

**MINUTES  
CITY OF ST. CHARLES, IL  
PLAN COMMISSION  
TUESDAY, NOVEMBER 13, 2018**

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Members Present: Chairman Wallace  
Jeff Funke  
Jim Holderfield  
Tom Pretz  
Laura Macklin-Purdy  
Peter Vargulich

Members Absent: Pietryla, Kessler

Also Present: Russell Colby, Community Development Manager  
Monica Hawk, Development Engineer  
Ellen Johnson, Planner  
Rachel Hitzemann, Planner  
Court Reporter

**1. Call to order**

Chairman Wallace called the meeting to order at 7:02 p.m.

**2. Roll Call**

Chairman Wallace called the roll. A quorum was present.

**3. Presentation of minutes of the October 16, 2018 meeting of the Plan Commission.**

**Motion was made by Mr. Holderfield, seconded by Ms. Macklin-Purdy, and unanimously passed by voice vote to approve the minutes of the October 16, 2018 Plan Commission meeting.**

**PUBLIC HEARING**

**4. Extreme Clean Express Car Wash, 1625 W. Main St. (Dan Gunsteen)**  
Application for Special Use (Amendment to Special Use)

The attached transcript prepared by Planet Depos Court Reporting is by reference hereby made a part of these minutes.

**Motion was made by Mr. Pretz, seconded by Ms. Macklin-Purdy, and unanimously passed by voice vote to continue the public hearing to the December 4, 2018 Plan Commission meeting.**

**Roll Call Vote:**

**Ayes: Holderfield, Pretz, Vargulich, Wallace, Purdy, Funke**

**Nays:**

**Absent: Pietryla, Kessler**

**Motion carried: 6-0**

**MEETING**

- 5. Extreme Clean Express Car Wash, 1625 W. Main St. (Dan Gunsteen)**  
Application for Special Use (Amendment to Special Use)

**Motion was made by Mr. Pretz, seconded by Ms. Macklin-Purdy, and unanimously passed by voice vote to table item 5 to the December 4, 2018 Plan Commission meeting.**

- 6. Comprehensive Plan Update for Downtown:**  
Summary of existing planning documents

The attached transcript prepared by Planet Depos Court Reporting is by reference hereby made a part of these minutes.

- 7. Additional Business from Plan Commission Members or Staff**

- 8. Weekly Development Report**

- 9. Meeting Announcements**

- a. Plan Commission
  - Tuesday, December 4, 2018 at 7:00pm Council Chambers
  - Tuesday, December 18, 2018 at 7:00pm Council Chambers
  - Tuesday, January 8, 2019 at 7:00pm Council Chambers
- b. Planning & Development Committee
  - Monday, November, 12, 2018 at 7:00pm Council Chambers
  - Monday, December 10, 2018 at 7:00pm Council Chambers

- 10. Public Comment**

- 11. Adjournment at 8:25 p.m.**



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# Transcript of Hearing

**Date:** November 13, 2018

**Case:** St. Charles Plan Commission

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BEFORE THE PLAN COMMISSION  
OF THE CITY OF ST. CHARLES

-----x  
In Re: Extreme Clean :  
Express Car Wash, :  
Application for Special :  
Use; Property Located at :  
1625 West Main Street :  
-----x

HEARING  
St. Charles, Illinois 60174  
Tuesday, November 13, 2018  
7:02 p.m.

Job No.: 211134  
Pages: 1 - 63  
Reported by: Joanne E. Ely, CSR, RPR

1 HEARING, held at the location of:

2

3 ST. CHARLES CITY HALL

4 2 East Main Street

5 St. Charles, Illinois 60174

6 (630) 377-4400

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13 Before Joanne E. Ely, a Certified Shorthand  
14 Reporter, and a Notary Public in and for the State  
15 of Illinois.

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Transcript of Hearing  
Conducted on November 13, 2018

3

1 PRESENT:

2 TODD WALLACE, Chairman

3 JEFFREY FUNKE, Member

4 JAMES HOLDERFIELD, Member

5 LAURA MACKLIN-PURDY, Member

6 TOM PRETZ, Member

7 PETER VARGULICH, Member

8 ALSO PRESENT:

9 RUSSELL COLBY, Community & Economic  
10 Development Manager

11 ELLEN JOHNSON, Planner

12 RACHEL HITZEMANN, Planner

13 MONICA HAWK, Development Engineer

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Transcript of Hearing  
Conducted on November 13, 2018

4

1 P R O C E E D I N G S

2 CHAIRMAN WALLACE: All right. This  
3 meeting of the St. Charles Plan Commission will  
4 come to order.

5 I guess I'll do the roll call.

6 Wallace. Here.

7 Holderfield.

8 MEMBER HOLDERFIELD: Here.

9 CHAIRMAN WALLACE: Macklin-Purdy.

10 MEMBER MACKLIN-PURDY: Here.

11 CHAIRMAN WALLACE: Kessler.

12 Pietryla.

13 Schuetz.

14 Funke.

15 MEMBER FUNKE: Here.

16 CHAIRMAN WALLACE: Pretz.

17 MEMBER PRETZ: Here.

18 CHAIRMAN WALLACE: Vargulich.

19 MEMBER VARGULICH: Here.

20 CHAIRMAN WALLACE: All right. Item 3 is

21 the presentation of minutes of the October 16,

22 2018, meeting of the Plan Commission.

23 Is there a motion to approve?

24 MEMBER HOLDERFIELD: So moved.

1 MEMBER MACKLIN-PURDY: Second.

2 CHAIRMAN WALLACE: Moved and seconded by  
3 everyone.

4 Any discussion? All in favor.

5 (Ayes heard.)

6 CHAIRMAN WALLACE: Opposed.

7 (No response.)

8 CHAIRMAN WALLACE: That motion passes  
9 unanimously.

10 Item 4 on the agenda is a public hearing  
11 for Extreme Clean Express Car Wash, 1625 West Main  
12 Street, Dan Gunsteen, application for special use,  
13 amendment to special use.

14 We're entering the public hearing portion  
15 of our meeting; and during this part of our  
16 meeting, the Plan Commission holds a public  
17 hearing for applications that come before the City  
18 for certain developments.

19 Tonight is a special use, an application  
20 for a special use. What we will do, we will take  
21 testimony from the applicant, including evidence  
22 that's already been presented.

23 After the applicant is done presenting  
24 their evidence, the Plan Commission will have a

1 chance to ask questions and members of the  
2 audience can ask questions as well, followed by  
3 any testimony by any other person.

4 If the Plan Commission feels that they  
5 have enough evidence to be able to make a  
6 recommendation to the City Council, then the  
7 public hearing will be closed.

8 Item 5 on the agenda is the same item for  
9 action, and so what will happen during that time  
10 is the Plan Commission will make a recommendation  
11 either for approval or denial of the application  
12 which will go to the City's Planning and  
13 Development Committee and then from there to the  
14 City Council.

15 Any questions?

16 Okay. Anyone who wishes to offer any  
17 testimony, including asking any questions, I will  
18 ask you to now raise your hand and be sworn.

19 (Witnesses duly sworn.)

20 CHAIRMAN WALLACE: All right. Thank you.

21 And the proceedings tonight are being  
22 taken by the court reporter, and because of that I  
23 would ask that you only speak when recognized by  
24 me so that we have one person speaking at a time.

Transcript of Hearing  
Conducted on November 13, 2018

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1 Whenever you give any testimony, we will do it  
2 from the podium here. I'll ask you to state your  
3 name, spell your last name for the record, and  
4 also state your address.

5 Any questions on procedure?

6 Okay. Before we begin, Ellen or Russ, is  
7 there anything from you?

8 MS. JOHNSON: No.

9 CHAIRMAN WALLACE: I'm sorry?

10 MS. JOHNSON: The applicant will be making  
11 a presentation.

12 CHAIRMAN WALLACE: All right. Is the  
13 applicant here?

14 MR. GUNSTEEN: I am.

15 CHAIRMAN WALLACE: All right. Go ahead.

16 MR. GUNSTEEN: My name is Dan Gunsteen. I  
17 live at 1039 Elmwood Lane, Bartlett, Illinois. I  
18 am the owner of Extreme Clean Express Car Wash.

19 We are asking for approval for a special  
20 use for an express car wash on North Avenue, Main  
21 Street. We currently operate six other locations.  
22 We are an express car wash that starts at a price  
23 point of \$3 and has a top price point of \$5.

24 Our car washes include a dog wash, where

1 customers can come in and wash their dog as a  
2 self-serve facility.

3 All of our building and infrastructure is  
4 built with masonry or block for that matter. We  
5 have been operating seven -- or six other  
6 locations, and we're currently under construction  
7 on our seventh location.

8 We are very good at what we do as far as  
9 car washing, and we want to be part of the  
10 community here with you guys. I'm going to turn  
11 this over to Chris Kalischefski, my architect, so  
12 he can answer any questions you guys may have as  
13 far as the building design or the products that we  
14 are using to build.

15 I'd also ask if you guys have any  
16 questions, I can answer those for you as well.

17 CHAIRMAN WALLACE: Is one of your  
18 locations on DeKalb Avenue in Sycamore?

19 MR. GUNSTEEN: It is not. I actually --  
20 we currently have a location in East Dundee on  
21 Route 25. We have one on McLean Boulevard in  
22 Elgin. We just opened one up in Moline, Illinois,  
23 and we have one in South Holland, Chicago Ridge,  
24 and one under construction in Melrose Park

1 currently.

2 CHAIRMAN WALLACE: All right.

3 MR. GUNSTEEN: The concept of what you're  
4 talking about in Sycamore is very similar to our  
5 concept.

6 CHAIRMAN WALLACE: Yeah. Even the  
7 building looked the same when I was --

8 MR. GUNSTEEN: Yeah.

9 CHAIRMAN WALLACE: -- looking at the  
10 rendering. That's why I was curious.

11 All right.

12 MR. GUNSTEEN: The car wash that we're  
13 proposing is a 175-foot -- or 170-foot tall, fully  
14 automated. When the customer pulls up into the  
15 pay station, they will pay with a credit card or  
16 cash. The gate will go up, an attendant will load  
17 the car onto the conveyor system.

18 The customer will remain in the car at all  
19 times. In about three minutes, the car will come  
20 out completely clean and dry, and the customer has  
21 the option after that to either vacuum after or  
22 before they get a car wash, and the vacuum  
23 facilities are free all the time.

24 We have taken the necessary precautions to

1 make sure that the noise disturbance levels as far  
2 as the car wash are rectified. So what we did is  
3 we designed our entire car wash building so that  
4 all of our machinery is inside. So we do not have  
5 any vacuum motors or producers outside, which in  
6 the past have been an obnoxious noise. So we have  
7 taken those into the building so nothing is  
8 outside the building that creates any noise.

9 We have gone so far as to make an entire  
10 room dedicated just to vending machines so that if  
11 there's any lights or blinking lights at night or  
12 sounds from the vending machines, those are  
13 brought inside.

14 Both entrance and exit doors of our car  
15 wash are designed with a high speed wind door. As  
16 soon as the car leaves, the door drops down so  
17 that no noise penetrates outside the car wash or  
18 minimum, for that matter.

19 MEMBER VARGULICH: I have a question.

20 MR. GUNSTEEN: Yes, sir.

21 MEMBER VARGULICH: It looked like you had  
22 the parking spaces for the vacuuming along the  
23 side of the building, the west side of the  
24 building. But it looked like all of those were

1 set up for vacuuming. Where do your employees  
2 park?

3 MR. GUNSTEEN: We've created a revised  
4 site plan that was uploaded. Chris, do you want  
5 to bring up the site plan?

6 So if you look right here, we have three  
7 employee parking stalls here, and these first two  
8 stalls also are for customers that are not car  
9 wash vacuuming. These would be for dog wash or  
10 employee. And all of our vacuum stalls are not  
11 used at the same time.

12 MEMBER VARGULICH: I understand, but  
13 typically, you have employees park out there.

14 MR. GUNSTEEN: Yeah. We want the  
15 employees to park on the lot, so we created three  
16 additional parking stalls for them. On average we  
17 have anywhere from three to four employees working  
18 at any given time. We will staff anywhere from 10  
19 to 15 local employees.

20 We always have a manager or assistant  
21 manager on staff at all times to ensure that  
22 customer service is up and our facility is clean  
23 and of the highest level. We have a very high  
24 standard when it comes to cleaning and making sure

1 our facility remains clean throughout the day so  
2 there's no debris blowing around.

3 MEMBER VARGULICH: What would be your  
4 typical hours?

5 MR. GUNSTEEN: What's that?

6 MEMBER VARGULICH: Your hours?

7 MR. GUNSTEEN: Our typical hours are  
8 7:00 a.m. until 9:00 p.m., seven days a week; and  
9 this time of the year, we have changed our hours  
10 to 8:00 p.m. closing.

11 CHAIRMAN WALLACE: All right.

12 MR. GUNSTEEN: I'm going to turn it over  
13 to Chris just to go over some of the building  
14 design.

15 MR. KALISCHEFSKI: My name is Chris  
16 Kalischefski, K-a-l-i-s-c-h-e-f-s-k-i. I'm from  
17 WT Group. We are fortunate to be the architects  
18 for our client, Mr. Gunsteen and his partners.

19 I'd like to just back up a couple of  
20 slides here. Of course, this is the site plan --  
21 the survey itself. This is where the former car  
22 wash was and the former commercial building back  
23 in this area. As you'll notice, there are various  
24 curb cuts along this Route 17 and then also the

1 existing curb cut here.

2 This is the aerial. Again, you're seeing  
3 this curb cut. You're seeing the curb cut in this  
4 area here. There is one here in there and then  
5 the existing curb cut here in this area.

6 So what the proposed plan overlay on to  
7 the area is doing is really we're eliminating all  
8 these curb cuts, and we're really directing the  
9 traffic away from the residential area to the  
10 commercial zone along North Avenue.

11 As Mr. Gunsteen said, this is an  
12 express-style car wash. So there's not like  
13 people waiting for you to come in, and they vacuum  
14 your car. There's not a bunch of people at the  
15 end of the car wash drying your car.

16 What happens here is that you pull in off  
17 of 17th. You come into here. There's three lanes  
18 that you choose. And the 3, the No. 3 is very  
19 important. The furthest to the west is for  
20 members only.

21 Now, basically, they can come in, they  
22 have a monthly membership card. They show it.  
23 They have their little ID. They go right through.  
24 And then also for customers on very busy days,

1 that will be there as well. The first two lanes  
2 are the main accommodations.

3 We modified a lot of things. We received  
4 some comments two days ago and yesterday, and so  
5 these are actually more up-to-date than what's in  
6 your packet.

7 This driveway has been moved down to  
8 120 feet from the pavement to the centerline as  
9 recommended by the traffic report. So we've  
10 already responded to that.

11 All the stacking spaces are shown in the  
12 proper 20-foot dimensions. We actually have 44  
13 from here to there, 44 active stacking spaces.

14 And, again, this is a different style than  
15 the old style car wash. People are actually  
16 pulling up to the gates here, the automated gates,  
17 as Mr. Gunsteen was saying, where they're paying  
18 with a credit card or cash in an auto teller, and  
19 the gates go up, and then the next gate will not  
20 go up until you pass the detector.

21 So it's very automated, and you are made  
22 sure that you're getting the wash that you  
23 purchased, but the reason I mention this is it  
24 makes it very functional. The cars flow very

1 quickly through the entire site, and as Dan  
2 mentioned, three minutes and you're out the  
3 exit/entrance.

4 So you're going through here in a  
5 counterclockwise direction. We purposely do that  
6 so people are turning left, so you always see  
7 where you're going; and then as you approach the  
8 building, we actually raised this part, and you're  
9 going downhill into the car wash. So you're  
10 riding your brakes. You don't ever want someone  
11 hitting the gas as they go towards the building.

12 And so as the customer goes in the  
13 building themselves, this part is about  
14 three-quarters of the wash area, and then we  
15 actually have a drying chamber. And what happens  
16 there is that area of the building is heated with  
17 Solaronics and with extra dryers to make the car  
18 come out as bone dry as possible. So that's why  
19 it's the express wash. The person stays in the  
20 car the whole time.

21 As was mentioned by Dan as well, the  
22 people have the option of backing in first and  
23 then getting in line or coming out and then  
24 detailing their car, if they want to, in back and

1 using the amenities and the vending machines. So  
2 it's a very efficient operation, a very smooth and  
3 efficient flowing operation.

4 The parking spaces for the vacuums are  
5 actually 11-feet wide, 2-foot wider than a regular  
6 8- or 9-foot space, and that is because the  
7 vacuums that we have are not like in the old days  
8 where you used to have the canisters and the  
9 20-foot ugly gray hose on the floor. These are on  
10 arches on each of the aisle markings.

11 So what happens is if you go -- when  
12 you're on the driver's side, you pull the handle  
13 out of the nozzle, you walk, you vacuum your  
14 driver's side including your back. You put the  
15 nozzle back in, and you walk to the other side.  
16 You take the nozzle out, again, very efficient and  
17 very clean. You're not dragging a hose through  
18 your car to reach the far side, so very automated.

19 And then as you go through the site,  
20 again, it's very functional. And one of the  
21 things that we have done is we have moved -- and  
22 we apologize. We misunderstood. But we have  
23 increased the setback along this 17th to be at the  
24 12 1/2 that's required for the entire length, not

1 just the residential area down here, but the  
2 entire length along the commercial as well.

3 How we did that is we took 6 inches out of  
4 the stacking lanes, that used to be 13 feet, now  
5 they're 12.6, still more than adequate, while  
6 still leaving a very safe amount of backing up  
7 space so that this lane is still a two-way traffic  
8 lane even when cars are fully stacked here.

9 So, again, we have the wider aisles at 11  
10 feet because we know for this business to be  
11 successful, two things have to happen. The  
12 customers need to feel safe, and it must be  
13 convenient for them. So that's why we have the  
14 extra parking stalls, the extra wide driving  
15 aisles, the extra wide stacking aisles.

16 But the three is very important. So that  
17 variance has been eliminated. We have moved the  
18 curb that way.

19 The only variance that we are respectfully  
20 requesting in terms of the site plan is the 8-foot  
21 landscape, foundation landscaping around the  
22 building. I'm going to go to a site plan. It  
23 shows a little bit more. I'm going to go to an  
24 older site plan. We didn't have time to update

1 the landscape plan, but I do want to show you.

2 We're talking this landscaping right here.

3 So I'm just going to go back to the plan  
4 again. So right along here we do have landscaping  
5 there. It's not 8 feet, and that's an  
6 architectural function. Along these parking  
7 stalls, we have the vacuum arches, which the tubes  
8 go into the building, and that's where the vacuum  
9 is -- the compressor for the vacuums are inside  
10 the wash bay, the equipment room itself.

11 And so the juxtaposition of the arches to  
12 the building is paramount in terms of the function  
13 of that facility. In terms of if you get too far  
14 away from the building, you have additional pipe,  
15 and you need bigger motors to draw that stuff in  
16 there. You have more opportunity for it to get  
17 clogged and such.

18 So what we're doing is we're just  
19 relocating that landscaping that's required for  
20 that area in other parts of the site, but we  
21 respectfully -- just because of the function and  
22 the nature of the business. The hardship is the  
23 type of business, that the vacuums need to be as  
24 close as possible to the building so that

1 Mr. Gillsteen's goal of making this a very quiet  
2 facility, that the compressor is remaining inside  
3 the building.

4 So that's why we're asking for that  
5 variance. It's a very functional request. It's  
6 dependent on our type of business.

7 And so with that, then Ben Bussman, the  
8 civil engineer and landscape architect is here to  
9 ask specific questions on the landscaping; but we  
10 are going through, and we have received the  
11 comments recently, and we'll adjust them  
12 accordingly. But that is one that we do  
13 respectfully request a variance for just for the  
14 function.

15 So these are just the engineering plans.  
16 The site plans are here just in case you need the  
17 specifics for that.

18 Photometrics, we will accept those as  
19 well. What's happening right now are these yard  
20 lights right here have a little throw that is  
21 going a little bit over the .5-foot candles. We  
22 do respectfully request also at the curb cuts to  
23 be allowed -- please, to be allowed to be more  
24 than .5 at the curb cuts because that's just not

1 enough illumination for someone to clearly see it,  
2 especially coming in the right-in, right-out on  
3 64, so that they could see the curb cut and make a  
4 safe entry point.

5 .5 is not what's recommended by the  
6 Illuminating Engineering Society of North America,  
7 which I'm a member of, and we just respectfully  
8 request that at those points we exceed the .5, but  
9 we will put the shields in and adjust the lighting  
10 to match the requirements along 17th here and also  
11 along the grass area along 64.

12 In regards to some questions of poles,  
13 We're 18 feet on 2-foot bases. That's listed in  
14 the chart in this area here, and we are going to  
15 be removing this light fixture from the package to  
16 meet your requirements in terms of the style. So  
17 those are being removed.

18 With that, the architectural elevations  
19 are -- it's a stone cladding. It's a stone  
20 cladding that accents the piers of the building.  
21 So we had a lot of ins and outs in this building,  
22 and we had modified the car wash sign on North  
23 Avenue to be the 51 square feet. So we again have  
24 eliminated that request.

1           We just want to mention that with that,  
2           we're allowed 342 square feet of signage, and our  
3           whole signage package only adds up to 250. So  
4           we're almost 100 square feet less than the  
5           allowable signage. But we have reduced this down  
6           to the 51 as requested and per the code. We just  
7           wanted to say that we have adjusted it down.

8           The materials themselves are all masonry  
9           as Mr. Gunsteen has stated.

10          Express wash is here and committed to the  
11          communities that they're in. They run a very  
12          clean facility. They provide a product that's  
13          very good for the clients. They're very happy  
14          with the wash quality.

15          They also provide a very good -- in terms  
16          of architecture and materials and maintenance and  
17          a long-term lasting building. So they're going  
18          with a full masonry bearing building. The roof on  
19          this is precast concrete panels, which are 8 to  
20          10 inches thick. So this is a solid building that  
21          absorbs any sound, keeps the sound inside the  
22          building itself.

23          Again, all four sides are masonry bearing  
24          themselves. Accents at the peers and the distance

1 from the front of the peer to this center  
2 structure is 3 feet. Your code says 20 percent of  
3 that facade needs to be 3 feet, and we understand  
4 when you're looking at Walmarts that are 300 feet  
5 long, you want to set those buildings back; and  
6 since they're so big, they're 25 feet tall, and  
7 you want that 3-foot setback.

8 Here, this building, again, is only  
9 5,500 square feet. So we are setting it back for  
10 a distance of 16 feet, but it really would  
11 encumber the function of the equipment room, which  
12 is all along here, which is typically 8 feet.  
13 We've got equipment on both sides and then the  
14 3-foot aisle in the middle, that 32 feet of that  
15 equipment room would really hinder in terms of the  
16 operation.

17 And really the scale of this building, I  
18 think we're meeting the intent of your code in  
19 terms of providing all these changes of plane here  
20 in these big elements and then providing further  
21 changes of plane in all these verticals, and in  
22 this section it's even further pushed back.

23 So I believe we're meeting the intent.  
24 It's just that because our building is smaller in

1 scale, and functionally, we would request that we  
2 be allowed just do it for the 16 feet versus the  
3 32 lineal feet for the 20 percent. So that's what  
4 our request is.

5 The additional structures on this site are  
6 also of the masonry materials, both the stone  
7 cladding and the brick cladding; and then, of  
8 course, the roof of the building match the roof of  
9 the auto pay canopy. The masonry of the trash  
10 enclosure matches the masonry of the building, so  
11 all intended to tie very much together.

12 This elevation, of course, is blocked by  
13 the building behind us. So no one would see this  
14 part of the elevation. So just in terms of  
15 economics, we're trying to be a little bit more  
16 practical in terms of construction costs.

17 This is just a rendering from here. So  
18 you're seeing this augment in terms of this  
19 setback. You can see how this steps back here,  
20 The smaller ID sign. We put in windows to accent  
21 the south. We're trying to get a rhythm and  
22 really try to focus on the exit end of the car  
23 wash.

24 Again, you can see that you have clear

1 stacking for the three lanes, returning, coming  
2 through, and we always like the clean car to come  
3 out at the main road.

4 Unfortunately, we did not have a chance to  
5 change the rendering. This reflects the old plan.  
6 The curb cut is actually further back here now in  
7 the new plan itself, and this is a rendering from  
8 the street view, again, minus all the landscaping.

9 There's quite a bit of landscaping, as you  
10 can see. From the landscape plan itself, you can  
11 see the number of landscaping. There isn't an  
12 open spot, except for the detention areas, that  
13 there isn't a plant material. So this is going to  
14 be highly landscaped with the evergreens and  
15 various trees that Mr. Bussman can comment on.

16 But we're just trying to show here that  
17 even without the landscaping, the building itself  
18 is a very nice building, very functional, and very  
19 clean, which is the image we're trying to portray.

20 And that is what we have now.

21 Again, Mr. Bussman is here. Mr. Gunsteen  
22 is here to answer any other questions, and we're  
23 just available.

24 MEMBER HOLDERFIELD: I just have a

1 question. The rendering shows a sidewalk along  
2 17th Street. Is that going to be the case?

3 MR. KALISCHEFSKI: Yes. That was one of  
4 the requirements, a 5-foot sidewalk would be  
5 added. We do have that in there, yes.

6 MEMBER HOLDERFIELD: Another  
7 clarification, if you go back to the rendering,  
8 down at the south end, what is that little exit  
9 road there when you make the bend to go in the car  
10 wash?

11 MR. KALISCHEFSKI: This one right here?

12 MEMBER HOLDERFIELD: Yes.

13 MR. KALISCHEFSKI: It serves two  
14 functions: One, in an emergency -- we've had  
15 doctors in line, and they get the call, and  
16 they've got to go. So there's an option to go  
17 there. Also if there's -- unfortunately,  
18 sometimes there might be a mechanical breakdown or  
19 something, and then we can bring the cars out that  
20 way.

21 The main function of that is for  
22 snowplowing, quite frankly, so we can bring the  
23 snow from the track out, pull it back, and bring  
24 it to where we need it to go. So that's usually

1 coned off so no one can go that way, and it's  
2 removed by the attendant that's on the site.

3 MEMBER FUNKE: I've got a question.  
4 What's the distance from the north end of the  
5 building to Main Street, to North Avenue?

6 MR. KALISCHEFSKI: Okay. That distance  
7 is -- pardon my binoculars here -- it is about  
8 85 feet.

9 MEMBER FUNKE: So you're probably going to  
10 have, what, three cars that -- let's just say the  
11 cars are turning right onto Main Street. You're  
12 going to have about three cars before it starts  
13 getting backed up. Do you feel pretty comfortable  
14 with -- because it seems to me it's pretty short.

15 MR. KALISCHEFSKI: No. Because we --  
16 actually even with that, then the person can go  
17 behind that. You would have the three cars here  
18 parked in this wide area.

19 MEMBER FUNKE: If you have three cars  
20 parked, they're not going to be able to turn left.

21 MR. KALISCHEFSKI: No. They would be in  
22 terms of -- let's go to the plan. The plan would  
23 probably be better.

24 MEMBER FUNKE: You've got 80 feet from the

1 north side to Main Street, that's approximately  
2 four cars; right?

3 MR. KALISCHEFSKI: To right here. Let  
4 me --

5 CHAIRMAN WALLACE: You can't turn left.  
6 It's a right-in, right-out.

7 MEMBER FUNKE: He's talking an escape to  
8 turn left.

9 MR. KALISCHEFSKI: Right. Right.

10 MEMBER FUNKE: Right. So if you have  
11 three cars backed up, you're not going to be able  
12 to. It's going to be --

13 MR. KALISCHEFSKI: You have a car right  
14 here, a car right here, and a car right there.  
15 Then you have the lane go right through here.

16 MEMBER FUNKE: So the maximum number of  
17 cars you can have before that coming out of the  
18 car wash is three.

19 MR. KALISCHEFSKI: Correct.

20 MEMBER FUNKE: Right. And you think  
21 that's enough? I mean even three is not going to  
22 be able to turn left.

23 MEMBER MACKLIN-PURDY: You can't turn left  
24 out of there.

1           MEMBER FUNKE: No. I mean turn left into  
2     that --

3           MR. KALISCHEFSKI: Into parking stalls.

4           MEMBER FUNKE: Into the parking stalls.

5           MR. KALISCHEFSKI: This is a typical  
6     relation and even Elgin has the --

7           MEMBER FUNKE: So what I'm saying is  
8     you're going to have two -- the only way that's  
9     going to work is if you have two cars that are  
10    turning right onto North Avenue, and then they can  
11    turn left into the parking stalls.

12          So my concern is is that enough? You  
13    know, from your traffic study that you guys  
14    have -- you know, it gets pretty busy on North  
15    Avenue. So, you know, two cars on a Saturday when  
16    you have a lot of cars coming through here. My  
17    concern is that that length is not long enough to  
18    accommodate a backup, you know, cars getting  
19    backed up in that area.

20          MR. GUNSTEEN: Well, we do have this at  
21    other locations where the exit is within 50, 60  
22    feet of the street, particularly at our Elgin  
23    location, and it has not been a problem.

24          This particular one I think is actually

1 less congested because it's a right-in, right-out.  
2 If I had a customer sitting there to turn left, I  
3 think it would be time consuming for him to turn.  
4 Because it's a right-out, it's an immediate, you  
5 know, right-out when traffic clears.

6 And it also has the width at the turn lane  
7 where you're coming out of the car wash just in  
8 this area where it allows us to get past here even  
9 if there is a car coming in or if there is two  
10 cars stacked right here or three cars stacked  
11 right there.

12 MEMBER FUNKE: Right. Two cars. If you  
13 have three cars, that car is not going to be able  
14 to --

15 MR. GUNSTEEN: Also the functionality of  
16 our car wash is it's designed -- we hope, the way  
17 it's designed is 85 percent of the people will get  
18 a car wash first. So they'll be turning in and  
19 coming back around to the vacuums afterwards, but  
20 that's only 85 percent. But we've designed it so  
21 there's enough space in that 24 feet, so it's not  
22 a single lane, it's a dual-lane turn.

23 MEMBER FUNKE: Okay.

24 CHAIRMAN WALLACE: Related to that, the

1 cross access to the property is to the east. Have  
2 you made any -- has there been any consideration  
3 to cross traffic flow directly in front of the  
4 exit?

5 MR. GUNSTEEN: The cross traffic, no. The  
6 turn in off of North Avenue and going into there,  
7 the owner of the -- the current owner is the owner  
8 of the chiropractic. So that entrance is not used  
9 as much as the rear entrance coming in from the  
10 east side of Rookies.

11 So we don't feel that -- based off our  
12 traffic study, we don't feel that that's going to  
13 create enough traffic there to create a traffic,  
14 you know, pattern problem.

15 CHAIRMAN WALLACE: I have a feeling it's  
16 going to become the main entrance for Rookies, I  
17 mean, personally. I mean it's such a pain to get  
18 in there, otherwise.

19 MEMBER MACKLIN-PURDY: Yeah.

20 CHAIRMAN WALLACE: As soon as this becomes  
21 improved, you're going to have a lot of traffic  
22 that's going to be coming in there and right in  
23 front of your exit, and I don't know how to  
24 resolve that but --

1           MEMBER VARGULICH: There is a traffic  
2 signal if you go up to 14th.

3           CHAIRMAN WALLACE: There is but the path  
4 around there is not, you know, as convenient.

5           I have a couple of other questions. You  
6 had said that the -- well, first of all, regarding  
7 the front of the building, is that in line with  
8 the chiropractic office? Is it the same distance?

9           MR. KALISCHEFSKI: It's showing right on  
10 this plan.

11          CHAIRMAN WALLACE: Okay.

12          MR. KALISCHEFSKI: You can see it's just a  
13 couple feet right there.

14          CHAIRMAN WALLACE: Got it. Okay.

15          And staying on that same page, you had  
16 said that the architectural features on the rear  
17 of the building, that it was going to be covered  
18 by the building next door, which is only half  
19 of --

20          MR. KALISCHEFSKI: No. I meant the front  
21 half of that building -- of the side. So that --  
22 so let me go to the elevation. And if I said  
23 "rear," I apologize.

24          CHAIRMAN WALLACE: I meant the back half

1 of the side is really what I meant.

2 MR. KALISCHEFSKI: All right. So this  
3 part would be basically --

4 MR. GUNSTEEN: The east elevation.

5 CHAIRMAN WALLACE: Yeah. So what is going  
6 to be -- is there anything planned to be built in  
7 that area? That's basically the parking lot for  
8 the police station; correct?

9 MR. COLBY: Correct. The adjacent site is  
10 the chiropractor building, and their lot extends  
11 all the way to the south adjacent to this car wash  
12 lot. There's a parking lot behind that building.

13 CHAIRMAN WALLACE: Okay.

14 MR. GUNSTEEN: Yeah. That's a future --

15 CHAIRMAN WALLACE: So that belongs to the  
16 chiropractor?

17 MR. GUNSTEEN: It does.

18 CHAIRMAN WALLACE: Oh, really.

19 MR. GUNSTEEN: Yes. And Rookie's owns the  
20 same depth on their side as well.

21 CHAIRMAN WALLACE: Okay.

22 MR. KALISCHEFSKI: And one of the comments  
23 were to put some bushes in this area, and that's  
24 what we will do. So we'll add some landscaping

1       there.

2               MR. GUNSTEEN: Our architectural coping  
3       that goes all the way around the building extends  
4       all the way around all four sides. We haven't  
5       changed any of that. The only thing that we left  
6       off of that side of the building was our red  
7       awnings. That's the only thing.

8               CHAIRMAN WALLACE: Right. But there will  
9       be some additional landscaping treatment back  
10      there.

11              MR. GUNSTEEN: Absolutely.

12              CHAIRMAN WALLACE: Okay.

13              MEMBER FUNKE: Is that roof -- is that a  
14      metal roof?

15              MR. GUNSTEEN: It is a metal roof.

16              MEMBER FUNKE: What about the awnings?  
17      Are they metal also?

18              MR. GUNSTEEN: They're vinyl.

19              MEMBER FUNKE: They're vinyl.

20              MR. GUNSTEEN: A translucent vinyl.  
21      They're back lit.

22              MEMBER FUNKE: Is that going to be that  
23      color red?

24              MR. GUNSTEEN: It is. All the red that's

1 across the board is cargo red.

2 MEMBER FUNKE: It seems pretty powerful, I  
3 mean, you know. And then the logo, is that the  
4 standard logo?

5 MR. GUNSTEEN: It is.

6 MEMBER FUNKE: Okay. It seems pretty --  
7 in my opinion, it seems very simple. Maybe if  
8 there's a way that you could use a different font  
9 or something. You know, it seems very simple for  
10 that building.

11 MR. GUNSTEEN: Well, what you're not  
12 seeing in the logo, it's actually pinstriped all  
13 the way around. I mean, you're talking about the  
14 font, but it's not just a red letter. It has a  
15 white band all the way around it that actually  
16 gives it a three-dimensional look when it's lit at  
17 night.

18 MEMBER FUNKE: I have another question.  
19 The materials, you talked about the glass. Is  
20 that glass -- is it clear glass, or is it spandrel  
21 glass on the west side? I see that in your plan.  
22 You're covering up mechanicals in the back?

23 MR. GUNSTEEN: So this is all clear  
24 windows on this whole east elevation.

1 MEMBER FUNKE: So it's all transparent?

2 MR. GUNSTEEN: It is. All of this is --  
3 this is transparent, all the doors, windows, and  
4 the window next to there.

5 This is spandrel right here, all of this.  
6 In fact, our double door which is here and the  
7 windows above it are actually tinted. They're not  
8 clear. But we don't want our mechanical room  
9 being seen by customers. So it's tinted. It's  
10 lighted pretty well but --

11 MEMBER FUNKE: Is it going to be back lit?

12 MR. GUNSTEEN: No.

13 MEMBER FUNKE: So, at nighttime -- so  
14 basically, you're going to turn in, and you're  
15 really not going to see the look of the window at  
16 nighttime; right?

17 MR. GUNSTEEN: Correct.

18 MEMBER FUNKE: It's going to be dark.

19 MR. GUNSTEEN: Yeah. So all of the  
20 spandrel is dark at night, yeah.

21 MEMBER FUNKE: Okay.

22 MR. GUNSTEEN: And then where the offices  
23 are here, all four of these panes, these are all  
24 tinted. That's a light tint. The doors are a

1 light tint. It's just the double door here is a  
2 dark tint to match the spandrel, but we also want  
3 to be able to see out.

4 MEMBER FUNKE: The next question I have is  
5 from the parking lot where you have the three  
6 drive aisles, then you have another drive aisle,  
7 then you have the parking. We're looking at  
8 about, what, 90 feet from curb to curb? Is there  
9 anyway to break that up a little bit, to add like  
10 a curb or some greenery in there? It seems like a  
11 large --

12 MR. GUNSTEEN: From here?

13 MEMBER FUNKE: Yeah. From curb to curb  
14 going east to west. It's approximately, what, 90  
15 feet?

16 MR. GUNSTEEN: Yeah. So that actually  
17 was -- we had a landscaped curb there which was  
18 removed so that the fire trucks could make a  
19 three-point turn.

20 MEMBER FUNKE: Okay.

21 MR. GUNSTEEN: I am not opposed to adding  
22 a little bit of a curb right here with some  
23 landscaping in it to soften the pay lanes from the  
24 drive lanes. We have done it at other locations.

1 We have dropped down about two, maybe three car  
2 stalls and landscaped that area. So I'd be okay  
3 with that as well.

4 CHAIRMAN WALLACE: That was actually one  
5 of my comments was the separation between the  
6 parking and the drive aisles. So the concern  
7 there is from the fire department?

8 MR. GUNSTEEN: The fire department  
9 approved the drawing as long as we took that  
10 double-sided curb island out so that they could  
11 make a three-point turn. Now, they don't need the  
12 whole length from my understanding. So we  
13 would -- we'd actually prefer to have a little bit  
14 of that landscaping island back in there.

15 CHAIRMAN WALLACE: That would be my  
16 suggestion. Is there any way that the fire  
17 department can deal with a -- it's not a curb but  
18 a raised area.

19 MR. GUNSTEEN: Well, our original goal was  
20 to landscape as much of it as possible.

21 CHAIRMAN WALLACE: Yeah.

22 MR. GUNSTEEN: I would be willing to meet  
23 with -- you know, in final design and meet with  
24 the fire department to see what the minimum is.

1 But they needed 100 feet to do a three-point turn.  
2 It was suggested that we take it out in its  
3 entirety, but I believe that putting it back in  
4 would soften it between the two parking stalls,  
5 and I'd be willing to do that in accordance with,  
6 you know, what you guys think.

7 Our landscaping that we put into our  
8 facilities is probably one of the -- per square  
9 foot is probably one of the largest budgets that  
10 we do. We actually go over the top on  
11 landscaping.

12 MEMBER MACKLIN-PURDY: What percent of the  
13 site do you plan for landscaping?

14 MR. GUNSTEEN: The percentage of actual  
15 landscaping? That would be a question for Ben.

16 MR. BUSSMAN: I don't remember off the top  
17 of my head.

18 MEMBER MACKLIN-PURDY: I mean, it's  
19 required at 20 percent.

20 MR. KALISCHEFSKI: Yeah. We're exceeding  
21 that.

22 CHAIRMAN WALLACE: What was that?

23 MR. GUNSTEEN: We're exceeding the 20  
24 percent.

1           CHAIRMAN WALLACE: Exceeding the 20  
2 percent.

3           MR. BUSSMAN: Ben Bussman, Webster,  
4 McGrath & Ahlberg, 207 South Naperville Road,  
5 Wheaton.

6           CHAIRMAN WALLACE: How do you spell your  
7 last name?

8           MR. BUSSMAN: B-u-s-s-m-a-n.

9           CHAIRMAN WALLACE: Thank you.

10          MR. BUSSMAN: 603-668-7603.

11          The impervious area of the site is about  
12 66,000 square feet. The pervious area or  
13 landscape area is about 24,150.

14          CHAIRMAN WALLACE: While you're there, let  
15 me just ask you another question, and maybe this  
16 is for Ellen first.

17          In the staff report it says the monument  
18 sign landscaping, 3 feet around signs does not  
19 meet, and I didn't see it down in the comments.

20          MR. BUSSMAN: I had forgot to plant some  
21 shrubs on the south side of the sign.

22          CHAIRMAN WALLACE: Okay. That's  
23 corrected?

24          MR. BUSSMAN: Yeah. Well, it's not been

1 corrected yet, but we can correct that.

2 CHAIRMAN WALLACE: All right.

3 MEMBER HOLDERFIELD: You're talking about  
4 the monument sign; is that right?

5 MR. BUSSMAN: Correct.

6 CHAIRMAN WALLACE: Yeah.

7 MEMBER HOLDERFIELD: Okay.

8 MR. KALISCHEFSKI: Right at this point  
9 right here, we'll be adding some more landscaping  
10 right in that area. So that will be the south  
11 side of the sign.

12 MEMBER VARGULICH: I would just offer a  
13 comment that currently, I realize it's going to  
14 change a little bit because you've added the three  
15 parking spaces up towards North Avenue, but right  
16 now you have the Locust and three River Birch.

17 To me it looks like the River Birch might  
18 be obscuring the sign in the view line as you're  
19 coming east on Main Street. So you might want to  
20 move those back. Maybe flip the Locust up towards  
21 the corner just to give a better sight line to  
22 your sign to help people who are parking get to  
23 where they need to be.

24 MR. BUSSMAN: Sure. Appreciate that.

1           MEMBER VARGULICH: If there's other  
2       comments -- you know, I mean, just adhere to the  
3       staff comments as far as amounts and percentages.  
4       I'm glad that you've agreed to put a sidewalk on  
5       17th, so just to put street trees, you know, along  
6       there.

7           We want to make sure that we continue to  
8       ask for connectivity even when things are  
9       incomplete and we're waiting for other pieces to  
10      go. I think it's fair for you guys to do that.  
11      Thank you.

12           MR. GUNSTEEN: Thank you.

13           MEMBER MACKLIN-PURDY I have a question. I  
14      know you touched on this before. It says the  
15      maximum permitted sign area is 51 square feet and  
16      104 is proposed. That's how --

17           MR. KALISCHEFSKI: I'll show you what that  
18      was. Right here. This sign is 104, and that's  
19      okay because of this long elevation.

20           MEMBER MACKLIN-PURDY: Right. Right.

21           MR. KALISCHEFSKI: We had the same sign on  
22      this side, and that is where we have changed that  
23      now because you can see the smaller car wash, and  
24      there's a swish below it. That, if you draw a

1 rectangle box, is 51 square feet.

2 MEMBER MACKLIN-PURDY: So you have changed  
3 it.

4 MR. KALISCHEFSKI: We've gone down from  
5 104 to 51.

6 MEMBER FUNKE: I've got a question about  
7 the sanitary sewer easement. Are you guys getting  
8 rid of that, or are you building over it?

9 MR. BUSSMAN: Yeah. We're building the  
10 building on top of it, and there is an extra sewer  
11 line in that easement. So we have to relocate  
12 that sewer line around the building and reconnect  
13 on 17th Street.

14 MEMBER FUNKE: Okay. So that easement is  
15 going to be relocated to the south?

16 MR. BUSSMAN: Correct. Yeah.

17 CHAIRMAN WALLACE: All right. One of the  
18 other things is regarding the traffic study.  
19 Maybe we can take a few minutes to talk about  
20 that.

21 Ellen, was there any -- has the traffic  
22 engineer for the City had a chance to review it  
23 yet?

24 MS. JOHNSON: No, not yet.

1           CHAIRMAN WALLACE: Okay. And one of the  
2 things on your traffic study, it was unclear  
3 whether trips generated by the car wash are per  
4 hour or per day.

5           MR. GUNSTEEN: Per day.

6           CHAIRMAN WALLACE: Per day. An it's  
7 unclear whether trips generated by the car wash  
8 are counted toward the queuing on 17th Street.

9           MR. KALISCHEFSKI: They do, yes.

10          CHAIRMAN WALLACE: They do. Okay.

11          One of my concerns is westbound traffic  
12 exiting the car wash, and I mean, I think, that  
13 we'll get some answers when the City's firm  
14 reviews their traffic study but -- this may be a  
15 question for staff.

16          Is there any possibility of having divided  
17 left and right-hand turn lanes from 17th Street  
18 onto Route 64?

19          MR. COLBY: It's not something that's been  
20 looked at yet. There is a right-of-way width  
21 there that could accommodate that type of  
22 improvement, but it's not something that's been  
23 designed to.

24          CHAIRMAN WALLACE: If that was done -- if

1 that was done, who would bear the cost of that  
2 improvement?

3 MR. COLBY: Well, if it's something that  
4 the City could choose to initiate and bear the  
5 cost; or if it was found to be a necessary  
6 improvement in relation to this special use, it  
7 could be a cost that is covered by this  
8 development. It would need to be based upon  
9 evidence from the traffic study or our analysis of  
10 the traffic study to support that recommendation.

11 CHAIRMAN WALLACE: Okay. It would be my  
12 assumption that probably half of the traffic  
13 actually would go west and half would go east; is  
14 that correct?

15 MR. GUNSTEEN: Correct.

16 CHAIRMAN WALLACE: Okay.

17 MR. GUNSTEEN: Pretty close to 50/50.

18 CHAIRMAN WALLACE: What was that?

19 MR. GUNSTEEN: Pretty close to 50/50.

20 CHAIRMAN WALLACE: Okay. And so for all  
21 of the exiting traffic, we would have the right  
22 out, and we would also have a right turn on 17th  
23 Street but any left -- any westbound traffic would  
24 have to go on 17th Street to turn left; is that

1 correct?

2 MR. GUNSTEEN: Correct.

3 MR. KALISCHEFSKI: Yes.

4 MEMBER VARGULICH: Technically, no.

5 MEMBER MACKLIN-PURDY: It could deviate.

6 MEMBER VARGULICH: They could come down  
7 17th Street, use the cross-access easement all the  
8 way around and go back to the light.

9 CHAIRMAN WALLACE: Sure. Sure.

10 MEMBER VARGULICH: Yeah. I'll bet unless  
11 they're forced to because in the queuing they  
12 won't, but you could just wrap around, come to the  
13 light, and make your left-hand turn.

14 CHAIRMAN WALLACE: Well, that kind of goes  
15 to what my point is if there is significant  
16 queueing for traffic that is turning left on 17th  
17 Street, that would hinder the ability for traffic  
18 to be able to get back to turn right on 17th  
19 Street as well.

20 And so you would have a situation where  
21 traffic is forced to turn around whether it would  
22 be through the cross access to the stoplight on  
23 the other side of the title company or, you know,  
24 down another street to exit on an altogether

1 different street.

2 MR. KALISCHEFSKI: That's what the traffic  
3 engineer took into account, and that's why they're  
4 recommending 120-foot distance for the proper  
5 queueing, and that was designed at the peak period  
6 of the day, the busiest period, which for this  
7 location happens to be the p.m. hours, the evening  
8 hours.

9 CHAIRMAN WALLACE: And I guess did that  
10 traffic study also take into account that it's the  
11 peak period for 7-Eleven, for example, and Dunkin  
12 Donuts at the same time?

13 MR. KALISCHEFSKI: In the evening?

14 CHAIRMAN WALLACE: Morning. Evening. I  
15 mean, not for the Dunkin Donuts, but, you know, on  
16 a Saturday at 10:00 a.m., if it's a nice sunny  
17 Saturday, it's going to be a peak hour for all of  
18 those establishments. There's a lot of traffic  
19 coming to 17th Street.

20 MR. KALISCHEFSKI: And that's what, I  
21 think, the traffic engineers, your traffic  
22 engineer and our traffic engineer will work on.

23 CHAIRMAN WALLACE: Did the traffic  
24 engineer that performed this study take into

1 account traffic from the other businesses  
2 surrounding?

3 MR. KALISCHEFSKI: Not only the other  
4 businesses but he has to look at the ITCD book and  
5 take the recommended volumes of existing traffic  
6 counts and the percentages, and that's how he got  
7 the numbers on that page, you know, taking all  
8 that into account.

9 CHAIRMAN WALLACE: Okay. And a question  
10 for staff, the access easement that goes to the  
11 south of the property, is that going to be changed  
12 at all by the police station and the setup of the  
13 police station, or will traffic be able to go  
14 through there?

15 MR. COLBY: Yes. The previous cross  
16 access that existed through the shopping center  
17 from the east to the west, from 17th to 14th  
18 Street, and also the connection to the traffic  
19 signal at 15th Street, those routes will remain in  
20 the final site layout for the police station.

21 CHAIRMAN WALLACE: Okay. All right. Any  
22 other questions?

23 MEMBER HOLDERFIELD: I want to go back to  
24 the stacking just a bit. According to our staff

1 comments here, it says the required stacking space  
2 is 9-by-20.

3 MR. GUNSTEEN: Uh-huh.

4 MEMBER HOLDERFIELD: And you weren't  
5 meeting it. Are you meeting it now?

6 MR. KALISCHEFSKI: Yes. This exhibit  
7 shows the 9-by-20.

8 MEMBER HOLDERFIELD: All right. And the  
9 total number of cars that are going to be stacking  
10 is 40?

11 MR. KALISCHEFSKI: 44 is from the door to  
12 the site. I'm pointing, and I should be pointing  
13 with the -- the entrance to the car wash all the  
14 way wrapped around and back to here would be 44.

15 There's actually, quite frankly, 48 cars  
16 shown; but technically after this gate point, it's  
17 only single file from here. So I removed a couple  
18 of these cars. So actually in function, it would  
19 be 44.

20 CHAIRMAN WALLACE: Sorry. I had one more  
21 question for staff.

22 If action on this was delayed until the  
23 December 4th meeting, would we still be able to  
24 get it in front of Planning and Development for

1 their December 10th?

2 MS. JOHNSON: Yes.

3 CHAIRMAN WALLACE: Okay. So there  
4 wouldn't be any delay if this was continued  
5 pending review of the traffic study?

6 MS. JOHNSON: Right.

7 CHAIRMAN WALLACE: Okay. Would we be able  
8 to get the traffic study reviewed by that time?

9 MS. JOHNSON: Hopefully. That would be  
10 the goal, yes.

11 CHAIRMAN WALLACE: Okay. All right.

12 Unless there are other questions from Plan  
13 commissioners, does anyone in the audience have  
14 any questions or wish to offer any other comments  
15 or testimony?

16 Yes, sir. Were you sworn in?

17 MR. MIRZA: I did raise my hand.

18 CHAIRMAN WALLACE: Okay. If you could  
19 state your name and spell your last name.

20 MR. MIRZA: My name is Rehan Mirza,  
21 R-e-h-a-n M-i-r-z-a.

22 This is my first time being part of this  
23 forum and my -- probably, my take is more from  
24 macroeconomics as an investor in the City of

1 St. Charles and working towards this site, that we  
2 actually came forward in February. So we've been  
3 working towards that site for nine months. The  
4 only objection was capacity issues. October 19th  
5 is when we found out, you know, it meets the  
6 capacity.

7 So if I look at this plan and, again, my  
8 friend, our intention is if this gets improved,  
9 we're not going to because we don't want  
10 competition. A healthy competition is always  
11 good. You know, 3 miles from each other, that's  
12 economics.

13 This is 500, maybe 700 feet from what  
14 we've been working towards for the last  
15 nine months, and we are paying premium for that  
16 piece of property. Add \$1 million to this from  
17 high-end perspective. That was our plan, top  
18 notch, high-end car wash, very efficient. In  
19 order to meet capacity, we actually reached out to  
20 another supplier who washes 200 cars per hour  
21 because we wanted more with less water.

22 So having said that I just wanted to bring  
23 up not as a competition but if I -- if we have 3  
24 miles, from an investor's perspective, \$4 1/2

1 million investment, we could have looked at it.  
2 Actually, I reached out to the economic director.  
3 We looked at this site. He said don't because  
4 there will be traffic congestion. We looked at  
5 the Buona Beef site. He said don't because that  
6 site has been shot down, you know, in the past.  
7 We looked at Main Street next to Walmart, and  
8 there was some gas supplies from Pheasant Run. So  
9 we looked at multiple sites.

10 The other thing is this business is very  
11 complementary to adjacent businesses, big anchors.  
12 When you invest \$4 million into a site, if you  
13 don't have anchors, you will suffer, and we have  
14 seen three car washes fail in St. Charles because  
15 maybe various reasons, but I just wanted to bring  
16 that up.

17 I always thought from economic development  
18 perspective what is good for the City. Where  
19 would it make sense. We compromised on the size  
20 of the lot. We said this is a perfect site  
21 because it's complementary to existing businesses,  
22 and this will thrive. This will bring the area  
23 up. We'll reinvest into the community. That was  
24 part of our plan. That's the reason we did not go

1 out and partner with other franchises. We want to  
2 invest 10 percent into the City, development,  
3 growth, schools.

4 So, again, I take this very personally  
5 from that aspect because how do I look at another  
6 site if we're going to run into same issues? It  
7 took us four months, four-and-a-half months to get  
8 an answer on capacity.

9 May 26th is when we presented a plan, and  
10 we have invested time, money into this site.  
11 Again, as I said, if this gets approved, we will  
12 back out of that. We don't want competition. I  
13 feel, you know, businesses are friends. That's  
14 how -- if I want to build anything, that's how we  
15 want to be.

16 So I'll just leave it at that. I just  
17 wanted to kind of come in, I could have stayed  
18 home, but I just wanted to present my case from  
19 that aspect.

20 MEMBER FUNKE: Where is your proposed  
21 development? What is it?

22 MR. MIRZA: It's next to Culver's.

23 MEMBER PRETZ: Next to where?

24 MR. MIRZA: Culver's on Randall. The

1 reason we take that site is because Randall's  
2 speed -- you know, we're not addressing the need  
3 for Randall traffic. You already have standard  
4 wash 1.2 miles. Buona Beef, even if that would  
5 have been approved, we would not have come in  
6 because that is in direct competition with an  
7 established car wash. Leave that, give them the  
8 business they need.

9 So we always looked at this, and this  
10 almost seems like someone comes from behind,  
11 700 feet from the site that we have been in  
12 discussion with, and it just doesn't add up.

13 But as an, investor and my partner and  
14 five other people said stop. We'll look at  
15 another location south on Randall, and we probably  
16 could open up two.

17 So, again, I just wanted to bring it up.  
18 The reason --

19 MEMBER FUNKE: What type of car wash is  
20 it? What type of car wash is going to be  
21 proposed?

22 MR. MIRZA: When you look at plans, those  
23 look very similar. Right. We talk about express  
24 car wash, high end, \$3, the same concept; and our

1 plan really was to bring quality and high end.  
2 That's our brand, Dunkin' Donuts versus Starbucks.  
3 That's the difference. That is where we have to  
4 make it more --

5 Also my recommendation would be every time  
6 you look at a chain, look at some Yelp comments,  
7 look at the reputation. Chains are always  
8 awesome, but others are abandoned once they come  
9 in.

10 So, again, I think we have invested in a  
11 consulting company. We have paid them to fill the  
12 gap. We have paid a premium. From deal  
13 perspective, that's a lot. But as I said, it's  
14 just one of those things that -- from business  
15 practices, economic development practices, I feel  
16 like do I really want to work with St. Charles on  
17 this type of vision. This has been very  
18 discouraging to me.

19 I'll just leave at that for now.

20 MEMBER FUNKE: Have you presented to the  
21 City already?

22 MR. MIRZA: We presented preliminary plan,  
23 and one objection came up, which was capacity. So  
24 we spent -- we have 45 days to put all this

1 together. We are not going to invest \$80,000 into  
2 something where we have to address the capacity  
3 need first.

4 And we met the capacity needs because  
5 there was some work, maintenance work that was  
6 being done, some bumps that were being upgraded.  
7 When we got the estimate, we said let's look at it  
8 from a different angle. Can we go with more  
9 expensive equipment? Because that's going to give  
10 us 40 percent more capacity from water production  
11 perspective. We found actually a company that  
12 does 15 gallons per car versus 25 gallons per car.

13 So having said that, you know, it's just  
14 one of those things where, you know, we talked to  
15 six or seven different cities, and we found a  
16 home. And, you know, we felt that we are very  
17 complementary to our competition that already is  
18 there to the east and other construction and other  
19 factors as well.

20 Traffic management, not on Randall,  
21 egress, ingress from the back of the business,  
22 Culver's being next to us, the Firestone, very  
23 light businesses that are around it. The anchor  
24 being there is a big support. So in order to

1     sustain \$4 1/2 million investment, that mix has to  
2     be there, otherwise we cannot sustain this big of  
3     an investment. That's based on any study that I  
4     have done with five different companies.

5             But I understand. Again, it's not a  
6     competition. I love competition because it brings  
7     quality to the City but if it's a respectful  
8     distance.

9             Thank you.

10            CHAIRMAN WALLACE: All right. Thank you.  
11            Any other comments or questions?

12            MR. GUNSTEEN: Could I just respond to a  
13     couple of those points?

14            CHAIRMAN WALLACE: Sure.

15            MR. GUNSTEEN: So one, we entertain and  
16     welcome all competition at any of our other car  
17     washes. We feel as a business owner it makes us  
18     better when competition keeps any business on  
19     their toes. We have a, you know, high volume of  
20     car washes, 200 trips a day. We maintain a 15 to  
21     20 water -- you know, per car water gallon,  
22     similar to what he said.

23            We picked this site because it's a  
24     neighborhood community, and where Randall Road is

1 more of a -- what has become a faster traveling  
2 highway where people have to make a quick decision  
3 to get off. So we want to be part of the -- more  
4 of the community rather than the thoroughfare that  
5 goes through from Batavia to Elgin.

6 As we wash more and more cars at other  
7 facilities, of course, our Yelp's or Google  
8 reviews are both going to be mixed, but we have  
9 very positive reviews at all of our locations. I  
10 would ask you to reach out to any of the  
11 communities, both Elgin, East Dundee, Rockford.  
12 We have a site in Moline.

13 We keep our sites extremely clean and have  
14 never had any complaints from any of members of  
15 the city or any residents in the area, both from a  
16 customer standpoint or the village standpoint as  
17 far as how we keep our facility clean. I just  
18 want to, you know, touch on that because, again,  
19 competition in our opinion is good. It's, you  
20 know, Wendy's, McDonald's versus, you know,  
21 McDonald's and Burger King, so.

22 CHAIRMAN WALLACE: All right. Thank you.

23 Any other questions, comments?

24 MEMBER PRETZ: I have a comment that --

1 and I would think that we'll probably be leaning  
2 towards tabling this until we get the traffic  
3 study.

4 MEMBER HOLDERFIELD: I can't hear you.

5 MEMBER PRETZ: My comment would be as it  
6 relates to competition, and you both have made  
7 excellent points, that I, as an individual, as a  
8 resident that where I live, I take a look at those  
9 as two different markets, central and also the  
10 Randall Road corridor, as far as the type and how  
11 I know how I shop and how I travel and where I go  
12 to do such things, and I believe that competition  
13 is great.

14 Your ideas are great. I would just say  
15 from your perspective is take a look at that  
16 market area, there's probably more than enough to  
17 support the same here. That's how I would take a  
18 look at it.

19 CHAIRMAN WALLACE: All right.

20 MR. GUNSTEEN: Can I just add one more  
21 comment?

22 CHAIRMAN WALLACE: Sure.

23 MR. GUNSTEEN: I just want to make note  
24 that the car wash that was -- that we're replacing

1 actually was fully functional until the owner  
2 moved away or passed away, Henry, and it was a  
3 fully operational car wash and he had -- in his  
4 hey day, it was very popular, and he kept it up  
5 quite well.

6 As far as other car washes in St. Charles  
7 failing, I haven't seen boarded up car washes  
8 other than this one. So some of the car washes  
9 might not do as much volume as other car washes,  
10 but this typical car wash is an eyesore now, and  
11 we want to remove it and put a beautiful building  
12 there and invest a lot of money.

13 A good operator is the key to a successful  
14 business no matter if it's a car wash or it's a  
15 car dealer or if it's a restaurant, and we feel  
16 that having our seventh location being built right  
17 now, we feel that we have found what does separate  
18 us from the competition.

19 But I just wanted to touch base on that  
20 because I know that car wash pretty well, and I  
21 know it was operational before Henry died. So  
22 thank you.

23 CHAIRMAN WALLACE: All right. Thank you.  
24 Anything additional?

1           MEMBER FUNKE: I guess I'd just like to  
2 say from a planning perspective, I mean, I  
3 appreciate everybody's feedback. You know, this  
4 is a corner lot, and, you know, what are the best  
5 opportunities for corner lots. So it's just  
6 something to think about.

7           CHAIRMAN WALLACE: All right. Anything  
8 additional? Plan commissioners? All right.

9           At this point then a motion would be in  
10 order either to -- if Plan Commission feels they  
11 have enough information to make a decision to  
12 close the public hearing; or if not, to continue  
13 the public hearing pending receipt of additional  
14 information.

15           MEMBER PRETZ: I would like to make a  
16 motion to continue the public hearing based upon  
17 the traffic study until our December 4th meeting.

18           CHAIRMAN WALLACE: Okay. Is there a  
19 second?

20           MEMBER MACKLIN-PURDY: Second.

21           CHAIRMAN WALLACE: Okay. It's been moved  
22 and seconded. Any discussion on that motion?

23           (No response.)

24           CHAIRMAN WALLACE: All right. Seeing

1 none, Holderfield.

2 MEMBER HOLDERFIELD: Yes.

3 CHAIRMAN WALLACE: Funke.

4 MEMBER FUNKE: Yes.

5 CHAIRMAN WALLACE: Pretz.

6 MEMBER PRETZ: Yes.

7 CHAIRMAN WALLACE: Macklin-Purdy.

8 MEMBER MACKLIN-PURDY: Yes.

9 CHAIRMAN WALLACE: Vargulich.

10 MEMBER VARGULICH: Yes.

11 CHAIRMAN WALLACE: Wallace, yes.

12 All right. That item is concluded, and  
13 Item No. 5, since we have continued the public  
14 hearing, I don't know if we need to by motion  
15 table Item No. 5.

16 Okay. I'll entertain a motion to table  
17 Item 5 also to the December 4th, 2018, meeting.

18 MEMBER PRETZ: So moved.

19 MEMBER MACKLIN-PURDY: Second.

20 CHAIRMAN WALLACE: Moved and seconded.

21 All in favor?

22 (Ayes heard.)

23 CHAIRMAN WALLACE: Opposed.

24 (No response.)

1           CHAIRMAN WALLACE: That motion passes  
2           unanimously. That concludes Item 5 on the agenda.  
3           Thank you gentlemen.  
4           (Off the record at 8:08 p.m.)  
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CERTIFICATE OF SHORTHAND REPORTER

I, Joanne E. Ely, Certified Shorthand Reporter No. 84-4169, CSR, RPR, and a Notary Public in and for the County of Kane, State of Illinois, the officer before whom the foregoing proceedings were taken, do certify that the foregoing transcript is a true and correct record of the proceedings, that said proceedings were taken by me stenographically and thereafter reduced to typewriting under my supervision, and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 19th day of November, 2018.

My commission expires: May 16, 2020

*Joanne E. Ely*



\_\_\_\_\_  
Notary Public in and for the  
State of Illinois



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# Transcript of Hearing

**Date:** November 13, 2018

**Case:** St. Charles Plan Commission

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BEFORE THE PLAN COMMISSION  
OF THE CITY OF ST. CHARLES

-----x  
In Re: Comprehensive Plan :  
Update for Downtown: :  
Summary of Existing :  
Planning Documents :  
-----x

HEARING  
St. Charles, Illinois 60174  
Tuesday, November 13, 2018  
8:09 p.m.

Job No.: 211134  
Pages: 1 - 17  
Reported by: Joanne E. Ely, CSR, RPR

1 HEARING, held at the location of:

2

3 ST. CHARLES CITY HALL

4 2 East Main Street

5 St. Charles, Illinois 60174

6 (630) 377-4400

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13 Before Joanne E. Ely, a Certified Shorthand  
14 Reporter, and a Notary Public in and for the State  
15 of Illinois.

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Transcript of Hearing  
Conducted on November 13, 2018

3

1 PRESENT:

2 TODD WALLACE, Chairman

3 JEFFREY FUNKE, Member

4 JAMES HOLDERFIELD, Member

5 LAURA MACKLIN-PURDY, Member

6 TOM PRETZ, Member

7 PETER VARGULICH, Member

8 ALSO PRESENT:

9 RUSSELL COLBY, Community & Economic  
10 Development Manager

11 ELLEN JOHNSON, Planner

12 RACHEL HITZEMANN, Planner

13 MONICA HAWK, Development Engineer

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1 P R O C E E D I N G S

2 CHAIRMAN WALLACE: Item 6 is comprehensive  
3 plan update for downtown, summary of existing  
4 planning documents.

5 Go ahead.

6 MR. COLBY: Okay. Thank you.

7 I'm going to keep this relatively brief  
8 tonight since we have a limited number of  
9 commissioners, but I did want to direct the plan  
10 commissioners to the project site for the  
11 comprehensive plan update.

12 There is a link on the agenda item summary  
13 to this page; but if you go to the City's home  
14 page, there's a list of projects under the.  
15 City's Studies and Initiatives, and one of them is  
16 the Downtown Comprehensive Plan Update.

17 This provides a little background on the  
18 goals of the plan update and to the scope, and  
19 this is information that we talked about when we  
20 had presented on this previously.

21 But what I want to direct you to are the  
22 documents that we're going to start posting on  
23 this page in the project document section. There  
24 is the current comprehensive plan, downtown

1 subarea plan, the river corridor plan, some  
2 engineering feasibility work that was done for the  
3 river park portion of the plan, which is the  
4 largest improvement area of the river plan, from  
5 the Main Street bridge up to the railroad bridge.  
6 There is some detail on that.

7 And there's also a summary of the economic  
8 impact analysis that is currently being  
9 undertaken, and we expect to have results from  
10 that early next year. So those are sort of the  
11 source documents referred to as we will be  
12 starting the process of developing the plan.

13 MEMBER PRETZ: You said that the economic  
14 impact analysis is sometime when? Next year?

15 MR. COLBY: Early 2019.

16 MEMBER PRETZ: Okay.

17 MR. COLBY: So probably January, February.  
18 Our intent is to have that document produced and  
19 available for the Plan Commission's use while  
20 we're in the process of updating the comprehensive  
21 plan, the pieces of information that's utilized.

22 Just really quickly, this is sort of a  
23 summary of what the process will look like. We'll  
24 start with reviewing the existing planning

1 documents; and at the next meeting, I'll sort of  
2 walk through some of the high points when we have  
3 the rest of the commissioners present, hopefully.

4         Following that, we'll go through a process  
5 of reviewing the existing conditions for the study  
6 area with a focus on the riverfront properties in  
7 the adjacent blocks north of Main Street, south of  
8 the railroad bridge, looking at all various issues  
9 with zoning, ownership, historic preservation,  
10 facilities.

11         And then we'll go site by site and look at  
12 some specific constraints of each of the  
13 properties, develop sort of a vision, goals or  
14 objectives associated with each of these areas,  
15 and then produce a draft of the plan with input  
16 from the Commission. We may host public meetings  
17 or workshops to gather information.

18         That's kind of the scope. We're expecting  
19 it to extend over, it could be, four to six months  
20 in the process. So we're not in a hurry, but we  
21 want to be able to sort of time this update and  
22 the economic impact analysis so that the City by  
23 next summer will start laying out, through  
24 adoption of the plan update, a vision for what

1 could happen with the former police station site  
2 and also how the potential upgrades to the  
3 riverfront could correspond with that development.

4 So if the City is going to be advertising  
5 for the availability of that police station site  
6 for development, that will have a more refined  
7 vision of what the City would like to see there.

8 MEMBER PRETZ: I understand the police  
9 station area. On the west side, how far does that  
10 go beyond Route 31? Does it go all the way to  
11 Third Street, or is it brought closer to 31?

12 MR. COLBY: So the existing comprehensive  
13 plan identifies the catalyst sites for potential  
14 development, and that goes all the way to Fourth  
15 Street, basically the area north --

16 MEMBER PRETZ: Okay. I didn't see that.  
17 Okay.

18 MR. COLBY: Any other questions?

19 MEMBER FUNKE: The existing police  
20 station, is that in a floodplain, 100-year  
21 floodplain?

22 MR. COLBY: The building itself is not,  
23 but some of the sites -- some of the open areas  
24 around it are. It sort of goes in and out along

1 the shoreline.

2 MEMBER FUNKE: So how do you avoid that?

3 Do you fill it in or make the land --

4 MR. COLBY: Well, the easy answer is to

5 just not change the topography of those areas.

6 Don't construct where the floodplain is located.

7 But what's being discussed with the changes to the

8 dam and the river, that may result in some changes

9 to where the floodplain line actually ends up. So

10 some of that is sort of interdependent on what

11 ultimately is done with the river.

12 MEMBER PRETZ: Plus you have open wells,

13 the City wells that they have to deal with.

14 MEMBER VARGULICH: Generally, the answer

15 is depending on if the City and the park district

16 become leaders of the river plan, that

17 modification would probably require a map update

18 for the floodplain on that part of the Fox River

19 because of the modifications they're talking

20 about.

21 So as part of that, you could in theory

22 address the police station site to compensate for

23 that and bring more of the site up out of the

24 floodplain. You may not be able to bring all of

1     it but you could add -- you could do some things  
2     as part of the manipulation during that river work  
3     to bring more of the police station site out of  
4     the floodplain, which would then offer more of the  
5     land for use rather than just open space for  
6     parking lots or things like that.

7             MEMBER FUNKE: Create more value.

8             MEMBER VARGULICH: Yes, value and income.

9             MEMBER MACKLIN-PURDY: Russ, can you tell  
10    me a little bit about the process of developing  
11    the vision and the goals?

12            MR. COLBY: So we'll be doing that with  
13    the Commission and taking the existing information  
14    that is in the subarea plan about the overall  
15    vision and then look at the individual sites, what  
16    has previously been recommended and what potential  
17    exists for each of the properties based on  
18    existing conditions analysis, and sort of as a  
19    group come up with objectives of what we'd like to  
20    see.

21            The processes for doing that I think we  
22    may work with some examples of types of  
23    development because it will be focused on, first,  
24    the uses, what types of uses we think are most

1 appropriate in those areas, and then what scale of  
2 buildings and what character of the development.

3 So it's meant to look at it both from a  
4 use standpoint and a mass and scale standpoint,  
5 and they're kind of interrelated. So I think  
6 we'll be using photo examples of types of forms of  
7 development as a way to kind of bring some  
8 definition, so we can try and describe it in  
9 words.

10 Because ultimately, what it's going to be  
11 is a description in words, but to the extent that  
12 we can include illustrations to better define that  
13 that would be --

14 MEMBER MACKLIN-PURDY: So basically with  
15 these properties that you had given us -- no, I  
16 think I copied this off. It's basically with  
17 those.

18 MR. COLBY: It's a little more extensive  
19 than that.

20 MEMBER MACKLIN-PURDY: That's from 2013;  
21 right?

22 MR. COLBY: Yeah. So we would -- for the  
23 west side of the river, we would be looking at the  
24 same areas that were included for the catalyst

1 sites in that time period because we want to  
2 adjust the recommendations for this area. So  
3 we'll be looking at that whole area.

4 On the east side of the river, it would  
5 really be the whole extent of property along the  
6 frontage that the City owns because given that we  
7 have ownership in it, the buildings sort of define  
8 the site and the way it makes sense of what we're  
9 proposing to do with it, but also there's a lot of  
10 utility infrastructure that needs to be accounted  
11 for.

12 So it's not as large of a site as we are  
13 perhaps showing in existing conditions, but we  
14 want to look at that whole area because the City  
15 really has the potential to decide how to use  
16 that.

17 MEMBER MACKLIN-PURDY: Okay.

18 MEMBER FUNKE: It might even be important  
19 too as we're looking at this is the connectivity  
20 of, you know, pedestrians from the north to the  
21 south. I think right now we have issues trying to  
22 get -- there's really no direct path, pedestrian  
23 paths from, you know, the parks down to the  
24 southern parks.

1           And then the same thing from a bicycle  
2     standpoint. When I'm riding bikes with my kids,  
3     you know, we have to go on these small sidewalks  
4     into the downtown to get to the southern end of  
5     the bicycle path.

6           So I mean, if there's a way that, you  
7     know, in these studies that we come up with to  
8     create that, you know, to think about that, think  
9     about that connectivity.

10          MR. COLBY: Yeah. Some of that  
11     information is in the river corridor plan. If you  
12     take a look through the document, you'll see some  
13     of the exhibits they prepared that show -- this is  
14     when we're talking about what's called the river  
15     park, the Main Street to the railroad bridge.  
16     This is the area where the most significant  
17     improvements were identified.

18          This shows the dam being split into  
19     individual sections, and the shoreline really  
20     being enlarged based on, essentially, the dam --  
21     the high level of the dam is going to be moved  
22     back to the walk bridge which is more or less how  
23     you're getting back that step.

24          But the plans also show potential

1 locations for pedestrian connections, and let's  
2 see if I have it here. It's moving a little slow.

3 But there's recommendations regarding  
4 locations for walkways along the river, and also  
5 regional trail connections kind of split out in  
6 different sections and identify opportunities for  
7 missing segments, and the potential for the Great  
8 Western Trail and the railroad bridge that will be  
9 converted to a bike and pedestrian route.

10 I don't know that I have a good example of  
11 that. This shows the regional connections and  
12 potential regional connection. Then these pages  
13 show enhancements along the riverfront to the  
14 south of the Main Street bridge. This is  
15 primarily improvements along the existing  
16 frontage, similar to some older planning documents  
17 of the river corridor that date back a number of  
18 years.

19 These were an engineering analysis that  
20 was done on the river park plan. We put some  
21 alternatives for how the channel could be changed  
22 from a single channel to having a secondary side  
23 channel and how they will be treated differently  
24 in terms of whether or not there's a white water

1 element included.

2 There's a lot of information in these  
3 documents.

4 MEMBER FUNKE: Isn't that the 2017  
5 document?

6 MR. COLBY: This is the 2015 river  
7 corridor plan.

8 And the intent of this economic impact  
9 analysis that's being done is to look at the cost  
10 and potential benefit from the City investing in  
11 various components of the plan. So the plan sort  
12 of shows what all could be done, but the  
13 recommendations may be more limited, depending on  
14 how much the City wants to commit to the  
15 improvements. So that's really kind of an ongoing  
16 process.

17 MEMBER VARGULICH: During the economic  
18 study that's going on right now, which I realize  
19 it sounds like it just started --

20 MR. COLBY: Yes.

21 MEMBER VARGULICH: -- will there be any  
22 updates available along the way, or is it just  
23 going to be, Hey, we're done in two months or  
24 three months?

1           MR. COLBY: I think there will be some  
2 type of progress report before it's finalized, and  
3 so the hope would be at that stage, we will be  
4 able to bring that information to the Plan  
5 Commission to see where things are at before it's  
6 finished.

7           MEMBER VARGULICH: Great. Thank you.

8           CHAIRMAN WALLACE: All right.

9           MR. COLBY: Any questions?

10          I encourage the members, when you have an  
11 opportunity, to look through these documents.  
12 There's quite a bit of information there. From  
13 reading through them, you'll get more out of what  
14 I might present here, so.

15          That's all.

16          CHAIRMAN WALLACE: All right. Thank you.

17          MEMBER VARGULICH: Thank you.

18          Any additional business from the Plan  
19 Commission members? Staff?

20          (No response.)

21          CHAIRMAN WALLACE: All right. Our next  
22 meeting is December 4th. If you didn't have  
23 anything on the agenda, you do now. You're  
24 welcome.

1 And any public comment?

2 (No response.)

3 CHAIRMAN WALLACE: No. All right.

4 Is there a motion to adjourn?

5 MEMBER MACKLIN-PURDY: Adjourn.

6 MEMBER FUNKE: Second.

7 CHAIRMAN WALLACE: Okay. Moved and  
8 seconded, all in favor.

9 (Ayes heard.)

10 CHAIRMAN WALLACE: Opposed.

11 (No response.)

12 CHAIRMAN WALLACE: The meeting of the  
13 St. Charles Plan Commission is adjourned at  
14 8:25 p.m.

15 (Off the record at 8:25 p.m.)

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CERTIFICATE OF SHORTHAND REPORTER

I, Joanne E. Ely, Certified Shorthand Reporter No. 84-4169, CSR, RPR, and a Notary Public in and for the County of Kane, State of Illinois, the officer before whom the foregoing proceedings were taken, do certify that the foregoing transcript is a true and correct record of the proceedings, that said proceedings were taken by me stenographically and thereafter reduced to typewriting under my supervision, and that I am neither counsel for, related to, nor employed by any of the parties to this case and have no interest, financial or otherwise, in its outcome.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my notarial seal this 19th day of November, 2018.

My commission expires: May 16, 2020

*Joanne E. Ely*



\_\_\_\_\_  
Notary Public in and for the  
State of Illinois