
22 putting a sidewalk down there.

23 MR. PHILIPCHUCK: As you know, on Dean
24 Street there's only a sidewalk on the north side of

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1 Dean Street. So there is no sidewalk on this side. We
2 wouldn't want to encourage pedestrians to use this. It
3 is a driveway, not a street. So I see what you're
4 looking at in comparison.

5 So we think if there are children generated
6 in the complex and they're picked up by a bus, we'd
7 still expect the buses to use 15th Street, and the kids
8 would go out there because it is a wider pavement,
9 et cetera, as to your point. The street is not
10 designed as a public street as far as that goes. So we
11 would encourage people to still go out on Brook Street
12 as far as pedestrians.

13 MEMBER HOLDERFIELD: That's all the
14 questions I have.

15 CHAIRMAN WALLACE: Okay.

16 AUDIENCE MEMBER: Can I answer that
17 question?

18 CHAIRMAN WALLACE: Not yet. We'll go
19 through the Plan Commission first, and then I'll get
20 to you.

21 All right. Any other questions?
22 Brian.

23 MEMBER DOYLE: Do you know why the
24 access from Dean Street was restricted to emergency

1 vehicles in the 1987 PUD?

2 MR. PHILIPCHUCK: Well, I'm old enough
3 to know that, but I wasn't involved in that project,
4 so I can't answer that. I think it's pre the staff
5 too, so. . .

6 CHAIRMAN WALLACE: Do we have any access
7 to the record from that ordinance? I see the ordinance
8 itself, but I don't know that we have the records.

9 MR. COLBY: We do have the records from
10 the original public hearing.

11 CHAIRMAN WALLACE: Say it again.

12 MR. COLBY: We do have records from the
13 original public hearing. We didn't find information
14 that indicated a specific reason why that access was
15 not included. It was part of the proposal that was
16 presented at the time as a condition that ended up in
17 the PUD ordinance.

18 CHAIRMAN WALLACE: Okay. Go ahead.

19 MR. PHILIPCHUCK: The chief wants to
20 address that.

21 CHAIRMAN WALLACE: Sure. Were you sworn
22 in at the beginning?

23 CHIEF SCHELSTREET: I was.

24 CHAIRMAN WALLACE: Okay.

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1 CHIEF SCHELSTREET: I was. My name is
2 Joe Schelstreet, S-c-h-e-l-s-t-r-e-e-t. I'm the fire
3 chief, 112 Riverside Avenue -- North Riverside Avenue.

4 The reason for the emergency access is
5 because the development only has one way in and one way
6 out. That is atypical for any sort of development
7 within the City of St. Charles. We require two ways
8 in, whether it would be an emergency access or a
9 standard street, in case we do, indeed, have
10 construction or a tree falls over where we cannot get
11 access to somebody who has called 911.

12 MEMBER DOYLE: So do you know, do you
13 have any knowledge of why in 1987 the second access
14 point was restricted to emergency vehicles?

15 CHIEF SCHELSTREET: Specifically, no.
16 The only thing that I can comment for certain is the
17 requirement to have --

18 MEMBER DOYLE: Two.

19 CHIEF SCHELSTREET: -- two accesses.
20 Right.

21 CHAIRMAN WALLACE: Okay. All right.
22 Any other questions from the Plan Commission?

23 MEMBER GAUGEL: In terms of the
24 landscaping, you mentioned you would be working with

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1 staff to work on a landscaping plan. You are open to
2 adding landscaping as a buffer for the existing
3 neighbors that are there?

4 MR. PHILIPCHUCK: Yes, sir.

5 MEMBER GAUGEL: I know in your comments
6 here, Russ, or the staff comments, you indicate -- if
7 you could possibly comment on that. Are you looking
8 for us to make a decision specific to the landscaping,
9 or is this just a thought?

10 MR. COLBY: The comment that was
11 provided in the staff materials was indicating that if
12 the Plan Commission wants to require landscaping to be
13 installed, we need it to be specified as a part of the
14 recommendation since it's not automatically a zoning
15 code requirement for this location.

16 MEMBER GAUGEL: So if we did this, the
17 Applicant could not put anything in and be in
18 compliance.

19 MR. COLBY: We would expect the
20 Applicant to restore the site to a similar condition to
21 what was originally approved, which shows a number of
22 trees and some landscaping. There were not specific
23 planting plans to identify the number of plantings, but
24 we would expect something similar to that to be put

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1 back in.

2 CHAIRMAN WALLACE: And if they don't do
3 that, what is our remedy?

4 MR. COLBY: They would be required to do
5 that as part of the permit for constructing the
6 driveway.

7 CHAIRMAN WALLACE: Okay. All right.
8 Yeah.

9 MEMBER PRETZ: I saw in the report a
10 mention of a stop sign on the exit onto Dean Street.

11 Staff, is that something that the City will
12 require, or is that something that we should also
13 require?

14 MR. COLBY: That's also something we're
15 suggesting the Plan Commission include in their
16 recommendation if they would like to see that
17 installed. Again, it's not a code requirement.

18 CHAIRMAN WALLACE: All right. Any other
19 questions from the Plan Commission?

20 MEMBER DOYLE: I have one question.
21 So the first picture in the report, it's
22 labeled "Proposed location of paved access drive
23 looking North from Firethorne Apartments parking lot."
24 There's a large mature tree in the picture. I don't

1 know if it was there when the original gravel access
2 driveway was installed.

3 I guess my question -- this is really a
4 question for staff and maybe for Chris. Based on your
5 knowledge of the site, is it possible or conceivable
6 that a paved access drive could be installed that would
7 not require the removal of that tree?

8 MR. TIEDT: Chris Tiedt, City of
9 St. Charles.

10 I would say that we'd certainly -- given the
11 location of the tree, we would have to evaluate where
12 that tree is in relation to the -- I don't recall
13 seeing that tree located on the plan itself; and
14 realistically, there is a good chance the tree could be
15 trimmed to accommodate a future road, but, I mean,
16 really we would need to see where that tree is in
17 relation to make any true determination.

18 We certainly -- there are measures,
19 construction measures that you can approve routes and
20 things like that. In this case, they would need to --
21 paving that would be necessary --

22 THE COURT REPORTER: Could you speak up
23 a little bit? I'm having trouble hearing you.

24 MR. TIEDT: I would anticipate that

1 given the location of the tree from the picture,
2 without seeing it on the plan, that the tree itself --
3 if it's not directly in line with the proposed
4 improvement, the tree canopy itself probably could be
5 trimmed to accommodate this road. Without knowing the
6 true location of that tree and the proposed
7 improvements, it's hard to say at this time.

8 MEMBER DOYLE: Are you able to answer
9 that question?

10 MR. PHILIPCHUCK: Well, you can see by
11 the topo out there there is going to be a cut. We're
12 going to have to cut into that hill itself. So
13 depending on that root structure -- you know, at this
14 point, it's a little hard to decide whether or not
15 there is going to be a significant amount of root
16 damage as part of that cut. It's a little early to
17 tell. You know, we'll do our best. I mean if it has
18 to come out, obviously we have to replace it.

19 MEMBER DOYLE: If you were to put a
20 gravel drive down, the foliage is overhanging where --

21 MR. PHILIPCHUCK: That would have to be
22 trimmed definitely. If it was gravel, it would still
23 have to be trimmed.

24 MEMBER DOYLE: That's all my questions.

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1 CHAIRMAN WALLACE: All right. Any other
2 Plan Commission questions?

3 (No response.)

4 CHAIRMAN WALLACE: No. Okay.
5 Members of the audience. Sir, do you want to
6 go first?

7 MR. BRUGGMAN: I'll go first.

8 CHAIRMAN WALLACE: Yes.

9 MR. BRUGGMAN: Yes, my name is Bernard
10 Bruggman, B-r-u-g-g-m-a-n. I live at 1231 Dean Street,
11 of course, St. Charles. I was here with the first
12 commission when Myron Andersen got that subdivision
13 going.

14 Your question was why was this never an
15 entrance and exit? Because in your original
16 Commission, all of the residents -- of which there
17 aren't many here, but there are some. Gus Eisenbacher
18 was our alderman. At that meeting, it was stressed
19 that we didn't want the traffic on Dean Street, and
20 that's why -- there was never a gravel road put in
21 there originally.

22 They poured the concrete around the complex
23 in December, and it got so cold. There's no gravel in
24 the empty lot. I should know I lived there. I was

1 there when they first started it. When Myron bought it
2 from George Gorkey who lived next to me, he lived there
3 all his life, and that was why -- you know, it was
4 strictly a knockdown or, you know, emergency entrance,
5 you know, when it originally was planned, so we didn't
6 have all the traffic on Dean Street of which there is
7 an ample supply of that with, you know, the gymnastics
8 and everything down there.

9 As to the question of the tree, take a
10 chain saw to that tree. It's ugly. It's a poplar. As
11 has been said before, it has no function whatsoever.

12 Originally there was supposed to be two trees
13 planted there at the knockout barriers. The two trees
14 on Dean Street I planted myself. Unfortunately, the
15 City dropped the ball, and there should have never
16 been, you know, the final approval until the emergency
17 road was put in, but, you know, things happen. It got
18 cold, and nobody continued.

19 But there has never been any gravel, and
20 there was never anything done to that road next to me.
21 It's just all dirt. So I mean when they say there was
22 gravel, there must have been a miscommunication here.

23 And as far as, like I said, the big tree,
24 whack her down. I speak for my neighbor next to me.

1 As far as having an entrance and exit,
2 there's too much traffic on Dean Street. If you have a
3 stop sign there, you cannot believe between, say, 7:00
4 and 8:30 the amount of traffic that goes to all the --
5 you know, the gymnastics, you know, where Mogli Amalgam
6 used to be. It's just incredible, and to have another
7 entrance and exit there, it's going to be a nightmare.

8 As far as landscaping and all that, as far as
9 planting trees and all that, you know, I don't see why
10 you'd want to -- the way it is it's ample, you know, if
11 they do put any kind of gravel road in there and just
12 have it. That's why it never was an entrance and an
13 exit because the original plan didn't state it when we
14 came here to the Planning Commission.

15 Hopefully, you'll have it that way because
16 being a resident there and living there all my life, to
17 have cars going back and forth and going onto Dean
18 Street -- half the time I can't get out of the driveway
19 now at night and in the morning. To have that -- I
20 would like to see it go back to the original plan in
21 1986 that it was originally for, not all of a sudden,
22 you know -- you know, to do what you want to do.

23 That's about all I have to say. But, like I
24 said, on the tree, it's junk. It's a hybrid 510

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1 poplar, and it can be cut down, and nobody is going to
2 miss it, including the person who lives next to it.

3 That's it. Thank you for your time.

4 CHAIRMAN WALLACE: Thank you, sir.

5 All right. Other questions? Sir.

6 MR. ROMANO: I would like to talk. I've
7 got something to say. My name is Mark Romano,
8 R-o-m-a-n-o, and I live at 1320 Dean Street. I'm right
9 down the gut. I'm right near -- I'm the house right
10 down -- right across the pipe there.

11 I can't see no good from this whole thing at
12 all. Dean Street is a race track. You all know
13 yourselves, if you know anything about this town, Dean
14 Street is a -- it's a cut-through street; and if you
15 put this in here, I think it's just a matter of time
16 before you have a really bad accident right there.

17 If it must go through, you've got to put some
18 kind of berms on the other side, on the north side of
19 the street to protect my neighbors and myself, I
20 believe.

21 The neighbors across the street from me are
22 going to be recipients of garbage, I think. People
23 driving in and out of there are going to throw beer
24 cans, et cetera, pop cans, whatever.

1 Headlights -- that's another thing. They're
2 going to be in my living room all the time and the
3 neighbors, my neighbors both north and south -- or east
4 and west of me.

5 Let's talk about the water, the storm sewers.
6 I don't know if this is a street. They said it's a
7 driveway. I think it's a street. And, you know,
8 that -- once again, you've got a street there with all
9 that pavement. That water is going to come right down.
10 If we get a storm, a bad storm, that water is coming
11 right to the three or four houses right there.

12 I didn't check the exact distance of the
13 parking lot from the apartments to Dean Street. I
14 would say it's a couple hundred feet, 180 feet. I'm
15 not really sure. I didn't look at the plan, but I do
16 know that Brook Street -- because I measured from the
17 curb to the -- curb-to-curb from where the inside of
18 the fence is, and it's 110 feet.

19 So that's all that would need to be paved is
20 110 feet, and the street is already there. So there
21 is -- it's right there. I don't understand what the
22 big hullabaloo is because it seems to me that would be
23 the smart thing to do.

24 I'm trying to think if I overlooked anything

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1 here. I talked about the accidents, the berms, and
2 then, of course, the litter and the safety thing. The
3 safety thing is the most -- you know, that's the
4 biggest deal. There's children that live on that
5 block, and I can't say enough how fast and how many
6 people abuse the speed limit on that street.

7 If anything, it should be a one-way street,
8 or they should put speed bumps on it. That's a
9 different -- you know, that's for a different time.
10 But I can't say enough how people drive up and down
11 that street. It's a raceway.

12 Like Bernie said, we have a hard time
13 backing in -- I back in my driveway when I come home
14 every day, and, you know, I don't know how many
15 different times I back in the driveway, and either I've
16 got to watch and wait until everybody is gone or I'm
17 either going to get flipped off or -- it's -- but the
18 main thing is this is a safety issue.

19 I just don't see any good coming from this.
20 I really don't. Okay.

21 CHAIRMAN WALLACE: Thank you, sir.

22 Yes, sir.

23 MR. MILLER: Hi. My name is Jim Miller.
24 I live at 1233 Dean Street.

1 I have lived on my property since 1964, and
2 as Bernie said, there never has been a gravel driveway
3 down that lot. Whoever said that didn't know what they
4 were talking about.

5 The original plan was a breakaway barrier on
6 each end of that lot so that emergency vehicles could
7 get in and out. They never were installed. Nobody
8 gave a hoot, and, you know, we didn't have any problems
9 for years. Now, all of a sudden it's a big deal.

10 Well, it is a big deal for me that lives on
11 the -- would be on the west side of it and Bernie on
12 the east. With all that traffic, it will be a
13 nightmare for us, and we've both lived there -- he has
14 lived there longer than I have, and I think it's a
15 rotten deal. That's all I got to say.

16 CHAIRMAN WALLACE: Thank you.

17 All right. Any other questions? Yes.

18 MR. AL VOLPE: Hello. My name is Brian
19 Al Volpe, 1219 Dean Street, A-I, capital, -V-o-l-p-e.

20 I guess the question I had is that the fire
21 chief has mentioned that they need access in and out.
22 So, you know, only one way, but this is just a
23 cul-de-sac. That's really all that apartment complex
24 is. It's a cul-de-sac. So do we have access amongst

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1 all the cul-de-sacs that are located in St. Charles, or
2 does the fire department not go all the way to them?

3 Secondly, no problems, I guess, have existed
4 but one time when there was major construction on 15th,
5 and there was a fire alarm or smoke detector that went
6 off, and they went there and they had problems.
7 That's road construction. That can happen anywhere at
8 any time.

9 If we must have access in there, it should
10 only be one way with barriers that need to be open. We
11 don't need access from this complex out to Dean Street.
12 That's what 15th Street is there for. If you add
13 another stop sign there, that's two stop signs in a
14 short amount of distance there.

15 People sometimes just race through on 15th
16 and come around that corner and you've got someone
17 coming out there trying to turn left, you've got an
18 accident just waiting to happen there. Just one-way
19 access, that's really the biggest thing.

20 I feel bad for my neighbors that are going to
21 have all that extra traffic and the lights going into
22 their houses. I know I have problems picking up all
23 the beer cans that are in my yard because my yard backs
24 up to their garages, and we have beer cans thrown over

1 top of their garages into my yard. I've seen it. I go
2 out there and pick them up every time I go to cut my
3 own grass. So they don't need to have that garbage. I
4 get enough of it anyways.

5 So that's really what I got to say.

6 Thank you.

7 CHAIRMAN WALLACE: All right. Yes.

8 MR. DE FINA: Hello. My name is Juan
9 De Fina, D-e, space, F, as in Frank, -i-n-a.

10 I want to open up that question again about
11 the side streets, the sidewalks.

12 CHAIRMAN WALLACE: Sorry. I can't hear
13 you. Go ahead.

14 MR. DE FINA: I want to open up that
15 question about the sidewalks for the children, and,
16 well, we don't want the children to use this. The
17 children do use that side of the street to get on the
18 bus. So that's a big problem.

19 And as my neighbors, good friends, also
20 stated, Dean Street is a mess as it is, and if the
21 Lexington Homes go up, think about that. That's even
22 more traffic.

23 So it's -- you know, I just bought my house
24 there four years ago, and I've seen traffic grow

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1 exponentially. I got rear-ended almost three times. I
2 got flipped off. I got screamed at just for turning in
3 my driveway.

4 Now, with this road coming out of Firethorne,
5 I sympathize with the Firethorne people, but I don't
6 want to become part of their problems. That's not my
7 problem.

8 But Dean Street, we have to address that
9 issue. We have to look into it, and it's not so much
10 the traffic, it's the reckless driving. It's terrible,
11 and there are children on those streets. Why it hasn't
12 been addressed to this date, I don't know.

13 I have been living there four years. I have
14 seen no speeding analysis. I have seen no speed sign
15 going, "You're going 50 miles an hour." They go 60, 70
16 miles per hour.

17 So that's all I have to say. So think about
18 it because Dean Street is a mess, and we don't need
19 more mess added to it. Thank you.

20 CHAIRMAN WALLACE: All right. Yes.

21 MR. ROMANO: I forgot to say one thing,
22 a couple things.

23 CHAIRMAN WALLACE: Please state your
24 name again.

1 MR. ROMANO: It's Mark Romano again,
2 R-o-m-a-n-o, 1320 Dean Street.

3 If this absolutely, unequivocally has to go
4 in, and I understand the fire -- you know, that's the
5 law; but then make it a fire lane with a gate that the
6 fire department only has access to. I think everybody
7 could live with that if that's necessary. That's not a
8 street then for people to go in and out of there. It's
9 supposed to be a fire lane; right? Then make it that.

10 And if it is a street and it becomes what the
11 Plan Commission -- or what the letter I got, it becomes
12 that, then I think that there should be, and I
13 emphasize again, a berm of some sort on the north side
14 of the street there to guard the houses, especially
15 with the three or four houses that are coming out of
16 the -- as I stated, the gut, right out of the chute
17 there.

18 Because if you get -- you got beer cans, so
19 what's that tell you? If you get someone coming out of
20 there that's on their phone or whatever, distracted
21 driving, you know, I don't want a car in my front
22 living room, and I don't want to see one in my
23 neighbors' either, either way. So the bottom line is
24 safety here. You know, that's why I can't emphasize

1 that enough.

2 So anyway that's all I have.

3 CHAIRMAN WALLACE: Thank you.

4 Yes, sir.

5 MR. MASIOKAS: Joe Masiokas,
6 M-a-s-i-o-k-a-s, and I'm at 23 North 7th Street.

7 The reason I'm talking about this -- I'm not
8 on Dean -- is I'm the chairperson for 2R2R which is a
9 neighborhood group that basically encompasses that
10 whole area. We had a meeting last week to discuss
11 this. Several of the people who got up and spoke were
12 at the meeting. Several of the people who got up and
13 spoke were not.

14 But basically, the consensus at our meeting
15 was that, okay, if they have approval for the gravel
16 drive, we can live with that as long as it's for
17 utility vehicles. And if there has to be something
18 paved, it should be -- what our thought was it should
19 be only a one way in and not let people go out from
20 there.

21 And as far as the safety of children, the
22 children from that complex could be picked up on Dean
23 Street. So they will go up and down there. So there
24 almost has to be some consideration if it's about to be

1 paved to putting in a sidewalk.

2 And also we kind of thought that if we do
3 allow it to be paved, you're going to have to do
4 something then to protect the interests of the
5 neighbors on both sides as far as some kind of planting
6 or some kind of privacy fence or something that would,
7 you know, alleviate some of the potential problems with
8 a lot of vehicles going by.

9 By and large, our thought was the gravel
10 drive that was approved years ago would be all right as
11 long as it basically is only for utility vehicles.

12 And to add to the thing that somebody
13 mentioned about the Lexington, which is going to be on
14 the agenda here, the Lexington project is going to
15 generate a lot more traffic onto Dean Street, and Dean
16 Street is -- right now I'd say it's not that -- it is
17 pretty bad actually because twice in the past two
18 years, and I don't live on Dean Street, but I have been
19 passed on the right side by somebody who wanted to go
20 60 miles an hour.

21 So I know that there is a lot of people who
22 live there who have got lots of incidents where they've
23 even been hit or they have been almost hit and stuff,
24 and it's not a good traffic situation right now.

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1 CHAIRMAN WALLACE: All right. Thank
2 you.

3 Any other questions? Yes.

4 MR. GUAGENTI: Joseph Guagenti, 1330
5 Brook Street, G-u-a-g-e-n-t-i. I live at Firethorne.

6 As the fire department has stated, you know,
7 there has been incidents where there was some
8 construction on 15th Street and fire trucks couldn't
9 get in. I feel like that's a safety issue that needs
10 to be addressed.

11 As far as adding additional traffic onto Dean
12 Street, the traffic coming out of Firethorne as it is
13 right now is going to be turning on 15th Street and
14 exiting or entering onto Dean Street as it is. So I
15 don't see any additional traffic that's going to be
16 entering or exiting just because there's this
17 additional street in there.

18 So I think that the street would -- for the
19 residents themselves, gain access to Dean Street
20 without going through 15th Street which is a mess.
21 There's cars that are parked all along 15th Street, and
22 you can't even see when coming out of Brook. So, I
23 mean, if we can address that, you know, great; but as
24 it is right now, it's a safety issue when pulling out

1 of Brook Street because of the amount of cars that are
2 on 15th Street.

3 So I just don't see that it's going to make
4 traffic on Dean Street greater than or less than
5 because it's going to be the same as it is now if
6 you're turning out on 15th Street and going down to
7 Dean Street to get up to Randall Road. No additional
8 traffic.

9 But I do -- you know, I do see the lights in
10 their houses, you know, if you get additional traffic
11 that hasn't been there for all these years and now all
12 of a sudden it's going to pop up there. But, again,
13 it's progress, and, you know, gaining that additional
14 access in and out from Dean Street would be a nice
15 benefit.

16 That's it. Thank you very much.

17 CHAIRMAN WALLACE: All right. Thank
18 you.

19 Yes.

20 MR. AL VOLPE: I'd like to address that
21 comment. Brian AlVolpe, 1219 Dean Street.

22 There might not be additional traffic coming
23 from Firethorne to Dean if they did pave that road, but
24 it's the -- it won't be as monitored as much if they go

1 out to 15th and come down because now you have them
2 coming out from Firethorne and coming out to -- and the
3 traffic coming down 15th Street as well. So now you're
4 going to have two accesses there to get in.

5 So now the amount of cars coming down 15th
6 and the amount of cars coming out, there won't be
7 enough monitoring, there won't be enough space, and
8 they'll try and come out and fly down my street, which,
9 again, is a little crazy. I almost got run over at
10 Halloween this year.

11 CHAIRMAN WALLACE: All right. Any other
12 questions?

13 Yes.

14 MR. ROMANO: Mark Romano, 1320 Dean
15 Street.

16 Where are they going to plow all the snow?
17 When we get snow, where will the snow go? Will it go
18 back toward the apartments, or will it come down on
19 Dean Street? And who will plow the snow, the City or a
20 private contractor?

21 MR. PHILIPCHUCK: The same private
22 contractor that plows the snow in the complex now would
23 plow the snow for the driveway. As you know, you can't
24 push it out in to the street. So it has to be pushed

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1 up on the side. It would be on our property.

2 CHAIRMAN WALLACE: Okay. Any other
3 questions?

4 (No response.)

5 CHAIRMAN WALLACE: All right. Anything
6 else from staff?

7 MR. COLBY: (Shaking head.)

8 CHAIRMAN WALLACE: Any other City
9 officials, any other comments?

10 (No response.)

11 CHAIRMAN WALLACE: Okay. Plan
12 Commission, either comments or if you feel that you
13 have enough information to make a recommendation.

14 MEMBER SCHUETZ: I have kind of a
15 question or comment.

16 If it were to be gravel, have you given any
17 thought to gravel for emergency vehicles, but the --
18 I'm not exactly sure what it's called, but it's a
19 permeable --

20 CHAIRMAN WALLACE: Permeable pavers.

21 MEMBER SCHUETZ: Right. They're used
22 for fire truck access and grass grows in between them,
23 and they look great, but they still have vehicular
24 access.

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1 MR. PHILIPCHUCK: We haven't looked at
2 that, and I do know that they are very costly. That's
3 not less expensive.

4 MEMBER SCHUETZ: Right.

5 MR. PHILIPCHUCK: But --

6 MEMBER SCHUETZ: But it would be more
7 permanent than a gravel road that you'd have to put on
8 new gravel every year because you might have --

9 MR. PHILIPCHUCK: I don't know if it
10 matters to the Plan Commission, but I do have an aerial
11 photo from March 30th of 2002; and if you think it will
12 help, I'll pass it out to you. But if you look at the
13 lot that comes off of -- I think you can see the
14 gravel.

15 CHAIRMAN WALLACE: All right. Yes.

16 MEMBER DOYLE: I have a question for
17 staff. We have in the staff packet a report that was
18 addressed to Ellen Johnson from CEMCON which contains
19 an analysis of traffic.

20 The findings of the report basically from
21 what I can tell is that there are no line-of-sight
22 obstructions and that the additional traffic that is
23 anticipated on Dean Street would be 192 vehicles
24 per day.

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1 MEMBER KESSLER: I really have to
2 question that. How could there possibly be an
3 additional 192 vehicles from an existing site? How
4 could there be additional? That doesn't make any
5 sense.

6 MEMBER DOYLE: Well, let me restate
7 that. That 40 percent of the vehicles -- the apartment
8 complex, according to the ITE Land Use 220 rate,
9 generates 479 trips per day, and 40 percent of those
10 trips would enter and exit from the proposed new
11 entrance, which would be 192 vehicles.

12 MEMBER KESSLER: Which means that those
13 vehicles conceivably now are entering and exiting onto
14 Dean Street.

15 MEMBER DOYLE: And going one way or the
16 other, yes.

17 I guess my question for staff is is there
18 anything in the report to support or -- you know, any
19 sort of consideration as to can Dean Street sustain --
20 I mean is there additional traffic, or is this just a
21 matter of rerouting where traffic is going? Is there
22 any reason to believe that this would cause a traffic
23 problem?

24 MR. COLBY: The report looked at the

1 traffic generated by development and the distribution
2 of it out of the different access points. It also
3 looked at the sight distances. It didn't address the
4 question you're asking directly.

5 MEMBER DOYLE: Okay.

6 MR. COLBY: It was the Applicant's
7 analysis, and they can speak to that.

8 MEMBER DOYLE: Well, then does the
9 Applicant care to comment on some of the testimony we
10 received from the public?

11 MR. KEITH: Mike Keith for CEMCON.

12 To address your question, we did not analyze
13 the intersections and what the resulting traffic would
14 be. That would be a traffic impact analysis, and then
15 we would have to do additional counts out there to
16 count the intersections and move from there.

17 What I did was I basically looked at the IDOT
18 trip generation for vehicles per day, kind of came up
19 with a percentage of where the traffic was going,
20 mainly Randall Road because most of the traffic is
21 probably going to Randall Road.

22 There's about 26 percent of the traffic that
23 goes north on Randall Road. So I figured those people
24 would either come out 15th and go north to Dean or

1 would go out that new access, which came out to
2 26 percent. I added an additional percentage because
3 maybe some people might want to come out the new access
4 to go east on Main Street. So I mean 40 was a
5 conservative estimate.

6 I did look today and did more of a
7 comprehensive look at this. The ITE analysis gives you
8 vehicles per day, and then I did another analysis of
9 the a.m. peak hour generator and the p.m. peak hour
10 generator.

11 What that means is it takes one hour out of
12 the morning rush hour that's going to be the maximum
13 peak hour traffic. It could be from 6:30 to 7:30, 7:30
14 to 8:00 -- or, I'm sorry, 7:30 to 8:30 or 7:00 to 8:00,
15 somewhere in that range.

16 When using those same splits, they also give
17 you an idea of how -- and I have that analysis here if
18 you guys would like to look at it. But what it shows
19 is it kind of shows what the amount of traffic would be
20 at the intersection for that one hour. So I'll give
21 these to you, and you guys can take a look at it.

22 CHAIRMAN WALLACE: Is this all the same
23 thing?

24 MR. KEITH: Yes, they're all the same.

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1 CHAIRMAN WALLACE: All right.

2 MEMBER KESSLER: These are not actual
3 traffic counts. This is all based on --

4 MR. KEITH: ITE.

5 MEMBER KESSLER: ITE.

6 MR. KEITH: And they're based on what
7 ITE puts out.

8 MEMBER KESSLER: ITE is not actual
9 traffic counts.

10 MR. KEITH: No. It is not actual
11 traffic counts.

12 MR. PHILIPCHUCK: So if you look at that
13 issue, obviously we have 72 apartments, some are single
14 occupant, some are two. So the traffic that's leaving
15 and going in and out of the complex is going to be the
16 same. It's just a question of are they going to go
17 out to 15th Street or are some of them going to go out
18 the new drive to Dean Street, instead of going Brook
19 to 15th.

20 Will it be more convenient? It might be for
21 a couple of residents that are closer to the new drive
22 to go that way. They're going to go to Dean Street
23 rather than go out Brook to 15th. But we're not
24 generating any more traffic. The number of people that

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1 live there are the number of people that live there.
2 The number of trips are the number of trips. They go
3 to Dean Street. They go to 15th Street. They go to
4 Main Street.

5 Some of them won't be going to 15th Street.
6 They'll go right to Dean, but many of them will
7 continue to go out Brook, and they'll go to 15th, and
8 then they'll go to Dean Street or Main Street.

9 So I think it's less of an impact than what
10 some people are fearful of, but as far as, boy, we're
11 going to load up Dean Street, I don't think that that's
12 the case. The facts are if they're going to Dean
13 Street now, they're going to continue to go to Dean
14 Street. That just makes sense.

15 MEMBER DOYLE: One more question.

16 MR. PHILIPCHUCK: Yes, sir.

17 MEMBER DOYLE: What would be the impact
18 on the property owners and tenants at Firethorne if the
19 Plan Commission sticks with the current PUD regulation
20 that says basically we want to keep it a gravel drive
21 with emergency only access? What are the implications
22 or ramifications on that for the property owners?

23 MR. PHILIPCHUCK: I think, as the
24 gentleman who lives in the complex mentioned, that

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1 there are other apartments over on 15th Street. I know
2 that a lot of those vehicles park on the street. It's
3 busy over there. God forbid that there was an
4 emergency, and, you know, vehicles couldn't leave the
5 complex because they couldn't get out on Brook Street.

6 So I'm not trying to paint a scenario of what
7 that might be, but I think the chief addressed it. If
8 you're developing properties today, you're going to
9 have two ways in and out, and this is not a cul-de-sac.
10 This is 72 apartments. How many cul-de-sacs have 72
11 homes on them? None that I'm aware of anywhere.

12 So it's a safety factor to the residents, the
13 100-and-some that actually live in the apartment
14 complex that there is another way to exit that
15 development via a vehicle, so that I think is what's
16 important.

17 Aside from the fact that the fire department
18 obviously wants a way to get in and out of there in an
19 emergency, I think the safety factor for the residents
20 is also worthy and thus the reason for the request. If
21 it was just to freshen up the gravel and provide that
22 emergency exit, obviously we would have done that
23 already.

24 In looking at the overall picture, the

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1 ownership felt that it was better for their residents
2 to have that extra safety factor. Let's spend more
3 money. Let's do it right. Let's put in a driveway so
4 that vehicles can go in and out. It's better to
5 utilize and serve the residents of the complex and
6 address that safety issue, so eliminating just one way
7 in and out for their vehicles.

8 CHAIRMAN WALLACE: Okay. Anything else?

9 MR. AL VOLPE: Brian Al Voipe, 1219 Dean
10 Street.

11 I'm glad that the 72 units over there maybe
12 feel a little safer or whatever if they have an access
13 out, an extra access out; but, again, it was never an
14 issue to any of them when they purchased the property.
15 It was a great investment to them when they purchased
16 the property. When the new owners purchased the
17 property, there was not an issue. I don't feel that
18 there is an issue now.

19 One time that the fire department couldn't
20 get in, and now we've having multiple times the fire
21 department won't be able to get in with that access
22 street coming out and all of the accidents that are
23 going to be happening on Dean Street, or my street is
24 going to get blocked off with accidents. My street is

1 going to have more fatalities on it. It's already bad
2 enough with the traffic.

3 If they want to have access, great. One-way
4 access for the fire and police to get in with breakdown
5 barriers or whatever. That's it. That's the safety.
6 They don't need to come out that way. There is plenty
7 of access on 15th Street. They already have no parking
8 signs on Brook Street, on 15th.

9 15th Street is -- if they have problems with
10 the cars parked there, then that's a whole other issue;
11 but if they wanted them to have more access, then no
12 parking on Brook Street on both sides. They have
13 one -- no parking on one side. Make it on both sides.
14 There's going to be a ton of accidents there. You will
15 be able to see around the cars if you go up north or
16 south on 15th. That's why the traffic signals are up
17 there at 15th and down at Dean and 15th.

18 Secondly, it's going to be a private street.
19 Police have no way of enforcing anything on that road
20 that happens. So if there's anybody flying down that
21 road, anybody, you know, God forbid, ends in the two
22 neighbors' houses, you know, racing because there is no
23 police enforcement. It's a private road. It should
24 only be access in only for the police and fire.

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1 Thank you.

2 CHAIRMAN WALLACE: All right. Sir.

3 MR. ROMANO: Mark Romano, 1320 Dean
4 Street.

5 If this thing does happen, would the people
6 who represent Firethorne or the City -- I asked about
7 this, but I want to ask if someone would actually do
8 it -- put the berms up, or could somebody, that would
9 be you gentlemen, amend the code and have the people
10 from Firethorne pay for fences.

11 I know fences can't come up to the front of
12 the yards now. I'm pretty sure that's the code. You
13 can't come all the way to the front. At least I know
14 that's so on Dean Street. Could that be amended so
15 that my neighbors, if they choose to do so and myself,
16 would be able to put fences up in our front yards or
17 some kind of a barrier so that we can protect ourselves
18 from a car coming into the front yard. I really think
19 it's a safety issue. I can't be more adamant about
20 that.

21 And it's not so much the traffic, the traffic
22 that they're doing the surveys on. That's traffic
23 that's, you know, they're projecting. The traffic
24 that's up and down that street from my view, nobody

1 ever mentioned that there's semis on that street that
2 really roll down that street. You guys know that.
3 There's big tractor-trailers that go down that street a
4 good 40, 45 miles an hour sometimes. It's just, you
5 know, I don't want to be redundant up here, but it's
6 just something bad waiting to happen.

7 You know, like I said before, put the fire
8 lane in there. I don't have a problem with that, you
9 know, but a road. I just don't see it. Once again, I
10 don't want to keep coming up here but -- and I would
11 like to leave it as could that be done? Could you
12 amend the codes so that we could have -- these
13 gentlemen could put a fence up for us, and would they
14 be willing to do that? Put a berm up or some kind of a
15 barrier to protect my neighbor to the east of me, my
16 neighbor to the west of me, and myself from harm's way,
17 from a car coming in.

18 You know, if you're standing there, which
19 I've done, and you look down that road, my neighbor
20 John, his driveway, my driveway, it looks just like --
21 at nighttime, it looks just like part of the road, and
22 once again, you know, it could be anybody. It could be
23 someone that would drive right in there and end up in,
24 you know. You just never know.

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1 It's 2014, guys. That means we've got to
2 protect ourselves, and that's why I keep coming up
3 here.

4 With that, I'm done.

5 CHAIRMAN WALLACE: All right. Sir, do
6 you have something to say?

7 MR. MASIOKAS: Joe Masiokas, 23 North
8 Second Street.

9 I just wanted to add the fact that, you know,
10 that project has been there for 25 years, and they've
11 never felt the need before to have another access in
12 and out for the residents. I'm assuming that when it
13 was pretty well built, it was pretty well built to the
14 current capacity.

15 The only reason now there is an issue is
16 because the fire department thought that they needed to
17 enforce the fact that that gravel access drive should
18 be there for them. I think really that's sufficient
19 for the need because if there was a real issue, it
20 would have arisen before 25 years because that project
21 is not going to get any bigger. It's 72 units. That's
22 all it's going to be.

23 Thank you.

24 CHAIRMAN WALLACE: All right. Anything

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1 else?

2 (No response.)

3 CHAIRMAN WALLACE: All right. Plan
4 Commission?

5 (No response.)

6 CHAIRMAN WALLACE: Staff, is there
7 anything else?

8 MR. COLBY: (Shaking head.)

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

11 MEMBER KESSLER: Move to close the
12 public hearing.

13 MEMBER SCHUETZ: Second.

14 CHAIRMAN WALLACE: It's been moved and
15 seconded. Any discussion on the motion?

16 (No response.)

17 CHAIRMAN WALLACE: Tim.

18 MEMBER KESSLER: Holderfield.

19 MEMBER HOLDERFIELD: Yes.

20 MEMBER KESSLER: Schuetz.

21 MEMBER SCHUETZ: Yes.

22 MEMBER KESSLER: Doyle.

23 MEMBER DOYLE: Yes.

24 MEMBER KESSLER: Pretz.

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1 MEMBER PRETZ: Yes.

2 MEMBER KESSLER: Gaugel .

3 MEMBER GAUGEL: Yes.

4 MEMBER KESSLER: Wallace.

5 CHAIRMAN WALLACE: Yes.

6 MEMBER KESSLER: Kessler, yes.

7 CHAIRMAN WALLACE: All right. The
8 public hearing is now closed. That concludes Item
9 No. 4 on your agenda.

10 Item 6, Firethorne Apartments PUD, 1320-1370
11 Brook Street, Firethorne Apartments, LLC, application
12 for special use requesting an amendment to PUD 1987-Z-4
13 to allow a paved vehicular access drive to Dean Street.

14 Is there a motion?

15 MEMBER DOYLE: Can we discuss first, or
16 do we need to have a motion on the table to discuss?

17 CHAIRMAN WALLACE: Well, technically,
18 yes. Although we routinely allow discussion prior to
19 taking a motion. Go ahead.

20 MEMBER DOYLE: I'm willing to move
21 something. I'm sort of on the fence on this. I'd like
22 to discuss it and decide which motion I might be
23 inclined to make.

24 MEMBER PRETZ: I would side with Brian.

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1 CHAIRMAN WALLACE: And do the --

2 MEMBER PRETZ: -- discussion.

3 CHAIRMAN WALLACE: Okay. Yeah. Go
4 ahead.

5 MEMBER DOYLE: Well, the first comment I
6 want to make is that we heard a lot of testimony
7 tonight about traffic safety on Dean Street, about
8 speed of traffic, about the traffic that is outside of
9 the -- or beyond the confines of just this property.

10 The City has a traffic calm policy that I
11 have used successfully in my neighborhood to contact
12 the City's traffic officer, and I found the City to be
13 very responsive in implementing traffic-calming
14 measures without being compelled to do so.

15 But if there were some sort of reticence on
16 the part of the City, this policy enables citizens, a
17 citizen group to press the City police, ask for a study
18 area to be defined; and the petition -- and if the
19 petition is sufficient, then the City has to conduct a
20 study; and if they find that vehicles are speeding, a
21 certain percentage of vehicles are speeding, the City
22 has to then implement traffic control policies.

23 That is a policy that's available to
24 residents today, and I think that -- I personally feel

1 as a resident that it's important that we avail
2 ourselves of those policies that were put in place for
3 our empowerment and that we use the right tool to fix
4 the problem.

5 I really feel like the problem that's been
6 presented tonight among the residents and the property
7 owners in the area is about traffic on Dean Street and
8 reckless driving. That's what has people upset, and it
9 would have me upset too.

10 On the other side of this, I'm also compelled
11 by something that the Applicant's representative said
12 on two occasions tonight which is that they could, in
13 fact, put a gravel driveway in, and they feel like they
14 would like do the job right. They would like to do it
15 the right way in accordance with what current practices
16 are for the benefit of their tenants and for the
17 surrounding community according to what we heard.

18 I'm not hearing that there is going to be
19 additional traffic from this lane on Dean Street. It
20 doesn't -- I mean there are only so many units there,
21 and so I'm very concerned about sending a message to
22 property owners that when they come to us wanting to
23 make an improvement voluntarily to their property,
24 rather than do the bare minimum, that we say, no, you

1 can't do that because we don't want to do what's best
2 for your property. We don't want you to make those
3 improvements.

4 So I feel like the Commission has to have a
5 substantive reason here and findings of fact behind it
6 to say, no, you're not -- we don't want you to make
7 that improvement to your property. You know, we'd like
8 you to do the bare minimum.

9 So those are my initial impressions. I'd be
10 curious to know what the other plan commissioners
11 think.

12 MEMBER KESSLER: Well, I feel the same
13 way. I'm really on the fence on this. I agree that
14 there is not going to be any additional traffic. It's
15 going to be rerouted. It's going to be moved to the
16 east. Any traffic that might -- all of the traffic
17 that's headed to Dean Street from Brook and 15th are
18 coming in and out of that entrance, and that it would
19 just be moving down the street.

20 There is an issue with traffic on Dean
21 Street. I drive on Dean Street every single day, every
22 single day, east, west sometimes three, four times a
23 day, and there is a problem. It's very fast. It's
24 become a through street. You've got a light at

1 Randall. So it's a perfect through street.

2 I think that the biggest impact that this is
3 going to have is going to be not on everybody on Dean
4 Street but on the residents who abut this property.

5 That's who the impact is going to be on. It's going to
6 be on the residents on the east, the residents on the
7 west, and the residents directly across the street.
8 That's the biggest impact.

9 I think that there is an issue on 15th
10 Street. 15th Street is apartments as well, and I don't
11 know what the population is there, but there are a lot
12 of kids walking up and down 15th Street, a lot. They
13 all congregate down on 15th and Dean because that is
14 where the bus picks them up. So they're going to walk
15 there regardless of whether this road is there or not.
16 So doing some calming on 15th Street wouldn't hurt
17 either.

18 Again, those are issues though that we -- the
19 traffic and the speed and the difficulty on Dean Street
20 and 15th Street are outside of the purview of whether
21 this road is going to be here or not, and they should
22 be addressed. That's why I'm torn.

23 I'm torn about is this a public -- is this
24 for a public good? I mean it is an improvement. We do

1 typically require now that there are two ingress and
2 egresses in a property like this. It's not a
3 cul-de-sac. There's 72 residences in there. It's not
4 like a cul-de-sac with four or five homes, so you can't
5 call it that.

6 I think there is a public safety issue that
7 we should address. We're not adding traffic, but again
8 believe me, I know what it's like. I live on 64. I
9 live right on Main Street. I've seen traffic increase.
10 I've seen it go from 45 miles an hour to 70 miles an
11 hour. I have to turn left out of there.

12 What's happened is this community has grown
13 and our streets, our roads have become through streets.
14 And they're the through streets not just for Dean
15 Street and 64, they're just through streets for the
16 residents of St. Charles. They have been through
17 streets for anybody trying to get from anywhere east to
18 anywhere west, and it's because they cross.

19 So I'm not sure. How do you address that?
20 How do you deal with people that are directly affected,
21 and those are those people that abut this property.

22 MEMBER DOYLE: Well, one suggestion
23 given to us is to attach a recommendation to our motion
24 regarding landscaping as well as a recommendation

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1 regarding signage on the private access drive.

2 And if we were to make a recommendation for
3 approval of this, I would definitely want those two
4 conditions to go with that recommendation.

5 MEMBER HOLDERFIELD: Could you say that
6 again? I understand the signage. Are we talking just
7 on the east and west side? There was a concern about
8 across the street.

9 MEMBER DOYLE: Yeah. You know, I
10 don't -- well, across the street, I mean, that's not on
11 the subject property.

12 MEMBER HOLDERFIELD: I see.

13 MEMBER DOYLE: So I don't see that we
14 can attach a recommendation for something that's not on
15 the subject property.

16 MEMBER PRETZ: One of the things that
17 was brought out was mention of one way. It would
18 accommodate the fire department and emergency vehicles
19 and may also be an answer as far as the improvement,
20 and it could be potentially a single lane, not quite
21 as wide.

22 MEMBER DOYLE: Well, the assertion
23 that's been made by the Applicant is that it's a safety
24 issue on the property, that residents there don't have

1 a second means of egress on the property. So if it was
2 one way in -- if we're predicating this motion on the
3 claim that there is a safety issue on the property, and
4 that is a greater safety issue than the safety issue --
5 impact on the safety issue on Dean Street.

6 I mean, I think that the traffic on Dean
7 Street is a very important safety issue, and it
8 probably exceeds anything that we're talking about
9 here, but the question is what the impact of this drive
10 will be at any rate. If we're predicating at least in
11 part on that is providing for greater safety to
12 residents on the parcel, then it would seem that we
13 would want the ability to leave that access.

14 MEMBER SCHUETZ: Isn't the safety,
15 though, based on the emergency vehicles only?
16 Obviously, it's a safety issue for the residents.

17 MEMBER DOYLE: That's not what I heard.
18 What I heard was that if there is an emergency on the
19 property and residents need to evacuate for some
20 reason, leave their property, then having two ways of
21 egress is a safety issue. That's the claim that was
22 made for residents, not only for the emergency
23 vehicles.

24 MEMBER SCHUETZ: Okay. I misunderstood.

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1 MEMBER DOYLE: And I see one of our
2 officials at the table nodding here.

3 Am I correct that you agree with that
4 statement?

5 CHIEF SCHELSTREET: Joe Schel street,
6 fire chief.

7 That is correct. Yeah. It works both ways:
8 to be able to get in, to be able to get out. I
9 wouldn't, you know, assume to describe what that
10 circumstance could be, but if there was a need to
11 evacuate, for example -- I will give you one example --
12 a gas leak. We do routinely evacuate. If a contractor
13 punctures a high pressure gas main, we would move
14 people. If that one access was blocked, we would have
15 no way to do that.

16 CHAIRMAN WALLACE: Okay.

17 AUDIENCE MEMBER: May I speak, please?

18 CHAIRMAN WALLACE: No. Sorry. We're
19 already done with the public hearing.

20 AUDIENCE MEMBER: His assertion is wrong
21 there --

22 CHAIRMAN WALLACE: Sir, not right now.
23 Not right now.

24 All right. Any other questions or comments

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1 from members of the Commission?

2 (No response.)

3 CHAIRMAN WALLACE: Let's get a motion on
4 the table so that we can discuss the motion.

5 MEMBER DOYLE: I move for recommendation
6 for approval of the -- sorry, let me get the -- I move
7 for a recommendation for approval of application for
8 special use requesting an amendment to the PUD
9 Ordinance 1987-Z-4 to allow a vehicular access drive to
10 Dean Street subject to two conditions: that the
11 Applicant erect signage, a stop sign on the -- for
12 vehicles exiting Dean Street; and that the Applicant
13 install landscaping to screen the access drive from
14 properties immediately to the east and west.

15 CHAIRMAN WALLACE: All right. Is there
16 a second to that motion?

17 MEMBER HOLDERFIELD: Second.

18 CHAIRMAN WALLACE: All right. Any
19 discussion on the motion?

20 (No response.)

21 CHAIRMAN WALLACE: Discussion? No. All
22 right.

23 Tim.

24 MEMBER KESSLER: Holderfield.

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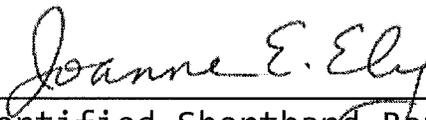
1 MEMBER HOLDERFIELD: Aye.
2 MEMBER KESSLER: Schuetz.
3 MEMBER SCHUETZ: Yes.
4 MEMBER KESSLER: Doyle.
5 MEMBER DOYLE: Yes.
6 MEMBER KESSLER: Pretz.
7 MEMBER PRETZ: Can you come back to me?
8 MEMBER KESSLER: Gaugel.
9 MEMBER GAUGEL: Yes.
10 MEMBER KESSLER: Wallace.
11 CHAIRMAN WALLACE: No.
12 MEMBER KESSLER: Pretz.
13 MEMBER PRETZ: No.
14 MEMBER KESSLER: Kessler, yes.
15 CHAIRMAN WALLACE: Okay. That motion
16 passes 5 to 2, and that concludes Item No. 6 on the
17 agenda.

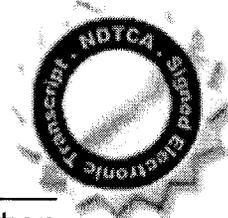
18 PROCEEDINGS CONCLUDED AT 8:16 P.M.
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1 STATE OF ILLINOIS)
) SS.
2 COUNTY OF K A N E)
3

4 I, JOANNE E. ELY, Certified Shorthand
5 Reporter No. 84-4169, CSR, RPR, and a Notary Public in
6 and for the County of Kane, State of Illinois, do
7 hereby certify that I reported in shorthand the
8 proceedings had in the above-entitled matter and that
9 the foregoing is a true, correct, and complete
10 transcript of my shorthand notes so taken as aforesaid.

11 IN TESTIMONY WHEREOF I have hereunto set my
12 hand and affixed my Notarial Seal this 24th day of
13 November, 2014.

14
15 
16 _____
Certified Shorthand Reporter
Registered Professional Reporter



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20 My commission expires
May 16, 2016
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PRESENT:

- MR. TODD WALLACE, Chairman;
- MR. TIM KESSLER, Vice Chairman;
- MR. BRIAN DOYLE, Member;
- MR. STEVE GAUGEL, Member;
- MR. JAMES HOLDERFIELD, Member;
- MR. TOM PRETZ, Member;
- MR. TOM SCHUETZ, Member.

ALSO PRESENT:

- MR. RUSSELL COLBY, Planning Division Manager;
- MS. ELLEN JOHNSON, Planner;
- MR. CHRIS TIEDT, Development Engineering Manager; and
- MS. RITA TUNGARE, Director of Community and Economic Development.

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1 CHAIRMAN WALLACE: Going back to Item
2 No. 5 on the agenda, this is Lexington Club PUD, north
3 of Dean and State Street, south of former Randall Road
4 tracks, between 5th and 12th Street, Lexington Homes,
5 LLC.

6 This item is on your agendas tonight for a
7 concept plan review. This particular property has been
8 the subject of concept plan reviews in the past and --
9 wait, I'll pull it up on mine.

10 The purpose of a concept plan review for the
11 Plan Commission is to allow an applicant to basically
12 receive feedback on an application that may be coming
13 before the Plan Commission at some point in the future,
14 and so what we're going to hear from the Applicant is
15 what they intend to do, and the Plan Commission will
16 let the Applicant know in general terms what they do or
17 don't like about their plan.

18 At that point the Applicant -- after tonight
19 nothing will happen unless the Applicant actually makes
20 an application with the City. So there is no action on
21 this item besides the Plan Commission giving feedback
22 to the Applicant.

23 At a point in the future, the Applicant could
24 come back with an application, and they can choose to

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1 incorporate the Plan Commission's comments or not. It
2 doesn't matter. However, the Plan Commission is going
3 to give an indication through their comments tonight of
4 how it will be received at a point in the future.

5 So any questions on that?

6 (No response.)

7 CHAIRMAN WALLACE: Okay. Before I go to
8 the Applicant, staff, do you have anything on this
9 before we begin?

10 MR. COLBY: (Shaking head.)

11 CHAIRMAN WALLACE: All right. Then in
12 that case, I see that the Applicant has a presentation.
13 How long do you think the presentation will
14 take?

15 MR. ROTOLO: I think about 20 minutes.

16 CHAIRMAN WALLACE: 20 minutes. Okay.
17 Whenever you're ready.

18 MR. ROTOLO: Thank you, Mr. Chairman and
19 members of the Planning Commission and staff. My name
20 is Bill Rotolo, and I'm the vice president of Lexington
21 Homes.

22 I'm going to give you our cards, everyone.

23 I'm just going to be the MC, and I'll
24 introduce our presenters shortly.

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1 With me tonight is also John Agenlian. He is
2 our in-house civil engineer and land development
3 manager. We have Jon Nelson from Jen Land Design. He
4 designed the site plan, and he'll go through that in a
5 PowerPoint.

6 I also have Joe Safin from BSB Design.
7 They're our architects, and he's briefly going to show
8 you the homes that we're planning.

9 I'm not going to give a presentation on
10 traffic, but I do have Javier Millan from KLOA here,
11 our traffic consultant if you have any questions about
12 traffic.

13 So with that, I will turn it over to Jon
14 Nelson who will walk you through the PowerPoint.

15 MR. NELSON: Good evening,
16 Commissioners. My name is Jon Nelson with Jen Land.

17 What I'd like to do, I guess, first is to
18 reference the approved plan. This is a representation
19 of a plan that is currently approved, has been final
20 engineered, and it can basically be built essentially.

21 As you see on this, the western portion of
22 the property, the area up here, the northwest and in
23 the southeast end is zoned RM-2 for townhome. There
24 are 102 townhome units approved. At the northeast end

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1 of the property it has been zoned RT-3 for 28
2 single-family lots. So there is a 130 units that are
3 already approved, final engineered --

4 CHAIRMAN WALLACE: Hold on just a
5 second.

6 Russ, can you remind us as to the procedural
7 status of that application?

8 MR. COLBY: Yes. The Applicant
9 represented it correctly. It was a PUD that has been
10 approved.

11 CHAIRMAN WALLACE: Okay.

12 MR. COLBY: The property has been
13 platted for that plan that's being displayed right now.

14 MEMBER KESSLER: Okay. When did that
15 happen?

16 CHAIRMAN WALLACE: I mean I obviously
17 remember it being before us but --

18 MR. COLBY: It was approved by the City
19 Council in January of 2013.

20 CHAIRMAN WALLACE: Okay.

21 MR. COLBY: It was before the Plan
22 Commission considerably earlier than that.

23 CHAIRMAN WALLACE: Yeah. After several
24 different concept plans.

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1 MR. COLBY: Yes.

2 CHAIRMAN WALLACE: Yeah. Okay.

3 All right. Go ahead. Sorry.

4 MR. NELSON: That's quite all right.

5 I was not involved in the original plan; but
6 as you can see on this, there was obviously a lot of
7 work. I know this property has a substantial history
8 to it. It was an industrial site, it has some
9 environmental issues, and it has many things going on.

10 All that apparently was sorted out and at
11 some point, as was mentioned, a plan was approved.
12 This is a representation of that plan that was
13 approved. So the property can be built for 130 units.
14 108 [sic] of those are single-family townhomes, and the
15 balance is 28 single-family.

16 Part of the development of this plan was
17 obviously coordination of the multiple roads that
18 service the piece of property. You can see that the
19 property currently has access off of 9th up the middle,
20 7th, 6th, and Mark Street.

21 So the road pattern was, you know,
22 well-thought of, and it integrated all of the needs of
23 the -- those road extensions. The creek, State Street
24 creek runs through the southern end of the property.

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1 The drainage, as you can see, is essentially from north
2 to south and also a little bit to the northeast. All
3 of that was worked out at the preliminary stage,
4 incorporated into the approved plan, and final
5 engineered.

6 There is a park site that at the time was not
7 built but was to be built, and it currently is there
8 now. There was a piece of property from this
9 development that is approximately in this location here
10 off of 9th that was going to be dedicated to provide
11 better access to the existing park. There was some
12 trail proposed in this location. There were two trails
13 up in the north end of the property to a future bike
14 path network.

15 There was a future extension potential out to
16 12th Street, and there was a road right here that was
17 basically a private access. I know in the previous
18 hearing that you had, there was a lot of discussion
19 about emergency access one way in and those types of
20 things.

21 Obviously across this property currently, it
22 has a public road network. This portion of the
23 property is essentially a cul-de-sac without that
24 connection. So I'm sure that's why that private

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1 easement was provided in there so that until some
2 potential access to the west was accomplished, there
3 would at least be two ways in and out of the entire
4 complex and all coordination associated with it.

5 As part of this approval, there were certain
6 deviations from your code both for the RT-3
7 single-family lots as well as the attached
8 single-family townhome lots. What we are proposing is
9 essentially to revise the plan which would require --
10 obviously it has to come before you again for a formal
11 public hearing as a PUD and do an entirely
12 single-family plan under the RT-3 District.

13 Now, under the existing zoning, the RM-2, it
14 did provide for attached single-family, duplexes, or
15 single-family; but I think your community policy is if
16 it's single-family, you prefer to pick a zoning
17 district similar to that and have that as the
18 underlying zoning.

19 So that's why we would require, under this
20 proposal, to rezone that portion of the property
21 currently RM-2 to an RT-3 zone and modify the plan and
22 everything that goes along with that in terms of the
23 process.

24 But as you can see from this plan, the road

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1 network is almost identical to the road network that
2 was approved on the current plan, the exception being
3 that Ryan Street extension -- future Ryan extension is
4 proposed to be relocated as an extension to Mark
5 Street. This private road access has been maintained
6 so that the northwest end of the property essentially
7 has two ways in and out. We do have the pedestrian
8 access -- the future access here.

9 On this one there were some comments that
10 that area needs to have some work. This trail actually
11 is supposed to be an access to the electrical facility.
12 That trail is supposed to be moved adjacent to it.
13 Exactly where that access is going to go to the
14 electric facility, we haven't sorted out. It's a
15 detail obviously for the future.

16 The trail access that was shown on the
17 approved plan in the southwest is there. There was a
18 future access to the park. That's shown.

19 What is not shown on this plan is there were
20 several offsite conditions, 9th Street, 6th Street, 7th
21 Street that were all part of the approved ordinance.
22 Those would still remain intact. I think there is a
23 reference in the staff report that it's not shown on
24 the plan. That's correct. They are not on the plan.

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1 They are offsite to the property, but those conditions
2 still would be adhered to.

3 As you can also see, the open space that was
4 approved on the original plan is intact on this plan:
5 the drainage, the detention facilities, preservation of
6 the creek, the wooded area adjacent to the creek and
7 what have you.

8 So the context of the original PUD is
9 maintained, but the proposal to go to all single-family
10 does require a revision to the PUD and certain
11 deviations to the RT-3 zone.

12 Under the approved plan, staff took the
13 application and did kind of a summary for you, if you
14 will, but basically the RT-3 zoning requires a
15 5,000-square foot lot. That was provided for and
16 exceeded under the existing RT-3 plan; but with the
17 RM-2, the lot area per unit was obviously substantially
18 less than that, which is the nature of the attached
19 plan. It was only 3900. That was a deviation because
20 your code required 4300.

21 What we are proposing is to redo the entire
22 plan for a single-family detached product on a
23 42-foot-wide model, the minimum depth being 102, and
24 the typical depth being 110. So that gives us an

1 average lot size of about 4823.

2 The density would go down from 130 to 112 as
3 shown on this plan. So there would be a reduction in
4 density if you go with the single-family. The
5 single-family product would have -- it's shown on the
6 plan currently as submitted with a zero lot was the
7 intent for one side with the balance of the side yard
8 being on the opposite side.

9 We did not realize at the time we proposed
10 that that that's a building code issue. If we do that,
11 we'd have certain restrictions in terms of windows and
12 those types of things. So in lieu of that, we will
13 retreat, and we would propose a revision so that you
14 would have a standard size yard of 5 feet on each side
15 which is similar to the side yard approved on the
16 approved plan for the single-family.

17 The balance of the yards would be 20-foot
18 front, which is part of the RT-3; 25-foot rear, which
19 is what was approved for the current RT-3. So the two
20 deviations currently under the code, the rear yard and
21 side yards, from the approved plan would transfer as a
22 proposal to this plan.

23 There are certain other criteria in terms of
24 the architecture that I'll let the architect get into

1 and certain coverage figures and factors that would be
2 involved with this particular proposal.

3 But basically the reason why we're here is
4 obviously this is a major departure from the approved
5 plan. We think that single-family, all detached
6 product, although somewhat less than your standard for
7 an RT-3, makes for a better development, blends in
8 better with the surrounding neighborhood.

9 By going with detached, it's an upgrade
10 product we feel, and it can absorb what will be a loss
11 of units to offset the numerous improvement costs
12 associated with a site of this nature, being an
13 industrial site with certain types of remediation and
14 grading issues and things not associated with a normal
15 green field site, if you will.

16 So we see this, and we hope you believe the
17 same, changing the product to a single-family is an
18 upgrade. Staff did a very detailed analysis of how
19 with this product as proposed we are actually almost
20 exactly the density of the neighborhoods immediately
21 adjoining the site.

22 They split that into two areas, that being
23 the area southwest of us and the area southeast of us.
24 Eliminating from those areas anything that's

1 manufacturing or anything like that. They're all
2 around four units per acre, if you will. So by
3 reducing the density from the current, I think we're a
4 little bit more in keeping with the character of the
5 area, even though the area does have a mix of both
6 single-family and certain hybrid attached here and
7 there throughout the development.

8 CHAIRMAN WALLACE: I have a question
9 for you.

10 MR. NELSON: Certainly.

11 CHAIRMAN WALLACE: In what was
12 previously approved, I know there was quite a good deal
13 of discussion about the western edge of the property
14 and access to that, and at the time it showed a road
15 that just curved, and it said utility access on the
16 northwest corner and future, as in a future road, on
17 the south --

18 MR. NELSON: Southwest corner.

19 CHAIRMAN WALLACE: -- southwest corner
20 basically.

21 MR. NELSON: That's correct.

22 CHAIRMAN WALLACE: Now, here I see that
23 Mark Street appears to enter -- if you're driving from
24 east to west, it appears that you can drive through the

1 development and come from 6th Street all the way to
2 12th Street on Mark, but maybe that's not the case?

3 MR. NELSON: No, that's not the case. I
4 mean it is shown full, but that -- obviously, the
5 detail has to be sorted out there.

6 The original approval required a future
7 connection from this development to 12th Street. As I
8 had mentioned, it was going to be at this southwest end
9 of Ryan and obviously this manufacturing -- it is the
10 assumption that at some point the manufacturing will be
11 redeveloped because all extensions would require the
12 elimination of that use, but the provision was that
13 Ryan would extend through and out to 12th.

14 We're proposing to shift it up to Mark, but
15 the detail would have to be sorted out obviously. You
16 wouldn't build this all the way to the end there and
17 stop it. The detail that was done on the prior was the
18 right-of-way was there and --

19 CHAIRMAN WALLACE: Well, the
20 right-of-way wasn't there. Mark Street actually would
21 have gone into a five-unit --

22 MR. NELSON: No. This right-of-way
23 wasn't here. The right-of-way was going to be
24 provided, but the improvement down here was not there.

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1 CHAIRMAN WALLACE: Not there, correct.

2 MR. NELSON: We were going to provide a
3 right-of-way, but not a full improvement. But that is
4 one of the concerns the staff had, and I wasn't privy
5 to all of the idiosyncrasies of that, you know, the
6 outside access off of the prior plan to the electrical
7 facility. The issue is does it work here? Does it
8 have to come on the end like it did before? There was
9 a trail here. This trail needs to be moved.

10 So, I mean, obviously there needs to be
11 refinement to this plan.

12 CHAIRMAN WALLACE: Okay.

13 MR. NELSON: We're suggesting that this
14 may be an appropriate location to provide the future
15 access in lieu of Ryan Street. So we would fulfill
16 that commitment, but the detail is certainly not a
17 given at this point.

18 CHAIRMAN WALLACE: Yeah. I remember the
19 problem always was that there was a lot of density on
20 the western half of the property with very little or no
21 access, and really the only access across the middle of
22 the property besides Mark Street is a private road.

23 MR. NELSON: Right.

24 CHAIRMAN WALLACE: Which is smaller than

1 Mark Street.

2 MR. NELSON: Right. That is correct.

3 CHAIRMAN WALLACE: And so you end up
4 with a situation not entirely dissimilar from the
5 application that we just spent the last hour and a half
6 going through, where you have a large number of
7 properties with only one real access.

8 Has there been any distribution of the
9 density from the east to the west versus the old plan?

10 MR. NELSON: I did not try to analyze
11 that, but obviously, the fact that we have
12 single-family in this entire area versus attached, the
13 amount of the unit loss is primarily in that location.

14 CHAIRMAN WALLACE: Oh, yeah, I guess so.
15 It seemed like there was more open space just because
16 the units were actually drawn into the old plan as
17 opposed to just the empty lots.

18 MR. NELSON: Yeah. We're showing the
19 lots but not the structures. You're not seeing yards
20 like you did in that plan.

21 CHAIRMAN WALLACE: Sure.

22 MR. NELSON: You're just shown a sea of
23 green.

24 CHAIRMAN WALLACE: Yeah. Okay. I'm

1 sorry. Go ahead.

2 MR. NELSON: But as I mentioned, I think
3 that is -- because of the nature of this site and the
4 fact that there is an existing industrial building that
5 is still there and no success in being able to
6 integrate it, I know that's been exhausted for quite
7 some time. The approved plan did have this ability to
8 provide a full -- not a full street. The assumption
9 was that 7th and Ryan eventually could connect.

10 So you can see there was a potential
11 dedication here, right there for the extension of this
12 to eventually be able to come through at some future
13 time if that redevelops, and that will presumably
14 replace or provide a more permanent access. But in the
15 interim, that private access road provides a paved,
16 full-surface, two ways to service the back end of the
17 property.

18 I don't know if that's the only solution, but
19 there is very limited capability to do much through
20 here. So some form of emergency has to occur there,
21 and this right now, we have some lots on there. So
22 obviously a detail, once again, that I think staff
23 raised some issues on, and that's -- you know, there
24 are many details that still have to be coordinated on

1 this I'll grant you, but we're trying to demonstrate
2 that we have a different concept but a very similar
3 land plan that obviously has to transpose many of the
4 issues from the prior approval if this thing proceeds
5 and resolves those.

6 There are utilities that have been
7 engineered. I think one of the engineering comments
8 was how do the side yard utilities work? Well,
9 obviously, when this gets reengineered, if certain side
10 yards have to be bigger, then we obviously will
11 accommodate that.

12 We understand that when you take the concept
13 plan from this level to a more refined level, all of
14 those issues would have to be resolved. We certainly
15 would be expected to do that, and we would do that.

16 It's kind of the big picture I think is why
17 we're here, and that's why, you know -- you last saw a
18 plan, and I think to some people's surprise, you
19 weren't sure that plan was approved. But the plan is
20 approved, and we're coming back and asking your
21 indulgence to possibly revise that plan and get your
22 comments and see if this has any traction, and we can
23 move forward with it.

24 MEMBER KESSLER: I have one question.

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1 Why? You have an approved plan that you can build.

2 MR. NELSON: Well, I'll defer that to my
3 client.

4 MR. ROTOLO: I'll address that. I'll
5 let him finish.

6 MR. NELSON: Well, I think -- I mean I
7 don't mean to belabor this unless you have questions of
8 me. That's pretty much what we're asking for. You
9 know, the standards are there.

10 You know, I think the only thing that I
11 mentioned was the detail for zero lot would now go to a
12 standard, you know, 5 and 5 versus the 1 and 9 like we
13 had in the application detail.

14 MEMBER KESSLER: Okay. I do have some
15 specific questions.

16 So in the approved plan, in the attached,
17 there are -- you're allowed less side yard setback, but
18 it's not equal on either side. So what you're
19 suggesting is that you could take the total of the side
20 yard setback from the attached single-family and apply
21 it to a straight single-family; is that correct?

22 MR. NELSON: No. I'm sorry for the
23 confusion. Under the approved plan, the single-family
24 portion was approved for 5-foot side yards, so 10-foot

1 combined. The attached also had standards. I think it
2 was a 9-foot side yard or something like that, but that
3 wasn't our intent.

4 Our intent was basically to take the 5 and 5
5 for a 10 foot combined from the approved plan on the
6 RT-3 and to provide the same 10-foot separation on the
7 new plan.

8 MEMBER KESSLER: But for the entire
9 plan.

10 MR. NELSON: But for the entire plan.
11 Okay. And we were going to do that by moving the house
12 over and having, you know, a functional yard on one
13 side and a zero lot, if you will. 1 foot is really a
14 zero lot. But we didn't realize it created other
15 issues.

16 So we would go to a traditional 5 foot, 5 for
17 the side yards, which would be a minimum of a 10-foot
18 separation between the single-family homes because
19 everything proposed is single-family.

20 MEMBER KESSLER: I don't mean to belabor
21 this, but I'm not understanding completely.

22 Where does the zero lot line come in?

23 MR. NELSON: It doesn't. We showed it
24 on our plan, but we are -- as I mentioned, I didn't

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1 realize that that creates issues with the building
2 code. We would modify that -- rather than going to
3 1 foot plus 9, we'd go 5 and 5.

4 MEMBER KESSLER: Which plan did you show
5 that on? The approved plan?

6 MR. NELSON: No. That was on the plan
7 that we -- this plan that we submitted.

8 MEMBER KESSLER: Okay.

9 MR. NELSON: There was a detail on
10 the plan.

11 MEMBER KESSLER: Okay.

12 MR. NELSON: I'm sorry. I didn't want
13 to confuse you. We showed standards for what the
14 exterior side yard is and the proposed. It's 15 feet
15 per your code at the front and rear yard and the street
16 sections. So just you had a reference for certain
17 functional aspects of the plan, and that had shown that
18 1-9, 1-foot minimum, 9 foot.

19 MEMBER KESSLER: What size is the
20 single-family on the original plan?

21 MR. NELSON: They were 50-foot wide with
22 a 58 -- let me see -- 5,884-square-foot minimum lot.

23 MEMBER KESSLER: 58.

24 MR. NELSON: 5,884-square-foot

1 minimum lot.

2 MEMBER KESSLER: Minimum lot.

3 MR. NELSON: Right. The RT-3 zone is
4 the 5,000-square-foot minimum lot.

5 MEMBER KESSLER: So they were oversized.

6 MR. NELSON: They were oversized.

7 MEMBER KESSLER: These are considerably
8 undersized.

9 Is there an inventory of how many lots are 42
10 wide, how many are 44, how many are 48?

11 MR. NELSON: For all intents and
12 purposes, 42 is the design parameter. So though, there
13 may be a handful that are 44 or whatever, and corners
14 obviously are wider, there is -- I would basically say
15 that the lots are 42-foot lots.

16 MEMBER KESSLER: And how do you get to
17 the 4800? Is it just because it's a corner, the
18 4800 --

19 MR. NELSON: Well, corners are larger.
20 You know, like I said, you have, you know, certain
21 larger lots here. You have larger lots in here. Most
22 of the lots are 110-foot deep. So, you know, we're
23 already at, you know, 4620 square foot is the
24 typical lot.

1 The only minimum lots are really trying to
2 deal with this detail right through here. In order to
3 be able to provide that secondary access as it was
4 shown on the original plan, there's a limited amount of
5 space through this part of the property and to provide
6 the right-of-way necessary. So these got as shallow as
7 they could in order to accommodate that.

8 MEMBER KESSLER: Would you say that
9 those all the way around to the north side of the
10 property are shallow and narrow?

11 MR. NELSON: These are all 110 until you
12 get to this little bump. Then they go to 106. Then
13 they drop back down, and these are all 110. These are
14 all 110. These are all 110. The same thing here.
15 It's just these in here.

16 MEMBER HOLDERFIELD: When you say 110.

17 MR. NELSON: 110 foot depth.

18 MEMBER HOLDERFIELD: Say it again. I
19 couldn't hear you.

20 MR. NELSON: 110 foot of depth.

21 MEMBER HOLDERFIELD: Depth.

22 MR. NELSON: Yes.

23 So it is only this area that's at 102 and
24 then a handful in here at 106. All the others have 110

1 minimum depth.

2 MEMBER KESSLER: So we had 50-foot-wide
3 lots on the approved plan for the single-family with 5
4 foot or essentially 10-foot --

5 MR. NELSON: 10-foot, correct.

6 MEMBER KESSLER: -- side yard.

7 MR. NELSON: Combined side yard.

8 MEMBER KESSLER: Now, we're talking
9 about 42-foot --

10 MR. NELSON: With a 10 combined side
11 yard.

12 MEMBER KESSLER: With 8-foot narrower.

13 MR. NELSON: The lots are a little bit
14 narrower, but obviously the relationship -- you know,
15 the building is a little bit smaller, but the
16 relationship is the same. So it's less mass with an
17 equal separation.

18 MEMBER HOLDERFIELD: I have to get my
19 head around this about the square footage, this sheet
20 that I have here to follow. 4,284 square feet -- all
21 right.

22 MR. NELSON: That is the minimum lot.

23 MEMBER HOLDERFIELD: That's the minimum.
24 Okay. That's a 42-foot wide lot.

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1 MR. NELSON: Correct 42 foot by
2 102 deep.

3 MEMBER HOLDERFIELD: But the average
4 size goes about 4800 you're saying.

5 MR. NELSON: Correct.

6 MEMBER HOLDERFIELD: Okay. So average
7 then you have sort of a greater than 42-foot wide;
8 right?

9 MR. NELSON: We have lots that are
10 greater than the basic lot. In other words, the
11 minimum lots are only in this area, and actually these
12 lots actually have been a little bit wider.

13 MEMBER KESSLER: Jim, can I answer that
14 for you? Some of them are only 102-feet deep, and some
15 of them are 110-feet deep.

16 MEMBER HOLDERFIELD: That's where --
17 okay. All right.

18 MEMBER KESSLER: That's where they're
19 picking up.

20 MEMBER HOLDERFIELD: Okay. All right.

21 MEMBER DOYLE: Could you show the former
22 slide with the current plan?

23 One of the things that was discussed at some
24 length in the first concept plan and all the public

1 hearings was the desire for there to be social space in
2 the site. I recall during the final public hearing
3 about the townhomes on the western side, there is six
4 buildings that are between Mark Street and Ryan Street.

5 If I recall correctly, I think one of the
6 things that was sort of asserted was that the landscape
7 space in between the townhome buildings that I can see
8 with that sort of line of trees provides a degree of
9 social space there where neighbors would have grills,
10 would be able to sort of, you know, interact with each
11 other in a shared space that wasn't fenced in.

12 And the same thing is true a little bit just
13 off of 9th Street there in between Mark and Ryan.

14 So one comment that I would make just for
15 future meetings about this, I would say, is in addition
16 to density, I think it would be important for you to
17 focus some attention on social space.

18 If you go back to the original amendment to
19 the comprehensive plan which proposed neotraditionalist
20 design and the absence of front-loading garages, it was
21 very much about trying to, you know, promote a degree
22 of community -- facilitate interaction in the community
23 among residents.

24 I do like a comment that you make there about

1 full-width front porches on some of the elevations
2 because that is the kind of feature that I think speaks
3 to that.

4 Now, you mention that this image includes
5 pictures of the buildings whereas the other one just
6 the lots. I think that is to some degree sort of
7 influencing the way I'm perceiving this, but if this
8 plan ironically does seem less dense than the other
9 depiction, even though I know that numerically it's not
10 the case, I do wonder if, you know -- are the number of
11 buildings in the new plan greater or less than the
12 number of actual buildings in the original plan?

13 MR. NELSON: Well, obviously, it's more
14 buildings because they're all detached.

15 MEMBER DOYLE: Uh-huh.

16 MR. NELSON: Where, you know, I don't
17 know -- there's 23 attached buildings representing
18 102 units.

19 MEMBER DOYLE: Right. So that's a
20 consideration for me, you know, because I assume that
21 the living space of the dwelling units -- while the
22 number of dwelling units per acre in the new proposal
23 is actually less than what we have here, I assume that
24 these townhome dwelling units are smaller; right?

1 MR. NELSON: I'll defer that to both my
2 client and to the architect because I'm not privy to
3 either of those.

4 MEMBER DOYLE: I go back to the point
5 about social space and what it's going to feel like to
6 live in this community. Since this is a concept plan
7 level, I really encourage you to focus some attention
8 on that. The counter argument to that is that there's
9 probably less cars in your new plan because you have
10 less dwelling units, and so that's a point in your
11 favor.

12 I do have a question about a couple of
13 comments in the document regarding front-loading
14 garages. On page 4 of the staff memo there is a table
15 that, under the heading "Zoning," the last row on that
16 table says, Setback of attached, front-loaded garage
17 for the townhomes requirement does not apply. For the
18 single-family area homes improved PUD plans, it meets
19 the requirement. For the proposed concept plan, it's
20 not met.

21 What does that mean? Does that mean that
22 there's a 5-foot setback from the front of the house is
23 what the RT-3 Zoning District calls it. So does that
24 mean that the garage is flush with the front of the

1 house?

2 MR. NELSON: I will let -- the architect
3 hasn't gotten to his presentation of the product, but
4 the criteria that you're referring to is the criteria
5 in your ordinance that says that in the RT-3, the
6 garage is supposed to be set back 5 feet from the face
7 of the building. Okay.

8 It doesn't mean that the building couldn't,
9 you know, be pushed forward of the setback or whatever,
10 so there's some flexibility, and I won't comment on how
11 the detail works out, but that's not the case in front
12 of you, and I'll defer that to --

13 MEMBER DOYLE: So assuming that we're
14 going to get to that point, if I'm correct that it
15 means that the front of the building is flush and the
16 garage is flush with the front facade, what I'm
17 imagining is that we would look at the elevations and
18 look at it from the perspective looking down the
19 street, we wouldn't have as much architectural interest
20 sort of -- you know, sort of --

21 MEMBER KESSLER: Depth.

22 MEMBER DOYLE: -- depth, you know, or
23 interest in terms of the streetscape because everything
24 is sort of flush front, which for a townhome sort of

1 streetscape, I think it makes sense, but for
2 single-family homes -- I think I need to understand
3 what the effect on the character of the neighborhood
4 would be, and there is -- there was another comment
5 later on page 6 of the staff memo.

6 So again, first bullet, "Eight character
7 elevations are proposed. These elevations are
8 different than the elevations approved under the PUD
9 plans. The front entrances on the concept plan
10 elevations are set back from the front of the house.
11 The former are more in keeping with the existing
12 neighborhood than the latter, by which I assume the
13 revised concept plan.

14 So I think on paper numerically, this
15 probably -- it looks good on paper; right? The numbers
16 are better. The density is better. The number of cars
17 is going to be less. I think the key is going to be
18 seeing those architectural elevations and looking at
19 what the impact is on the character of the community.
20 We don't have that. So we don't have that to react to
21 at this point in the concept plan.

22 MR. NELSON: Well, there is some
23 architectural review though.

24 MEMBER DOYLE: Oh, I'm sorry.

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1 MR. NELSON: If you want to get into --

2 MS. TUNGARE: It's part of the
3 presentation.

4 MR. NELSON: It's part of the
5 presentation.

6 MEMBER DOYLE: All right. I'm sorry.

7 MR. NELSON: That's why I'm deferring.
8 I'm sorry I'm not --

9 MEMBER DOYLE: Got it. Okay.

10 Then I apologize. Why don't we proceed with
11 that part of the presentation.

12 MR. NELSON: Does anybody have any other
13 questions?

14 MEMBER PRETZ: Can I just ask, getting
15 back to the lot sizes, and I understand -- I think it
16 was on page 7, moderate sizes of homes 19 -- rounding
17 it out 1900 square feet and 2500 square feet.

18 Am I safe to assume that those houses --
19 1800 square feet will be on the smaller lots in order
20 to accommodate all of the dimensions that you're
21 talking about concerning the front yard -- side yards
22 are a given, but the backyard?

23 MR. NELSON: The width of the homes I
24 believe are all the same. So it's really a question of

1 depth, and so it's the shallower lots, and there's only
2 a handful of those because of the circumstance that may
3 restrict the product, but we always try to design lots
4 to accommodate the majority of the products so that you
5 don't, you know, create too many restrictions.

6 MEMBER PRETZ: Did I understand that on
7 the north side of Mark with the residential lots, that
8 those dimensions are identical? The footprint of your
9 proposed for the single-family is the same as it was on
10 the original?

11 MR. NELSON: No, no.

12 MEMBER PRETZ: No. It's smaller, right?

13 MR. NELSON: We are redoing the entire
14 site as proposed.

15 MEMBER PRETZ: Then my question to
16 you is refresh me to the square footage of those
17 proposed single-family homes for the original?

18 MEMBER GAUGEL: I believe it was 5884
19 square foot.

20 MR. NELSON: That was the footage of the
21 lot, not the home.

22 MEMBER PRETZ: The home itself. If you
23 can think about that and then when you come up.
24 Thanks.

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CHAIRMAN WALLACE: All right. Thank you.
MR. ROTOLO: Again, Bill Rotolo from
Lexington.

I just wanted to -- I was going to talk at
this point in the presentation anyway, but why are we
making this change? I just wanted Jon to give you a
feel for what we're doing first.

The basic thrust is the market. When the
project was originally approved and vetted by the City,
we were in the depth of the recession, and the thinking
was we needed a lower-priced product to appeal to
buyers during that time period.

In reality, the housing market was completely
dead and didn't revive until 2012. It's still not
healthy. It's better. It is at about one fifth of its
normal volume in the metro area. To give you an idea,
in this year, 2014, the metro area will produce about
6500 new home units. A typical year between, you know,
say, 1995 and 2006, the region was producing between
35- to 40,000 units a year. So we are substantially
below where we were in demand.

The demand today, what there is of it, is
predominantly single-family out in the collar counties.

1 In the core of the city, no, it's attached, but it's
2 always been attached. The densities are much higher in
3 the core. The farther out you go, the single-family
4 detached home is where almost all the demand is.

5 To be blunt, we probably couldn't even
6 finance the townhome community that we propose today
7 because there is not enough demand. The sales volume
8 is just way too low. So that is the thrust of why
9 we're asking for this change. We know that the market
10 demand for single-family is much, much stronger in this
11 location and in the Fox Valley generally, predominantly
12 single-family.

13 We are also elevating the architectural
14 detail to the level of the homes that we're proposing.
15 We realize using this small lot and the narrower lot
16 that we are suggesting, we need something to compensate
17 for that.

18 So I think you will -- and Mr. Safin from BSB
19 is going to explain it in much more detail than I
20 could. The level of architectural design and detail on
21 these homes is significantly greater than the homes we
22 were proposing with the original approved PUD. They're
23 different, but the detail is greater.

24 The challenge, of course, in a narrow lot is

1 dealing with the garages and the garage doors; and I do
2 want to point out the original concept of a detached
3 garage, getting the garages off the street, it
4 eventually was dropped, and the approved plan was just
5 traditional attached front-loaded garages like most of
6 the community.

7 So with that, I will turn it over to
8 Mr. Safin from BSB Design.

9 MR. SAFIN: Good evening. I'm Joe
10 Safin. I'm a partner with BSB Design. We're the
11 architects for the new proposed single-family plans as
12 well as we were the architects for the townhomes and
13 the single-family plans on the approved site plan.

14 Our series of homes is going to range from
15 about 1900 square feet up to about 2500 square feet, as
16 mentioned earlier, in a series of plans that are
17 master-down plans or two-story plans being all bedrooms
18 upstairs. The footprint is going to be approximately
19 30-feet wide by approximately 53-feet deep which is
20 actually about the same size as a townhome footprint.

21 So as you look at the site plan, it is a
22 little deceptive because you see the yellow point of
23 the individual lot, where the single-family plan might
24 be about half the size of that. So as we rethink it

1 for the next presentation, we'll maybe take a typical
2 section and put some single-family footprints on there.
3 You'll be able to see all the green grass around the
4 homes and the opportunities for those social
5 environments with all the neighbors.

6 A little bit later I'll go through three of
7 our plans. These typical plans is just to kind of walk
8 you through them to see how they live, but I know a big
9 concern of yours is the streetscape and the elevations,
10 and that's always a concern of ours as we develop these
11 elevations as well as Lexington Homes.

12 So what we've shown here is just sort of a
13 rendering of what a potential streetscape would be with
14 the plans that we're -- the footprints that we're
15 proposing. As we look at our elevations, we take a lot
16 of things into consideration as we develop those, and
17 that's material quality, color, detailing, roof
18 alignment, roof shapes, as well as the elevations.

19 What we're seeing nowadays, as you probably
20 heard me speak to this years back, that the present day
21 market is looking for themed elevations. It used to be
22 that they would -- what was important to them were the
23 plans and how they lived; and once they selected a
24 plan, they would go select an A elevation, a B

1 elevation, or a C elevation. But nowadays they're
2 taking greater interest in the streetscape and the
3 exterior look of what their home is going to look like.

4 So as you see here, what we've done is we've
5 added a series of elevations that have front-load
6 garages as well as side-load garages where the
7 opportunity permits on corner lots and things like
8 that.

9 What we wanted to try to do as we looked at
10 that front-load garage is how do we -- how do we
11 include that into our architecture. So as you see as
12 we look at these elevations, we have an opportunity
13 where we bring the architecture out over the garage.
14 So this particular element -- read that as our
15 streetscape element, so it's not just a snout garage
16 with just that gable coming forward.

17 So as we go down the streetscape, we do that
18 on all the elevations with different degrees of massing
19 and detailing. In this particular case here is a
20 side-load garage from the outside. So all we do is see
21 a series of windows, some quality stone, trim around
22 the windows with some bracketing and detailing up in
23 the gables.

24 Our elevations will include the

1 symmetrical siding, hardie-type siding, full-width
2 brick, thin-cut stone depending on the elevation, Smart
3 Trim which is a wood product, and different types of
4 bracketing depending on the themed elevations or what
5 the theme or this style that we're looking at, whether
6 it's craftsman or traditional or a prairie.

7 The other things in the streetscape theme is
8 color. You know, it's no longer different shades of
9 brown, you know, 15 shades of brown. We're looking at
10 greens. We're looking at blues just to help add some
11 life and excitement to the streetscape.

12 This particular graphic represents the
13 spacing between the homes and the relationships. These
14 houses on the left are set on a 42-foot-wide lot. What
15 Jon was explaining earlier, one thing that was
16 anticipated was a zero-lot idea which is no longer what
17 we're proposing, but a zero lot would be -- with this
18 wall here would be, say, a foot off the property line,
19 so we would put the balance of the lot over on this
20 side creating a larger side yard.

21 Now, what we're proposing to do is take this
22 particular footprint and center it on the 42-foot lot.
23 So that would give us either 5-foot side yards on each
24 side or 6-foot side yards on each side depending on the

1 size of the actual building footprint.

2 But as you look at this streetscape, it does
3 sort of reflect some of the things that I talked about
4 earlier, and some of those are quality materials. You
5 know, we've got some brick and some stone. Again,
6 we're creating some different interests on all the
7 elevations.

8 We're looking at a variety of garage doors.
9 I know that's something that's of concern for you.
10 They're no longer going to be a 32-panel garage door.
11 They'll have glass in it and some detail to it that's
12 really reflective of the style of the elevation.

13 As we look at these elevations, we are
14 bringing the architecture out over the garage to really
15 let this whole elevation read as the architecture and
16 not just a garage sticking forward.

17 But we also take a look at our roof lines.
18 We have a shallow pitched roof, like a prairie style.
19 We have hip roofs. In this particular location,
20 high-pitch gable roofs that adds to the variety of the
21 streetscape. We call it roof bounce. So as you go
22 down the street, it's not just one long flat ridge, but
23 we've got that capability for ridge lines bouncing up
24 and down as well as the eave line and the overhang

1 line.

2 Now, what I thought we'd do is maybe talk a
3 little bit about some typical floor plans, and I have
4 some larger scale elevations that go with those plans.

5 This particular plan is about a
6 2500-square-foot four-bedroom home. All homes that
7 we're proposing will be two-car garage, and all of them
8 have basement opportunities. So, you know, they're
9 wonderful quality homes.

10 As you see here, we've got our main entry
11 that comes into the home back to a large kitchen,
12 breakfast, family center. That's really what we're
13 seeing in today's market, in the markets that we deal
14 with is that the room count on what today's buyer is
15 looking for has become much less than what they have
16 been looking for in the last several years.

17 They're dropping rooms. They're either
18 dropping the living room or they're dropping the dining
19 room. Sometimes they're dropping both to get that
20 larger kitchen, breakfast, family center where they do
21 most of their, you know, living, so to speak.

22 So in this particular case what we've done is
23 we've dropped the dining room. We've dropped the
24 living room. We really created this wonderful kitchen,

1 breakfast, family center. We call it a lifestyle
2 triangle. It's no longer that linear kitchen,
3 breakfast, family, but it's a kitchen, dining, great
4 room. So it lives as a triangle where whomever is in
5 any of these, they can all interact, and it makes this
6 room feel much, much larger.

7 At this particular point, you go upstairs,
8 and when we get upstairs, we arrive over in this area,
9 and we've got four nicely sized bedrooms, the master to
10 the rear, three secondary bedrooms forward, walk-in
11 closets in the majority of our secondary bedrooms.

12 We have got our laundry rooms upstairs, a
13 large hall bath to service these three bedrooms.
14 Master suites to the rear off the street with a large
15 five-fixture bath. Right now we're showing four. This
16 particular living area, you can drop out, and you can
17 get a shower and a tub, and that would be typical.
18 We're depicting that right here, and then a large,
19 large walk-in closet. So these homes are offering a
20 lot in the size of the footprint.

21 As we look at the elevations, we've got
22 really -- the styles that we're looking at for this
23 community are craftsman, shingle, and traditional; and
24 across these elevations, again, we're looking at the

1 quality of the materials. We're looking at full-width
2 brick in the traditional elevation that comes over to
3 the front door. This is a place where the people can
4 touch and feel the brick as they enter the home.

5 A series of brackets that help add to the
6 detailing in the elevation. A couple of different
7 color sidings that creates an accent siding here that
8 really brings your attention to this architecture and
9 adds to the energy and the interest in the elevation.

10 We look up here on the shingle elevation, and
11 we have a thin-cut stone in this particular area as
12 well as going back to the front door. This has been
13 matched with horizontal siding, shingle siding up to
14 the gable, a nice little window box treatment on this
15 window, more shingle siding and gable detailing; and
16 then in this particular case, it's kind of a fun detail
17 that we use a lot where we just put a single shutter on
18 a narrow window. Typically, you might see a couple of
19 shutters here.

20 This is known as the craftsman. You see a
21 little lower pitched roof, but again the use of color,
22 stone, a little pedestal type tapered column that goes
23 up which would be typical of the craftsman. Craftsman
24 brackets, gable brackets, again creating that nice,

1 warm feeling that would be part of the streetscape.

2 This plan is -- as I mentioned, we are also
3 offering master-down plans. In this case, the master
4 suite is on the ground level so as providing main level
5 living for that older active adult buyer that wants --
6 you know, they'll come in and most of their time
7 they'll stay on this floor. They're going to have the
8 laundry room on this floor. So everything is right
9 there for them. If they have some children or people
10 and kids in college, they can come home and they can be
11 upstairs.

12 On this particular plan, we come in to our
13 entry foyer here, into a kitchen, great room
14 arrangement in this particular location. The master
15 suite is off to the back and again has the views to the
16 backyard.

17 Here's our bath locations. That's showing a
18 standard bath, but this would easily flex to a deluxe
19 bath with the introduction of a shower in this
20 location, and then we've got what we call a wet closet,
21 which means we access the closet through the bathroom.

22 At this particular point, we go upstairs, and
23 we arrive at sort of a family, game, bonus room
24 upstairs with an open area for the kids to hang out

1 and watch TV and do whatever they're doing.

2 Then here are two bedrooms up here with a
3 walk-in closet that are reach-in. This larger bedroom
4 has a fairly large reach-in closet, but a nicely sized
5 hall bath with a double-bowl vanity, a washer dryer
6 upstairs as well as one downstairs. So in this
7 particular case, we've got a potential for a laundry in
8 two distinct areas.

9 Here's an option if we were to take this
10 volume of space that's out over the great room, we
11 could easily add an optional room up here to increase
12 this to four bedrooms. This plan is approximately
13 2,000 square feet.

14 The elevations here are similar in character.
15 We also look at -- again, you know, one of the things
16 mentioned was the roof bounce. Here we have a shallow
17 roof pitch, but our massing comes out over the front
18 door so this helps pull this architecture to the front.
19 In this particular case, we have that two-story massing
20 over the front door in all cases, so we're trying to
21 pull that forward to be part of the streetscape.

22 We've got our architecture out over the
23 garage that helps emphasize our massing forward, and
24 then we're doing a variety of garage doors, again a mix

1 of material with stone, trim, sort of a symmetrical
2 panel here that sort of gives us that flush feel with
3 detailed columns at the entrance.

4 I've just got one more plan, and then I'll be
5 done. Hopefully, I'm not boring you.

6 This particular plan is a 2100-square-foot
7 approximately three-bedroom home. So we come in here
8 in the front door, again, that big large family center.
9 We come in through what we call in this particular plan
10 an owner's entry.

11 What we're finding is that the clients are
12 really -- or today's market is really getting away from
13 coming in through that mudroom. You know, they're not
14 tripping over the boots. They're not smelling Clorox.
15 They're not smelling laundry detergent.

16 They want to come into their home in a nice
17 environment very similar to what you have in your front
18 foyer, what we refer to as an owner's entry. In the
19 owner's entry there's an opportunity for another
20 element that we call a valet where you come in, you
21 throw your keys, you put your phone down, you know, put
22 your paper there, and that's all part of sort of the
23 staging as you come home. That's all part of the
24 owner's entry.

1 In this particular case we've got, again, our
2 lifestyle triangle. The stair is going up. When we
3 get upstairs, we've got a little sort of retreat area
4 here. It could be a little sitting-reading area, but
5 we're showing three bedrooms, two forward with large
6 walk-in closets, a nice hall bath or a laundry that's
7 upstairs with the master suite again to the rear, with
8 a nice bath in this back corner and a large, large
9 walk-in closet. That walk-in closet is approximately
10 the size of a secondary bedroom, so that would be a
11 great marketing piece for many people.

12 These elevations are very similar to the ones
13 of some of the similar stylings that we did in the
14 previous three houses. I've got a traditional, a
15 classic, and a fresh country, but, again, looking at
16 different roof lines, it helps us add variety to the
17 streetscape.

18 This particular plan has an opportunity to
19 have a side-load garage. So we would come in here and
20 side load this garage, so it lets us take our
21 architecture and really let it breathe a little
22 different than the other plans.

23 One of the things on the other plans is that
24 we did have opportunities, and I'll go back, to have

1 side-load garages on these at particular lots where we
2 would load that from the outside or constrain it on the
3 corner lot. That would then come forward and add
4 architecture to the front of maybe a set of windows,
5 you know, a single window, a pair of windows, or
6 whatever in the front architecture. So that gives us
7 that opportunity to do that.

8 Getting back to the last plan here, again,
9 it's the idea of just creating some energy in the
10 streetscape -- color, detail, brackets, quality
11 materials that really lets the architecture breathe as
12 you drive down the street.

13 So those are three of the houses. I think
14 we're probably looking at maybe four or five total on
15 the site, possibly six depending on what the market and
16 what the clients are looking at.

17 If you have any questions, I'd be happy to
18 address them.

19 CHAIRMAN WALLACE: Yeah, Brian.

20 MEMBER DOYLE: I'm curious to know
21 the -- you said it was called a zero lot design that
22 you originally were thinking about with the building
23 offset, so that would be on each property with a wider
24 side yard.

1 MR. SAFIN: Yes.

2 MEMBER DOYLE: Could you talk -- first
3 of all two questions. Is that way of laying out a
4 neighborhood common in other communities; and two, what
5 is the -- what were you trying to achieve with that
6 approach?

7 MR. SAFIN: It's not typical. I mean it
8 was something that was probably in the '90s, early
9 2000s, but what it is it gives you an opportunity to
10 provide a wider yard on one side of the property so
11 that if you can imagine that, if we -- I wish I had a
12 lot. Let's go to this. If we looked at this right
13 here and we thought that the property line was right
14 here where the pointer is --

15 MEMBER DOYLE: Yep.

16 MR. SAFIN: -- and let's say this kind
17 of a house is 1 foot off that property line, then that
18 lets me come over here and have like 10 or 11 feet to
19 my property line. So that lets this homeowner have
20 this larger side yard.

21 So what that does with the proximity of this
22 being to that property line, we had to take a look at
23 the construction of this wall; and what happens is
24 there are some requirements in the code that if you're

1 less than 3 feet, you cannot have glass in that wall
2 because it's a fire hazard.

3 So we've got some rooms that are in our plans
4 that are down aways that need light. We have some
5 bedrooms that are sort of mid plan, so that wasn't
6 going to work at the 1 foot.

7 So the next thing we said is instead of a
8 1 foot, let's maybe pull this to make this a dimension
9 of 3-foot, 1 inch. Because what happens is if that
10 side -- if that wall is 3 foot, 1 inch from the
11 property line, that lets you put glass, unprotected
12 glass in that wall at a maximum of 25 percent of that
13 side wall. So that let's us put windows in those
14 bedrooms.

15 But another thing that we have to do with
16 that wall being less than 5 feet to the property line
17 whether it's 1 foot or 3 foot 1, that wall has to have
18 a one-hour rating. So it affects your construction.

19 So after thinking about the pros and cons of
20 the whole scenario, we just decided that maybe it
21 just -- we'll just go back to typical, you know, lot
22 planning and just go with center the footprint in the
23 middle of the site. We can do glass wherever we want.
24 It's simple construction. It doesn't have to be rated.

1 So now we're just proposing to put the plans in the
2 middle of the lot.

3 MEMBER DOYLE: That's what you prefer to
4 do rather than incur the additional costs that would
5 come with a 3-foot side yard?

6 MR. SAFIN: Well, it's a couple of
7 things. It added a little bit of additional costs. It
8 also lets us have as much glass as we want because
9 that's important to us. I mean true views of daylight
10 are very important to people, and so if we can go at
11 5 feet or 5 foot 1, we don't have to worry about how
12 much glass we put in there.

13 In addition, it's simpler to construct from
14 the standpoint if you're out there framing them, you're
15 building them all the same, and you don't have to worry
16 about this particular wall and its details. It just
17 makes construction a little easier.

18 MEMBER DOYLE: Those are all the
19 questions I have right now.

20 MEMBER SCHUETZ: I just have a few
21 comments and one suggestion, I guess.

22 We've lived in many communities all over the
23 country and have had zero lot lines. They were, I
24 think, terrific myself but -- they were called "patio

1 homes" back then. But I think this concept is good
2 as well.

3 What I did want to ask about is as far as the
4 master on the main floor, is there a percentage you
5 estimate that there will be in this community? Have
6 you thought that out as far as -- I think it's a big
7 selling point myself.

8 MR. SAFIN: Sure. Well, what happens
9 with the master-down plan -- you'll see in a program
10 that a master down would typically be in the smaller
11 square footages because they tend to be a little more
12 expensive to build. In essence, what you've got is
13 you've got more stuff on the ground floor, less stuff
14 upstairs, meaning you don't have the efficiency to be
15 able to stack over the ground floor. So that price
16 tends to be a little bit higher than normal. So it
17 would really be based on the depth of the market for
18 that.

19 Right now the idea is to set up the plan so
20 that all plans fit on, you know, 90 percent of the
21 lots. So it would really be market demand. I mean,
22 you know, there's really nothing restricting us from
23 selling that many master downs as long as the master
24 is there.

1 MEMBER SCHUETZ: Right. I just see as
2 I'm getting older that we've had masters downstairs in
3 other communities in the country, and they were
4 fabulous even when I was much younger; but I think if
5 you mix your community with masters down below in a
6 good portion, you're going to have families in the
7 bedrooms upstairs, and the masters down below, I think
8 you're going to have people 50 and up. You'll have a
9 mixed community that way, I think, instead of just
10 having all children --

11 MR. SAFIN: Sure.

12 MEMBER SCHUETZ: -- and all empty
13 nesters in this community.

14 MR. ROTOLO: We're offering a couple
15 communities with master downs, and, yes, they are
16 higher priced, but what we're finding is that about
17 25 percent of the buyers are going with the master
18 down.

19 MEMBER SCHUETZ: Meaning they don't like
20 it, or you're telling me they like it?

21 MR. ROTOLO: Yes. We're just giving you
22 the mix.

23 MEMBER SCHUETZ: That's what I perceive.

24 MR. ROTOLO: We offer them wherever you

1 want them. I mean it could be 100 percent master
2 downs, but what's selling is in the middle, 25,
3 30 percent master down.

4 MEMBER SCHUETZ: Then the other
5 suggestion I was going to make here or ask is have you
6 given any thought to the driveways as far as making
7 them pavers or at least a portion pavers just to make
8 it -- the sidewalks, whatever, just to bring more
9 interest into the community because when you have, as
10 you well know, a tight community like this, which I've
11 lived in, not around here, but you really need to have
12 that, not just in the homes, the interest, but on the
13 pavement to break up cement and hopefully not have
14 asphalt driveways.

15 MR. SAFIN: We can share that with --
16 share that idea and decide what we want to -- you know,
17 if that's a possibility.

18 MR. ROTOLO: We have talked about it.
19 We're looking at options right now. You know, we do
20 think this is going to be -- you know, the typical
21 buyer is going to be a little older. Maybe their kids
22 are in college or high school age, juniors, seniors,
23 whatever.

24 It doesn't mean we won't have, you know,

1 younger families with young children. We probably
2 will. But the lots are small. We're designing it that
3 way. It's likely to appeal to an older buyer that
4 doesn't want to maintain a big yard and doesn't need a
5 big yard for their children to play in. That is the
6 concept.

7 We're looking at the market and the
8 demographics, and we think we may have hit on a niche
9 that isn't being met. That's really important.
10 Today it's a much more limited market than we had 10
11 years ago.

12 CHAIRMAN WALLACE: All right.

13 MR. ROTOLO: Unless there's any more
14 architecture questions, again our engineer is here, our
15 traffic consultant is here. If you have questions or
16 issues related to those items, they can address those.
17 Other than that, that is our presentation.

18 CHAIRMAN WALLACE: Okay.

19 MR. ROTOLO: We welcome your comments.

20 CHAIRMAN WALLACE: All right. Before we
21 get back to comments and questions, staff, do you have
22 anything to add at this time?

23 MR. COLBY: No. Other than we have
24 provided a list of questions that we have suggested the

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1 Plan Commission to get feedback on and provide comments
2 at the end.

3 CHAIRMAN WALLACE: Yes. All right.

4 Okay. So at this point, we can -- Plan
5 Commission, if you have additional questions to ask of
6 the presenters, we can do that. Otherwise, typically
7 what we will do if there are any specific questions --

8 MEMBER PRETZ: I had one. Because I had
9 mentioned -- I asked concerning the square footage of
10 the original proposal.

11 Staff, do you have the ability to take a look
12 and see what they have -- the original square footage
13 of the single-family homes?

14 MR. COLBY: I don't have that
15 information --

16 MEMBER PRETZ: You don't have that.

17 MR. COLBY: -- right now. I'm going to
18 have to research that.

19 MEMBER PRETZ: Okay.

20 CHAIRMAN WALLACE: All right. Does any
21 member of the audience have any questions of the
22 Applicant?

23 Yes, sir.

24 MR. AMUNDSON: David Amundson. I live

1 at 500 Cedar Street, A-m-u-n-d-s-o-n. A couple of
2 quick questions, and this one is entirely appropriate
3 for tonight with the whole thing about access.

4 Several years ago when this came through the
5 first time, it came up on more than one occasion if
6 there would be a connection to 6th Street through the
7 Timbers, and that opportunity is still there. The
8 Timbers only has one exit and entrance. So from a
9 public safety standpoint, it's a win for them. From
10 the standpoint of interconnecting the neighborhoods and
11 allowing more foot traffic to the downtown, it's a win
12 for everybody.

13 I am all about democratization of the grids
14 and not to have these enclosed communities where you
15 only tend to know your neighbors but free flow. I
16 think that's the way the City ought to work.

17 You were speaking, Brian, about, you know,
18 people -- and that happens when people move to areas in
19 terms of staying in little isolated units. It could be
20 very easily done. All you have to do is adjust the
21 plan ever so slightly. It's my understanding that
22 wherever possible, just speaking of the overpass and
23 railroad tracks, you can set up a right-of-way. It's
24 at grade, and it will plow through to the street in the

1 Timbers just the other side of the railroad tracks.

2 CHAIRMAN WALLACE: I think the issue --
3 I recall that because I remember bringing that up as an
4 idea of connecting through to the Timbers. And I think
5 the issue at that time was there is a massive grade
6 difference.

7 MR. AMUNDSON: There isn't. It's
8 virtually at grade. It's almost flat.

9 CHAIRMAN WALLACE: Really.

10 MR. AMUNDSON: I mean, with a little bit
11 of engineering, it can be done. All you need to do now
12 is accede the right-of-way and say this is reserved for
13 later. We can plow through. It would make an awesome
14 very public entrance to what eventually will be all
15 those trails.

16 Right now as we're showing you, there's one
17 little entrance in between a couple of houses which
18 really belongs to the neighborhood. You know, I don't
19 know if I feel like tracking through the neighborhood
20 to go pass between people's homes to get to the trail.

21 I mean, it's a psychological thing, that if
22 you take 6th Street as going through and not going back
23 to the connection, to the trail, it becomes something
24 that everybody in that community says, yes, this is

1 community property. This is not the property of just
2 this little subdivision. So that's one point.

3 Another point on the whole thing with the
4 setbacks between the homes, and I know this goes
5 against our code, but can we make a deviation and say
6 shared drives, and would they be willing to entertain
7 detached garages. Not necessarily all of them, but at
8 least some of them would allow the option to put the
9 garage in the back which is much more like our
10 neighborhood.

11 The people who have lived in this part, this
12 land is part of the neighborhood, and it ought to start
13 to feel like a little bit more like a neighborhood.
14 Right now it's kind of this alien dropping in our
15 neighborhood.

16 We're not a community -- our neighbors do not
17 have front-load garages. We're almost all detached
18 garages. So when you walk down our street, you don't
19 see a wall of garage doors.

20 And I know that it would be a deviation, but
21 there would be 10 foot with a shared drive. The houses
22 on Randall are set up that way. If the houses are
23 relatively close together, we have a shared drive, and
24 it's split off to the left and split off to the right

1 to go to garages in the back.

2 Then the other thing I'd like to say is just
3 in keeping with our neighborhood, I'm not going and
4 commenting on the architecture. I'll save that for
5 later. Just from a gross planning standpoint is a
6 greater differentiation in the size of the homes. You
7 know, our neighborhood has 900-square-foot homes and
8 then 2500-square-foot homes. Here the only difference
9 is hundreds of percents, and now we're talking about
10 the difference between 2,000 and 2400.

11 You know, they're almost all the same unit
12 pounded out again and again and again that I'm sure
13 will all be brought to exactly the same setback from
14 the street. Again, it's all very deviant, alien
15 compared to our neighborhood.

16 In our neighborhood, some houses you can
17 reach from the sidewalk and touch the front wall, and
18 other houses are set way back on the lot. It would be
19 nice if there would be a differentiation in setbacks on
20 the lots, and it would be nice to see a bigger
21 differentiation in massing.

22 And the other thing I think would be awesome
23 is to see a bigger differentiation in lot sizes. That
24 would allow some breathing room and get rid of some of

1 the townhome, apartments that are 42 feet on the side
2 of this street.

3 If there is more lots in there that are
4 bigger dimensionally, bigger widths, I think that would
5 ease up tremendously on how this place would feel.

6 And just as an aside, I would highly
7 encourage the designers adhere to the design principles
8 in a place like Celebration. There's a lot of
9 communities they can look to for a precedent of what
10 this could be. This could be an awesome development.
11 It has all the ingredients for it, but it's not
12 there yet.

13 So thank you.

14 CHAIRMAN WALLACE: All right. Yes.

15 MR. BOBOWIEC: Craig Bobowiec,
16 B-o-b-o-w-i-e-c. I live at 508 Cedar Street.

17 I just want to, you know, agree with David.
18 He is my neighbor. I mean everything he says is
19 exactly what I was going to say.

20 You know, I mean the designs of the houses,
21 everything is exactly the same. All they're doing is
22 flipping it around. With the double gable, some of it
23 is roofed, some of it is -- I mean everything is too
24 similar. It just doesn't depict what our neighborhood

1 is:

2 We have small homes next to bigger homes.
3 Everything he said is spot on, different size lots,
4 different setbacks. I mean I just hope you guys would
5 consider that and make it -- the lots are just too
6 small. It's just crammed in.

7 But I do appreciate them taking out the
8 townhomes. Nobody in the neighborhood ever wanted
9 those townhomes. I'm glad they finally saw the light.

10 CHAIRMAN WALLACE: All right. Yeah.
11 Go ahead.

12 MR. RUDNICK: Ron Rudnick,
13 R-u-d-n-i-c-k, 620 State Street.

14 I just wanted to agree with what Craig and
15 David said. They all are the same. I mean it's just
16 you get on the left-hand side you get your entry or the
17 right-hand side. You know, you change the roof line,
18 and especially the lots with 42 feet wide. I can put
19 my hands up -- my hands at 5 feet. This is how much
20 yard space you've got on each side.

21 You know, they need to grow them a little bit
22 more just, you know, to make it comfortable for the
23 people that live there and to fit in with the rest of
24 the neighborhood.

1 Thank you.

2 CHAIRMAN WALLACE: All right. Anyone
3 else?

4 (No response.)

5 CHAIRMAN WALLACE: What I'm going to do
6 is poll the Plan Commission for comments both -- really
7 what we want to tell the Applicant is what we like and
8 what we don't like about the proposal so that they can
9 do their work and come back with an application.

10 So I will start down on this end. Sorry.

11 MEMBER GAUGEL: Let me preface by saying
12 I wasn't on the Plan Commission when this originally
13 was --

14 MEMBER HOLDERFIELD: Speak up a
15 little bit.

16 MEMBER GAUGEL: Yep. I wasn't on the
17 Plan Commission when this was originally discussed and
18 debated, so some of my comments may be repetitious of
19 what was already discussed at those times, but I do
20 know that there was quite a bit of dialogue that went
21 on at the time.

22 The one thing that I recall from the meetings
23 that took place was what Mr. Bobowiec had said, that
24 those townhomes were not desirable. So I commend you

1 for taking those out. I think that's great.

2 The density is what I probably have the
3 largest hesitation with. I went back to the
4 comprehensive plan; and in the comprehensive plan, one
5 of the goals on residential development is to -- I can
6 read it exactly. It was Goal No. 3, "Develop new
7 housing that is representative of the local character."
8 And that's the piece that I have a hard time seeing
9 with this. You won't see the local character in this
10 development that is similar anywhere in the city. I
11 think the density is the largest issue here.

12 I also would agree with some of the other
13 comments that while I don't have any specific issue
14 with the architectural detail, I think some of this is,
15 you know, nice and some of it refreshing, but I do
16 think it is much of the same regurgitated with, you
17 know, flipped designs or minor changes that would make
18 the appearance look to be something different when it's
19 really much of the same.

20 But I guess the biggest issue that I go back
21 to is the density. It seems very dense for
22 single-family homes; but without those townhomes, I
23 know it's a little bit reduced, but I think those lot
24 sizes are still too small, and it's not representative

1 of the local character.

2 MEMBER KESSLER: Well, I have to say
3 that I like the architecture. I think it's nicely
4 done. David brought something up though that, you
5 know, I've always tried to put my finger on it. We
6 live in communities here in the Fox Valley that have
7 3,000-square-foot homes next to 900-square-foot homes.
8 While we take the time to have so much diversity in the
9 different architectural styles, what we have done is we
10 have changed the way it looks, but we haven't changed
11 the size. They're all the same size.

12 Perhaps that perception, the depth that Brian
13 is talking about could be achieved by having different
14 square footage, significantly different square footage,
15 different price points in that particular area.

16 There is a difficulty. We're comparing
17 densities between that and, you know, the surrounding
18 area, and it's not a really fair comparison because
19 when you compare the density that you're required to
20 meet on a lot or on a property that has retention and,
21 you know, required green spaces that aren't in the old
22 neighborhood, you're living with it, and it does limit
23 you. I'll give you that. I understand that that's
24 what's occurring here.

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1 But I'm not comfortable with 112 42-foot-wide
2 lots. I'm just not comfortable with it. We're not
3 getting enough diversity in product by doing that.

4 I also would like to see -- I don't know what
5 facilitating would take place for creating that
6 connection to the Timbers, but I think that would be a
7 really good thing to investigate.

8 CHAIRMAN WALLACE: Go ahead.

9 MEMBER PRETZ: My concern is the square
10 footage of the house on the size of the lots, and I'm
11 speaking to you from my own experience. I currently
12 have a 5,000-square-foot lot. I have a
13 1500-square-foot house, one-and-a-half story, a single
14 attached garage, two-car driveway. I love my lot. I
15 love my yard.

16 But when I take a look at the size of the
17 proposed lots themselves and the 1900 to 2500 square
18 feet, I'm having a hard time putting myself in one of
19 your homes with such a small, potentially small yard.

20 Again I love my yard, but that's where I'm
21 having a difficulty, the size, the actual size of the
22 lots themselves.

23 That's all I have.

24 CHAIRMAN WALLACE: Go ahead, Brian.

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1 MEMBER DOYLE: I think the overall
2 density of the neighborhood is obviously consistent and
3 an improvement on what has already been approved, and I
4 like the architecture of the units individually. I
5 appreciate that the Applicant is looking to increase
6 the level of architectural detail, and I like the
7 variety of the floor plans that were presented.

8 I want to strongly second what Tim said and
9 what David Amundson said, and I have to say I never
10 really understood until tonight exactly what David
11 Miller said when he said that this is not reflective of
12 our community. I didn't know what was missing, what
13 the missing part was.

14 For the first time tonight, I heard three
15 really good ideas that maybe I just didn't hear them
16 before, and so I apologize, I really think it would be
17 wonderful for the Applicant to consider. These being
18 different size properties, the inclusion of shared
19 driveways with detached garages, and the passover on
20 6th Street to Timbers.

21 I want to finish my comments by pointing out
22 some of the conditions for the current PUD approval.
23 As presented, I would recommend to the City Council
24 that all of those conditions, with the exception of

1 No. 6, the affordable housing agreement, should stand.
2 No. 6, I never agreed with that condition because it
3 sort of fudges it. It says we're not going to hold
4 this community to the agreement, but we kind of want
5 you to try. You know, I just think it's talking out
6 both sides of our mouth, and since then the affordable
7 housing ordinance has been changed.

8 So the other five I would say should continue
9 to be attached to the PUD. That being said, I would
10 also recommend to the City Council that they consider
11 trading off some of those conditions with a good-faith
12 effort to bring forward some of the ideas that David
13 proposed.

14 So, you know, would the community in general
15 be amenable to trading the 200,000 contribution for
16 future offsite street intersection improvements for
17 seeing some variation in lot sizes, inclusion of some
18 detached garages, and just a break from what has been
19 the pattern of subdivision development for the last
20 25 years. As a subdivision, I think this is a very
21 good proposal. It is not an indictment of this
22 proposal. It is an indictment of a pattern of
23 development that we're struggling to figure out how
24 to overcome.

1 So I think there has to be some character,
2 but some of these conditions could perhaps be waived in
3 lieu of other things that address some of the concerns
4 that were raised tonight.

5 So that's my comment.

6 MEMBER SCHUETZ: I just have a few
7 comments. I'm not going to reiterate anything that's
8 already been said. I think they're great ideas.

9 Two things I'd like to mention is somebody
10 mentioned the Celebration, and what I'd like to see is
11 like Celebration, there is a lot of community
12 interaction, and I believe that comes from not only the
13 parks but from the front porches that you see in
14 Celebration.

15 There is some front porches here, and that's
16 a nice effort, however, I'd like to see them larger
17 front porches. I've lived in communities similar to
18 this on the west coast, and we had an 8,000-square-foot
19 lot which I thought was very small because I came from
20 the midwest at the time. And we had a 3,000-square-foot
21 home on an 8,000-foot lot, and that was really, really
22 tight, and we were all crammed in. And there was, you
23 know, architectural -- they were Mediterranean, very
24 architecturally appealing, but what we found as a

1 challenge was where do we put all the cars.

2 I don't know what you do to correct that
3 problem, but what I think you might find out is in
4 front of all these homes, there's a lot of parked cars.
5 Maybe by setting the garages in the back a little bit
6 on some of these properties, go here and there as David
7 mentioned, maybe that would pull some of them from the
8 street. But it's a real eyesore when you drive down
9 the street, and you've got every driveway filled with
10 two cars, which is probably what would happen.

11 I'd consider that, if you would please.

12 MEMBER HOLDERFIELD: Well, there's not
13 much to add to what's been said. Most of these
14 gentlemen were on the Plan Commission when this first
15 came forth. As a citizen, I remember we were really
16 concerned about the density of what was going on in
17 Lexington.

18 When I got this proposal, I was really
19 encouraged to see that we dropped the town houses, the
20 density did come down some, that we were going to go
21 with single-family dwellings.

22 I'm very impressed with the elevations, with
23 the craftsman look, the traditional look, the texture
24 here, different materials, which I think adds some

1 creativity to what could be a pretty cookie-cutter
2 situation.

3 I think you're doing this the best that you
4 can with the density in the proposal now. The density
5 gets right back down to perhaps -- and I would agree
6 with Mr. Kessler on the width of the lot, and that's
7 the disturbing part, and that ties in with what Tom was
8 saying about parking on the streets could be a
9 condition too.

10 So by and large, I think we're tracking in
11 the right direction here. It's just that this is still
12 a bit high in regards to the square footage of the
13 house and access in and out of that whole development.

14 So like I said, I'm impressed that you've
15 trimmed it down. I think the elevations are -- I was
16 very impressed. I took architecture in high school,
17 and I think there are some great things, and the window
18 treatment and so forth is very nice.

19 So outside of that, that's about all I have
20 to say.

21 CHAIRMAN WALLACE: All right. Thank you
22 everyone, and thank you to the Applicant. We
23 appreciate your time. And that concludes that item on
24 the agenda.

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1 All right. Item No. 7 is meeting
2 announcements. The next Plan Commission meeting is
3 December 2nd, December 16th, January 6th. Planning and
4 development committee's upcoming are December 8th, and
5 January 12th.

6 Any additional business from Plan Commission
7 members?

8 MEMBER KESSLER: Russ, do you have
9 anything on December 2nd?

10 MR. COLBY: We don't have anything
11 scheduled at this time.

12 MEMBER KESSLER: Not yet. Is it likely
13 that we'll have something?

14 MR. COLBY: Probably not.

15 MR. KESSLER: Probably not. Okay.

16 CHAIRMAN WALLACE: All right. Anything
17 else from any of the members? Staff?

18 (No response.)

19 CHAIRMAN WALLACE: All right. Citizens.

20 (No response.)

21 CHAIRMAN WALLACE: Is there a motion to
22 adjourn?

23 MEMBER KESSLER: So moved.

24 MEMBER DOYLE: Second.

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CHAIRMAN WALLACE: All in favor.

(Ayes heard.)

CHAIRMAN WALLACE: Opposed.

(No response.)

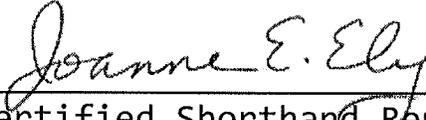
CHAIRMAN WALLACE: The meeting of the
St. Charles Plan Commission is adjourned at 9:47 p.m.

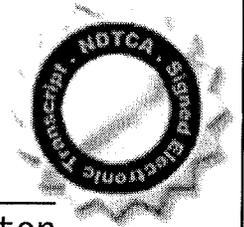
PROCEEDINGS CONCLUDED AT 9:47 P.M.

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

4 I, JOANNE E. ELY, Certified Shorthand
5 Reporter No. 84-4169, CSR, RPR, and a Notary Public in
6 and for the County of Kane, State of Illinois, do
7 hereby certify that I reported in shorthand the
8 proceedings had in the above-entitled matter and that
9 the foregoing is a true, correct, and complete
10 transcript of my shorthand notes so taken as aforesaid.

11 IN TESTIMONY WHEREOF I have hereunto set my
12 hand and affixed my Notarial Seal this 24th day of
13 November, 2014.

14
15 
16 _____
17 Certified Shorthand Reporter
18 Registered Professional Reporter
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20 My commission expires
21 May 16, 2016