

**MINUTES
CITY OF ST. CHARLES, IL
PLAN COMMISSION
TUESDAY, FEBRUARY 2, 2021**

Members Present: Chairman Wallace
Vice Chairman Kessler
James Holderfield
Jeffrey Funke
Peter Vargulich
Tom Pretz
Jennifer Becker

Members Absent: Laura Macklin-Purdy
Suzanne Melton

Also Present: Russell Colby, Asst. Director of Community & Economic Dev.
Ciara Miller, Economic Development Planner
Rachel Hitzemann, Planner
Monica Hawk, Development Engineer
Court Reporter

1. Call to order

Vice Chair Kessler called the meeting to order at 7:07 p.m.

2. Roll Call

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

3. Pledge of Allegiance

4. Presentation of minutes of the January 5, 2021 meeting of the Plan Commission.

Motion was made by Ms. Becker, seconded by Mr. Vargulich and unanimously passed by voice vote to approve the minutes of the January 5, 2021 Plan Commission meeting.

5. KFP Planned Unit Development (KFP Family Associates, LP)

Application for Concept Plan

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

6. 1825 Lincoln Highway-93 Octane Brewery (CIMA Developers)

Application for Special Use-PUD Amendment

a. Public Hearing

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

Motion was made by Ms. Becker and seconded by Mr. Pretz to close the public hearing.

Minutes – St. Charles Plan Commission
Tuesday, February 2, 2021
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Roll call vote:

Ayes: Kessler, Becker, Funke, Holderfield, Pretz, Vargulich, Wallace

Nays:

Absent: Purdy, Melton

Motion carried 7-0

b. Discussion and Recommendation

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

Motion was made by Vice Chair Kessler and seconded by Mr. Funke to recommend approval of an application for Special Use-PUD Amendment for 1825 Lincoln Highway, 93 Octane Brewery, CIMA Developers.

Roll call vote:

Ayes: Becker, Funke, Holderfield, Pretz, Vargulich, Wallace, Kessler

Nays:

Absent: Purdy, Melton

Motion carried 7-0

7. **McGrath Business Center, 4075 E. Main St. (4075 E. Main, LLC)**
Application for Special Use for PUD
Application for PUD Preliminary Plan
a. Public Hearing

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

Motion was made by Vice Chair Kessler and seconded by Mr. Pretz to close the public hearing.

Roll call vote:

Ayes: Becker, Funke, Pretz, Holderfield, Vargulich, Wallace, Kessler

Nays:

Absent: Purdy, Melton

Motion carried 7-0

b. Discussion and Recommendation

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

Motion was made by Vice Chair Kessler and seconded by Mr. Funke to recommend approval of an application for Special Use for PUD and an application for a PUD Preliminary Plan for the

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McGrath Business Center, 4075 E. Main St. (4075 E. Main, LLC), subject to resolution of all outstanding staff comments.

Roll call vote:

Ayes: Becker, Funke, Holderfield, Pretz, Vargulich, Wallace, Kessler

Nays:

Absent: Purdy, Melton

Motion carried 7-0

8. Additional Business from Plan Commission Members or Staff

7. Weekly Development Report

8. Meeting Announcements

a. Plan Commission

Tuesday, February 16, 2021 at 7:00pm – Location TBD

Tuesday, March 2, 2021 at 7:00pm Council Chambers

Tuesday, March 16, 2021 at 7:00pm Council Chambers

b. Planning & Development Committee

Monday, February 8, 2021 at 7:00pm Council Chambers

Monday, March 8, 2021 at 7:00pm Council Chambers

9. Public Comment

10. Adjournment at 9:15 p.m.



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Transcript of Hearing - KFP Planned Unit Development Application for Concept Plan

Date: February 2, 2021

Case: St. Charles Plan Commission

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BEFORE THE PLAN COMMISSION
OF THE CITY OF ST. CHARLES

-----x
In Re: KFP Planned Unit :
Development (KFP Family :
Associates, LP) Application :
for Concept Plan :
-----x

HEARING
St. Charles, Illinois 60174
Tuesday, February 2, 2021
7:07 p.m.

Job No.: 272074A
Pages: 1 - 44
Reported by: Joanne E. Ely, CSR, RPR

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HEARING, held at the location of:

ST. CHARLES CITY HALL
2 East Main Street
St. Charles, Illinois 60174
(630) 377-4400

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

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PRESENT:

TODD WALLACE, Chairman
TIM KESSLER, Vice Chairman, via Zoom
JENNIFER BECKER, Member, via Zoom
JEFFREY FUNKE, Member, via Zoom
JAMES HOLDERFIELD, Member, via Zoom
TOM PRETZ, Member, via Zoom
PETER VARGULICH, Member, via Zoom

ALSO PRESENT:

RUSSELL COLBY, Assistant Director of
Community & Economic Development
CIARA MILLER, Economic Development
Planner, via Zoom
RACHEL HITZEMANN, Planner
MONICA HAWK, Development Engineer, via Zoom

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P R O C E E D I N G S

VICE CHAIRMAN KESSLER: I'll call this meeting of the St. Charles Plan Commission to order.

Becker.

MEMBER BECKER: Here.

VICE CHAIRMAN KESSLER: Funke.

MEMBER FUNKE: Here.

VICE CHAIRMAN KESSLER: Holderfield.

MEMBER HOLDERFIELD: Here.

VICE CHAIRMAN KESSLER: Purdy.

(No response.)

VICE CHAIRMAN KESSLER: Pretz.

MEMBER PRETZ: Here.

VICE CHAIRMAN KESSLER: Vargulich.

MEMBER VARGULICH: Here.

VICE CHAIRMAN KESSLER: Melton.

(No response.)

VICE CHAIRMAN KESSLER: Okay. What is that one, two, three, four, five. Okay. So we do have a quorum.

No. 3 on the agenda is the Pledge of Allegiance. Well, we're all sitting in our chairs, but anybody who wishes to, let's recite

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the pledge.

 (The Pledge of Allegiance was recited.)

VICE CHAIRMAN KESSLER: No. 4 on our
agenda is the presentation of minutes for the
January 5th, 2021, meeting of the Plan Commission.
Is there a motion to approve?

MEMBER BECKER: So moved.

MEMBER VARGULICH: Second.

VICE CHAIRMAN KESSLER: All in favor?

MS. HITZEMANN: Who was the second?

MEMBER VARGULICH: Peter.

MS. HITZEMANN: Sorry. Go ahead.

VICE CHAIRMAN KESSLER: All in favor?

 (Ayes heard.)

VICE CHAIRMAN KESSLER: No. 5 on our
agenda is the KFP Planned Unit Development, KFP
Family Associates, LP, application for concept
plan. I assume -- I heard a couple of people
refer to it earlier, and is the applicant ready to
present?

MS. ROBERT: Yes, we are.

VICE CHAIRMAN KESSLER: Okay. Staff, is
there anything that we need to address before the
applicant makes its presentation?

1 MS. MILLER: No. They do have a
2 presentation to share. So we'll get that pulled
3 up.

4 Ryan, if you want to go ahead and share
5 your screen now.

6 MR. SWANSON: Can everyone see this?
7 Okay. Very good.

8 MS. MILLER: So KFP team, you can go ahead
9 and take over the presentation.

10 MS. ROBERT: Okay. I will take it off for
11 us. Good evening, Members of the Plan Commission.
12 My name is Rachel Robert. I'm the attorney on the
13 project on behalf of the property owner, KFP
14 Family Associates Limited Partnership. My law
15 firm is Day & Robert, and myself together with my
16 partner Scott Day will be representing KFP on this
17 subdivision and planned unit development project.

18 The co-applicant on the project is RDK
19 Ventures, LLC. They're affiliated with Circle K,
20 and that is the operator of the existing gas
21 station and Circle K convenience store located
22 within the project.

23 Slide.

24 The KFP and RDK respective teams, again,

1 on behalf of KFP is our law firm, Day & Robert,
2 P.C., Scott Day and myself. And then our planning
3 and engineering consultant on the project is
4 Mackie Consultants.

5 On behalf of RDK, they have a couple of
6 Circle K representatives, Mr. Sgarlata, who is
7 (inaudible). The project manager and engineer is
8 going to be Arc Design Resources, Inc.

9 Next slide.

10 As it relates to witnesses available for
11 any questioning this evening, I am available,
12 obviously, to answer questions. Melia Linardos,
13 who is a member and president of KFP's general
14 partner is also here tonight. And then both
15 Steven Kaminski and Rosanna Lee Morales, engineers
16 with Mackie Consultants, are available to provide
17 any testimony and answer questions.

18 On the RDK side, Mr. Sgarlata is
19 available, and together with Ryan Swanson of Arc
20 Design Resources, they will be able to drill down
21 a little bit deeper into the precise nature of the
22 gas station expansion that's proposed as part of
23 the project.

24 Next slide.

1 As it relates to the project area, it's
2 depicted on this particular slide. It's located
3 at the northeast corner of Dunham Road and
4 Route 64 or Main Street. The overall collective
5 holding is about 3.5 acres, and it's zoned BC,
6 Community Business District.

7 As you can see, it's made up of the
8 existing Circle K site at the south corner of the
9 overall property, the Taco Bell property to the
10 north, the currently vacant Corfu restaurant site,
11 the Franky's Redhots property, the Bosa Donuts
12 property, and then the Jersey Mike's Subs property
13 as well.

14 Next slide.

15 This slide shows the overall holdings
16 again. They are all six parcels owned by KFP, and
17 they were acquired in various purchases spanning
18 roughly 30 years or so from the 1950s to the
19 1980s.

20 The red outline depicts each of the lot
21 lines for the existing six parcels, and as you
22 will see, as a result of this kind of fragmented
23 acquisition of the sites over 30 years, there was
24 an inefficient land use pattern that exists today

1 as a result. None of these parcels was engineered
2 or designed or graded or even planned for any type
3 of mutual beneficial use or cross-circulation
4 amongst the parcels.

5 Next slide, Ryan.

6 One of the perfect examples of the
7 inefficiencies as it relates to the planning over
8 time is that, as noted on this next slide, there
9 are seven curb cuts for the six parcels currently
10 existing onto Route 64 and an additional three
11 curb cuts existing onto Dunham Road as denoted by
12 the black Xs on this particular slide.

13 Next slide.

14 As it relates to the overall project that
15 is being proposed, again, we want to reduce the
16 curb cuts onto both Dunham and North Avenue and
17 reconfigure the entire 3.5-acre site into a more
18 efficient and synergistic retail and restaurant
19 development over the course of two separate
20 phases.

21 We are currently proposing Phase I now,
22 and that would involve the proposed subdivision
23 and planned unit development for the Taco Bell,
24 existing Circle K, former Corfu, and Franky's

1 properties.

2 Phase II will include down the line and
3 will likely include the subdivision and planned
4 unit development for, further east, the existing
5 Bosa Donuts and Jersey Mike's properties; and,
6 again, that will be done when the leaseholds and
7 the properties are ready for redevelopment in the
8 future. They are currently not ready at this
9 point in time.

10 Next slide.

11 This slide depicts the planned unit
12 development exhibit for Phase I. It's got a lot
13 of information on it, it looks pretty busy and is
14 a little tough to read; but it does that because
15 it includes all the information that's required as
16 part of the concept application filing and goes
17 further and provides additional information from a
18 preliminary engineering and approval standpoint.

19 So if we can shoot to the next slide,
20 Ryan, I think it's a little bit easier to read and
21 present.

22 This one is, obviously, a much cleaner
23 conceptual depiction of the proposed Phase I PUD.
24 As you can see, one of the critical components

1 we're doing is creating this unified rear
2 cross-access that will extend from Dunham Road
3 through the Franky's property. Again, it will
4 result in just the Phase I, bringing the curb cuts
5 onto 64 down from six to two and along Dunham from
6 three to two.

7 You will see that it provides for the
8 Circle K expansion into the Corfu property for the
9 proposed construction of their more modern,
10 state-of-the-art gas station and expanded Circle K
11 convenience store that Tony and Ryan will expound
12 upon later.

13 There will be also significant site
14 improvements done on the Franky's property. Those
15 will include restriping/repaving the parking lot,
16 creating a new drive-thru pattern that will
17 circulate around the entire restaurant building,
18 and then eliminating the existing westernmost curb
19 cut onto 64 and running that egress through the
20 RDK site as noted on this exhibit.

21 Next slide.

22 The Phase I will also, obviously, involve
23 the subdivision of the parcels involved in the
24 PUD. We're, essentially, taking four lots and

1 consolidating them down to three. The lot lines
2 on the Taco Bell property will not change.
3 Franky's will not change. Simply we will be
4 consolidating the existing Circle K site with the
5 Corfu site. This will again result in a three-lot
6 subdivision whereby cross-access easements will be
7 recorded among the parcels as well.

8 Next slide.

9 This is just a depiction of a possible
10 Phase II. We wanted to show again how the plan
11 that we are proposing now is intended to be
12 synergistic with a future Phase II development.

13 We have had future -- or various site
14 plans prepared. Obviously, the market is going to
15 depict what goes in there and when; but the goal,
16 obviously, will be to, again, extend that rear
17 cross-access further east into the easternmost
18 portion of the KFP holdings to provide continued
19 synergy with the Phase I development as well.

20 Next slide.

21 This is an exhibit that just kind of shows
22 the combined Phase I with the proposed Phase II.
23 The yellow arrows you will see depict the traffic
24 pattern and internal circulation cross-access

1 among the Phase I parcels and also as it relates
2 to Phase I coming into Phase II.

3 Again the goal is to expand the Circle K
4 property into the Corfu site, create that rear
5 unified cross-access among all the parcels and to
6 eliminate curb cuts along both Dunham and
7 Route 64.

8 Next slide.

9 This is just a quick excerpt out of the
10 City of St. Charles' Comprehensive Plan which was
11 adopted in 2013, September. This particular slide
12 shows -- it's taken from Chapter 3, which sets
13 forth the goals and objectives of the
14 transportation and circulation.

15 The first goal, as circled in yellow
16 there, says the goal is to improve the safety,
17 function, and efficiency of vehicular movement and
18 parking facilities within the City. You'll see it
19 then outlines 13 separate objectives to achieve
20 that goal.

21 Next slide, Ryan.

22 On this slide we have highlighted one of
23 the 13 goals and objectives is No. 7. We have
24 highlighted that one and it reads to work closely

1 with existing businesses and owners to consolidate
2 or remove unnecessary, redundant, obsolete, or
3 unsafe curb cuts by providing cross-access between
4 and shared access into businesses wherever
5 possible. We think this proposed project meets
6 that goal.

7 In closing, I would lastly point out that
8 even your staff report has noted several other
9 excerpts from that comprehensive plan that apply
10 to this particular property and project.

11 Specifically within the commercial areas
12 policy section of the comprehensive plan, it
13 suggests that the City should continue to promote
14 reinvestment along this key commercial corridor
15 and maintain Main Street as a unique commercial
16 corridor that can accommodate a wide array of
17 business types to cater to the diverse needs of
18 the St. Charles community. Again, we think we
19 will facilitate that goal as well.

20 The second goal articulated is to improve
21 access management along the City's commercial
22 corridors. The City should work to minimize curb
23 cuts, consolidate access points, and facilitate
24 cross-access easements and shared parking

1 agreements between adjacent properties.

2 Finally, the east gateway subarea, which
3 includes the subject property, suggests that the
4 City provide internal cross-access wherever
5 possible between commercial properties, connecting
6 independent and isolated commercial uses with one
7 another.

8 Again, we think the project further will
9 meet the goals particularly expressed within the
10 comprehensive plan, and we look forward to working
11 with the City to get this project off the ground.

12 I'm going to turn it over to Tony to give
13 you a little more detail and information relative
14 Circle K and their proposed project within this
15 PUD.

16 MR. SGARLATA: Good evening, everybody.
17 Ryan, can you go back to our site plan.

18 Very quickly, my name is Tony Sgarlata.
19 I'm the director of real estate with Circle K. I
20 handle most of the midwest. Ryan Swanson is our
21 civil engineer.

22 We are and we want to do is take an old
23 obsolete facility with minimal parking, a real
24 tight turning radius inside the lot and to give

1 you what we're seeing on the plan here.

2 This is an updated 4,650-square-foot
3 building approximately with 22 front-end
4 convenient parking spaces upfront, employee
5 parking in the rear.

6 We offer a very convenient AMPD, which are
7 our pumps, starter gate set up in front of the
8 store. We've taken -- I believe we had two curb
9 cuts on both Route 64 and on Dunham, conveniently
10 providing and cutting it down to an access point
11 on Route 64, an access point upfront on Dunham,
12 and another access point, which we would be able
13 to utilize through -- behind the Taco Bell.

14 I will speak further as to any questions
15 you may have regarding the interior of our store,
16 but I would ask Ryan Swanson to comment on the
17 construction and the development end.

18 So, Ryan, if you want to take it from
19 here, please.

20 MR. SWANSON: Sure. Thanks, Tony.

21 Tony really hit the major improvements
22 here. There are vast improvements. I will go to
23 the next slide just to kind of give everybody an
24 overview. Let me know when everybody can see

1 this. I know there's a little bit of lag. Is
2 that open for everybody now.

3 Okay. This is kind of an overlay on the
4 existing plan. The existing features are red.
5 You can see the existing Circle K, Corfu, the
6 parking, the perimeter of the parking curb, and
7 really you kind of see even the red driveways,
8 connection points.

9 You can really kind of get a feel for how
10 dense and inefficient this layout is really across
11 the board. The multiple access points, multiple
12 conflict points along both streets are being
13 reduced to fewer, just a few cuts.

14 Parking, as Tony mentioned, is vastly
15 improved. The other interesting thing is
16 circulation, by reducing the cuts, circulation
17 actually improves as well, not only just for the
18 front area, you know, the business part of the
19 area, but also the rear cross-access provides, you
20 know, an immensely safer situation out here.

21 In addition to that, this exhibit -- it's
22 a little hard to see with the red under it, but
23 there's a lot more green space and open space
24 provided with this new configuration just by way

1 of closing driveways and kind of pulling
2 everything off the street a little bit more,
3 providing a little more green space, not only in
4 the front but also in the rear, the cross easement
5 and some designated employee areas, hiding the
6 trash enclosure behind the building. All these
7 features really lend themselves to a much more
8 improved development over the existing Circle K
9 situation.

10 The next slide, give it a second here to
11 open.

12 This is the proposed Circle K building.
13 You can kind of see it's really a vastly improved
14 upgrade over the current Circle K and even the
15 look of the Corfu building. Multiple things here
16 in terms of quality materials, different levels of
17 interest and articulation going on in terms of
18 columns and materials. High quality Nichiha
19 wainscot materials on all four sides really make
20 this stand out as a quality development.

21 Real windows to the front treatment, it's
22 really upgraded. The signage is fairly subtle
23 compared to the existing building, certainly with
24 old school paneling and a lot bigger signage and

1 things like that. So really an attractive
2 building, much better compared to what's there.

3 Tony, I think that's pretty much all I had
4 to hit on. I can answer any questions as well.
5 I'll go back to site plan as well.

6 But that's really the extent. Like I
7 said, in my opinion this is vastly improved in
8 terms of safety, circulation, not only for
9 customers, but also delivery traffic can safely
10 navigate this site much easier now than the
11 current site up on the corner like it is, so
12 really a win-win situation here.

13 MR. SGARLATA: Just one thing I wanted to
14 add here, and Rachel had hit on this a number of
15 times is that the cross-access easements that are
16 being proposed here, these provide so much more
17 convenience for customers for all of these
18 businesses and potential businesses. This
19 provides for a much healthier economy.

20 This is a terrific intersection that we're
21 at, and we're thrilled to be part of this
22 intersection; and the fact that the landlord of
23 this property is going to this extent to provide
24 an environment for businesses to succeed is just

1 terrific. We see the potential here, and we're
2 willing to make a considerable investment in
3 redeveloping this site.

4 MS. ROBERT: To Tony's point, I would
5 simply add in as well. As you can see from the
6 new proposed configuration -- and we worked with
7 Taco Bell and Taco Bell has given us their signoff
8 on the cross-access, and they know exactly what's
9 happening out here.

10 I think they're thrilled with the fact
11 that the Circle K store will now be relocated
12 further east. They're going to have a lot better
13 visibility onto Route 64, and they have expressed
14 appreciation for that change in design as part of
15 the overall PUD as well.

16 So with that, I'd like to thank the
17 members of the Plan Commission for your time this
18 evening. If you do have any questions, again,
19 we've got Mr. Swanson and our witnesses available
20 to answer any questions.

21 VICE CHAIRMAN KESSLER: Okay. Thank you.

22 So everybody knows, Todd is live. He has
23 been listening in on the presentation, and he's
24 actually on his way and should be there any

1 moment, but we'll continue.

2 Okay. We can start out. Any questions
3 from Plan Commission?

4 MEMBER BECKER: I have some if I could go
5 ahead and start the conversation.

6 VICE CHAIRMAN KESSLER: Sure. Thank you.

7 MEMBER BECKER: If we could go back to the
8 site plan that was just on the screen, I think
9 that would be very helpful. Perfect. Thank you.

10 In general, I'm really happy to see
11 (inaudible) to consolidate the site and getting
12 rid of those curb cuts. I'd like to maybe take a
13 minute to talk about the potential conflict for
14 the access point onto Circle K that also has that
15 stub in red and the proximity to the (inaudible).
16 I was wondering if somebody could talk about the
17 potential conflict turning in and then traffic
18 coming from the east and stacking and the
19 conflict.

20 The other thing I'd like to maybe put out
21 at this point for consideration is the access for
22 a sidewalk adjacent up the building along the east
23 in some way. So that's my comment. I have a
24 question and a comment.

1 MR. SGARLATA: I could barely hear the
2 questions on that. I don't know.

3 Ryan, did you hear them?

4 MR. SWANSON: I think so. Can you clarify
5 the sidewalk question and comment?

6 VICE CHAIRMAN KESSLER: Jennifer, could
7 you repeat the question about the sidewalk?

8 MEMBER BECKER: Okay. I just turned my
9 sound up, and I'm going to be closer to my
10 machine. Hopefully, that will help.

11 The sidewalk -- I'm thinking the
12 development shows a great pedestrian connection
13 from Dunham on the west along the property in
14 front of the building, and I'd like there to be
15 some consideration for a similar pedestrian
16 access, whether it's a striping of a crosswalk
17 across the access leading to the Redhots, some way
18 for people to get from the eastern part of the
19 property on the sidewalk adjacent to 64 up to the
20 building.

21 MR. SWANSON: Up to the Circle K building
22 or just in front --

23 MEMBER BECKER: Yes.

24 MR. SWANSON: -- or go back to Franky's?

1 MEMBER BECKER: Right.

2 MR. SWANSON: I'm sorry. Is that what you
3 meant up to the Circle K on this side or just
4 across to Franky's?

5 MEMBER BECKER: Oh, I'm sorry. To the
6 Circle K. I'm anticipating if people are walking
7 on 64, the most direct way for them to get to the
8 Circle K building, however you can accommodate
9 that, whether it's via striping or a separate
10 sidewalk, something to allow them to safely cross
11 the lanes of internal circulation to get to the
12 building.

13 MR. SWANSON: We can certainly look at
14 that on the east side. With that building set in
15 there, there's not -- as you can see, we have got
16 some site constraints east to west, but we can
17 certainly look at some striping option or at least
18 get them across that drive for sure.

19 MEMBER BECKER: Okay.

20 And then the other part -- the question
21 was or the request was for you to address the
22 potential conflicts that are going to be
23 potentially there with the people coming in from
24 64, turning into the site and either going to the

1 canopy or into potentially the store, and then
2 people coming out of the Redhots and queueing up
3 to turn and how -- you know, how you're going to
4 accommodate that. That's a pretty tight area to
5 have some stacking and queueing. So how are you
6 going to handle that?

7 MR. SWANSON: Well, we can certainly
8 adjust that. Well, obviously, there's further
9 stacking that would be provided with this
10 driveway, and this exhibit doesn't show the
11 driveway closure, the proposed closure on
12 Franky's, but obviously folks would be able to
13 back up.

14 MR. SGARLATA: Ryan, could you go to the
15 plan that shows the existing conditions in red
16 over the --

17 MR. SWANSON: Slide 8. This one here?

18 MR. SGARLATA: No. The one with the
19 existing -- there we go.

20 You know, one of the big differences and
21 changes, like Ryan indicated, we can take that
22 into -- is that the existing conditions are so
23 much more unsafe compared to -- if you look at the
24 location of the existing AMPDs, where they are,

1 the curb cuts, the number of curb cuts not only
2 into our site but the Corfu site is that there is
3 a sizeable -- it's a much safer site all the way
4 across the board.

5 That's not to say there's not more that we
6 can -- so we can look at that and try to find a
7 solution to your question.

8 MEMBER BECKER: Thank you.

9 VICE CHAIRMAN KESSLER: Okay. Thank you.

10 Any other questions from the Plan Commission?
11 Comments?

12 MEMBER VARGULICH: Tim, this is Peter. I
13 have some.

14 VICE CHAIRMAN KESSLER: Sure. Go ahead,
15 Peter.

16 MEMBER VARGULICH: Go to slide 8, please.

17 MR. SWANSON: Sure.

18 MEMBER VARGULICH: Thank you.

19 First of all, I agree with you and with
20 Ryan that there's a lot of improvements here from
21 a circulation, safety things, and I think
22 Commissioner Becker has pointed out one that maybe
23 still could, you know, from a vehicular
24 standpoint.

1 I had a similar question or comment about
2 that movement. You know, is there a way not to
3 have that cross-access in the front, if you will,
4 between those two lots, between lots 2 and 3?

5 And is there a reason that, in this case
6 on the Franky's restaurant site, that you're not
7 allowing traffic to move back out onto Main Street
8 at the curb cut that they have. Because right now
9 you're showing both the drive-thru and the other
10 parking circulation to come back around to this
11 one-way circulation, and I was just wondering if
12 the entry could be two ways there to allow cars
13 that are coming up to be able to turn and pull out
14 and go westbound on Illinois 64.

15 MR. KAMINSKI: This is Steve Kaminski with
16 Mackie Consultants. We're the civil engineer for
17 the KFP Group.

18 So the existing Franky's site is actually
19 a one-way circulation. They come inbound to the
20 site on the easterly driveway, and the westerly
21 one is outbound and that's -- those are the only
22 options. You can go around the building once, and
23 you must come out.

24 Without the front intra-access, we'd have

1 no choice but to leave that outbound driveway
2 there in very close proximity to the driveway for
3 the new Circle K.

4 And you make a good point that there are
5 potential queueing issues in the plan that we have
6 right now, but, I guess, my response would be if
7 we left the outbound driveway of Franky's in such
8 close proximity, the potential interactions take
9 place on Route 64 instead of off of Route 64 where
10 everyone is moving at 2 or 3 miles an hour, rather
11 than on Route 64 where you have higher speed
12 traffic. So that's why we think that's a safer
13 arrangement.

14 MEMBER VARGULICH: Steve, I'm not
15 disagreeing to close the west entry and exit off
16 of 64. I guess what I'm asking is is can the
17 entry that's being retained become -- so that if
18 traffic is coming around the one-way driveway and
19 you come through and you park on the west side of
20 the building and now you're going to leave, to
21 eliminate the cross-access with Circle K, could
22 that left-only lane, that's not the drive-thru,
23 could that be allowed to turn right? Since the
24 driveway is 24 feet, it looks like the dimension

1 shows a 24-foot driveway which should allow for
2 two-way traffic.

3 MR. KAMINSKI: If you do that as two-way,
4 I think you'd want that to be more like 30, which
5 is a possibility. However, I'm a little bit
6 concerned about how IDOT will react to that
7 because you would still have outbound traffic in
8 relatively close proximity to outbound traffic
9 from the Circle K site.

10 So if someone is turning left out of the
11 Circle K site while someone is turning right out
12 of Franky's, there's a complex interaction that's
13 eliminated if we don't offer that option.

14 MEMBER VARGULICH: Understood. Again, not
15 that we need to belabor this in the concept. Is
16 that something that you guys could either think
17 about or look at a little closer and --

18 MR. KAMINSKI: It's certainly worth
19 discussing.

20 MEMBER VARGULICH: -- and talk to IDOT
21 about and just see if that's a possibility or how
22 that works from an operational standpoint.

23 Can I also ask that you guys look at the
24 entry/exit point that is currently Taco Bell's,

1 and that we're going to now create, you know,
2 multiple businesses, which I like the rear
3 circulation and cross-access easement. I think
4 those are excellent. Could that entry/exit point
5 be widened so that you could have a left out, a
6 right out, and then one way coming in?

7 So right now, I think it's, like, some
8 30-some feet wide. So if that could be a little
9 wider, that might allow for -- otherwise, anybody
10 turning left stops everybody from turning right
11 and going northbound on Dunham. Especially since
12 you're bringing more traffic -- especially since
13 bringing more traffic to that location.

14 MEMBER BECKER: It's almost like you want
15 to match what's across the street. Is that what
16 you're proposing?

17 MEMBER VARGULICH: Yeah.

18 MR. KAMINSKI: That's something we can
19 look at and discuss.

20 Rachel, do you want to comment on the
21 lease implications, or is that just something we
22 can discuss after the meeting and see what we can
23 incorporate?

24 MS. ROBERT: It would require -- we have

1 already come up with an amendment to Taco Bell,
2 and there were certainly concerns. You know,
3 they're not involved, at least at this point. As
4 being the applicant, they certainly will be a
5 co-applicant as we move forward, as will Franky's,
6 with the formal application process.

7 While they were excited about the
8 relocation of the Circle K store, they also kind
9 of expressed concerns, like, why is this happening
10 to us. You know, why are we being dragged into
11 something, you know, that we don't want to spend
12 attorneys fees on and stuff.

13 So we were able to negotiate an amendment
14 to provide for the cross-access easements and
15 facilitate what we are planning right now. One of
16 the big sells, I will tell you, was that we
17 weren't going to be doing a lot on their
18 particular parcel other than removing some of that
19 rear curbing between the Taco Bell site and the
20 expanded Circle K site to provide for that
21 cross-access.

22 I think we have to perhaps relocate a
23 light pole associated with that as well; but,
24 again, they did express a reticence in getting too

1 deeply involved in this project. So we can
2 certainly go back with them. I'm not suggesting
3 that we can't certainly provide them with
4 additional feedback. It might generate some
5 heartburn as it relates to further modifications
6 to their existing lease. I think their lease is
7 not up until 2024 as well.

8 MEMBER VARGULICH: Okay. I just feel
9 that, again, it's something worth considering at
10 this point from the standpoint of that you're
11 going to increase traffic behind there now because
12 it's not just Taco Bell, but you're not allowing
13 for people to turn left and right coming out
14 without creating a bottleneck for the first person
15 who wants to turn left.

16 So I think -- I mean, I would think that
17 they would -- independent of all the lease changes
18 conversation, I think -- functionally I think it
19 would help them because it would improve their
20 circulation too. Because that is the only place
21 that you can get in and out of their property.

22 So to not have cars backing up and
23 queueing to turn left, which then maybe in some
24 way impacts, you know, their drive-thru, I think

1 would potentially be a benefit. Again, if you
2 guys could please just look at that --

3 MS. ROBERT: We will. We will.

4 MEMBER VARGULICH: -- that would be a
5 worthwhile thing.

6 A couple more comments. The rear
7 property, the north property line, I would like --
8 I think it's very possible to offset that parking
9 off the property line by 10 feet and have minimal
10 impact on your parking count. Right now for both
11 lots 2 and 3, you're over parked per the
12 ordinance.

13 And I think that there is a possibility to
14 ultimately shift that parking down off the
15 property line as part of this overall project.
16 Because you're relocating the trash enclosure for
17 lot 3 and have a modest number of parking spaces
18 lost but that now you'd at least hit that
19 landscape buffer, if you will, that is required by
20 ordinance. So if you guys could look at that,
21 that would be helpful.

22 And the last two comments is is there some
23 reason you have an 8-foot sidewalk along the face
24 of the Circle K all the way out to Dunham. So

1 that's a question directly. It seems awfully
2 wide.

3 MR. SWANSON: I believe it's 8-foot wide,
4 yeah, primarily in front of the store, and it does
5 narrow down. It's primarily to give -- you know,
6 this is all flush now, which is pretty typical
7 these days for barrier-free design. But it's
8 basically flush. So it's just to give a little
9 more open space for walking and people getting out
10 of their cars and walking up to the front of the
11 store. It's fairly standard, I would say, for
12 Circle K developments.

13 MEMBER VARGULICH: I would ask that -- are
14 all the little black dots, are those ballards?

15 MR. SWANSON: Correct.

16 MEMBER VARGULICH: Okay. I would ask that
17 all of those except for security purposes be
18 eliminated and that you have a curb. You have
19 your handicapped spaces in front of the building,
20 I understand that, and that could be flush there.

21 I just don't find -- personally, I don't
22 find that a very attractive look to a site
23 development, and you're an important hard corner,
24 if you will, in our City, and I think the ballards

1 are unattractive. I'm not sure how much -- why
2 that's a practice, but I understand the idea of
3 barrier-free design, but I think that where that
4 is important is where the handicapped spaces are.

5 So I would ask you to consider doing that,
6 also narrowing the sidewalk to something more like
7 6 feet, understanding that if you put a curb in,
8 that you're going to have overhang maybe a little
9 bit with certain cars. But still I think 6 feet,
10 given the level of pedestrian traffic, should be
11 plenty. So, again, just something if you could
12 consider that.

13 MR. SGARLATA: Yeah. We can take that
14 under advisement. We'll look into that.

15 MEMBER VARGULICH: Okay. The signage at
16 the corner, on slide 8, it says existing pylon. I
17 don't know if you're planning that to remain, or
18 will that be redone to pick up the new
19 architectural style of the building?

20 MR. SGARLATA: It will be updated.

21 MEMBER VARGULICH: Okay. Great. And I
22 agree that there have certainly been a number of
23 improvements from the overall green space that's
24 been added. Is the area in the back intended -- I

1 realize you haven't done maybe final engineering,
2 obviously, but is the area in back of the Circle K
3 building for detention, or will you need any
4 detention at all for this site do you think?

5 MR. SWANSON: No. For this redevelopment,
6 we do not anticipate -- right now it's just open
7 green space with probably some area for plantings.

8 MEMBER VARGULICH: Okay. Along that line,
9 I would ask for you guys to consider -- right now,
10 I guess, where the label says lot 2, You've just
11 got a lot of pavement there. And along that idea
12 of improving the green space, improving this
13 corner, is it possible to kind of bend the canopy
14 parallel to the curb line?

15 So you still have the same eight -- you
16 know, the same number of pumps. It's just maybe
17 about the third one in, it would bend and go
18 parallel to the curb line there, which would then
19 pull the pavement and everything up off the corner
20 and those tanks, which I understand you have to
21 have and those have regulatory issues related to
22 them, but I think that would allow for more green
23 space at the corner.

24 It doesn't change what happens as you go

1 further to the east on Route 64 and it really will
2 have minimal, you know, improvement along Dunham,
3 but I think that corner would end up adding some
4 green space instead of paving it; and given that
5 you have the same amount of pavement in front of
6 the building on both sides of the canopy, it seems
7 like that's a potential possibility that would
8 help improve the overall image for our community.

9 MR. SWANSON: And I know that was also a
10 comment, a staff comment, I believe. We had
11 looked at that. Part of our challenge on this is
12 we're circulating our tanker pretty much within
13 our site alone without any encroachment on, you
14 know, the driveways or the adjacent street.

15 So part of that area, that area in
16 question, is being used by a tanker swinging
17 around to get over to the tanks. So we can
18 certainly look at that in more detail, but
19 initially that was kind of our initial look at
20 that area.

21 MEMBER VARGULICH: Again, something if you
22 can look at that, understanding that you have to
23 auto turn and make sure the tanker can operate
24 safely within the site to make its deliveries at

1 the, you know, proposed hours that you need that
2 done.

3 But, you know, the whole site is being
4 redone. It's not like you have to maintain any
5 one particular area since this is basically a
6 teardown and a redo.

7 So I'd just ask if you could look at
8 adding some green space there by kind of bending
9 the canopy. So you'd still have all the same
10 dispensary elements to help, you know, with your
11 sales and everything.

12 I think those are my primary questions and
13 comments. Like I say, overall, I am very happy
14 that this kind of thing is happening, and agree
15 100 percent, Anthony. These are the kind of
16 things that help not only the retailers but the
17 community use those things safely and better. So
18 thank you.

19 MR. SGARLATA: Okay. Thank you.

20 MEMBER FUNKE: I don't know if you can
21 hear me. This is Commissioner Funke. I've got a
22 couple of questions. Can you guys hear me?

23 CHAIRMAN WALLACE: Yeah. We can hear you.

24 MEMBER FUNKE: The first question is the

1 size of the canopy and elevations of the canopy.
2 Did you present -- did you submit anything for
3 that?

4 MR. SWANSON: No. We didn't submit
5 elevations, just for the building at this point.

6 MEMBER FUNKE: Okay. I mean, it would be
7 nice to see, you know, what the corner looks like.
8 If there's a possibility we can get a
9 three-dimensional image of, you know, the view of
10 the size of the canopy and the relationship to the
11 corner and to the buildings behind it.

12 My concern is that you're increasing the
13 size of the canopy, I would say, about three-fold;
14 right? It's going to be about three times the
15 length of the original canopy, and my concern is
16 that's just going to be pretty overwhelming on
17 that corner.

18 So, you know, looking at the materials
19 from an architectural standpoint, I think, and
20 looking at the size, I noticed on the east side of
21 that canopy that you have that intersection. I'm
22 concerned about the entrance point and cars that
23 are parked on that last gas pump. You know, you
24 may have some conflicts with people moving in and

1 out; and, you know, people move pretty fast on
2 Route 64 and turning in there.

3 You know, I do agree with everybody's
4 statements that this is a lot of better than what
5 we have now. You know, I'm just wondering if we
6 can look at that corner and make sure that it
7 flows a little bit better and just show cars, you
8 know, going in and out and cars actually parked at
9 the pump and the access point at that location.

10 The second thing I have is did you guys do
11 a semi study of a semi coming in here and actually
12 fueling the gas station?

13 MR. SWANSON: In terms of the tankers?

14 MEMBER FUNKE: Yeah. My concern is the
15 turning radius, and the tankers coming in off
16 of -- I don't know where they're coming in off of.
17 Are they coming in off of Route 64 and then turn
18 around towards the west corner? Okay.

19 MR. SWANSON: We just took a look.
20 Probably 64 would be the main route, and we took a
21 look at just getting them in and out, circulating
22 around the entire canopy, which as you can see we
23 can do. So that's kind of the initial look at
24 just the tanker.

1 MEMBER FUNKE: Yeah. Maybe it's better to
2 get the tanker -- you know, instead of coming back
3 off of 64, maybe you can direct them to the back.
4 I don't know. I mean, it just seems like it would
5 create a hazard of some sort if they're coming
6 back around 64 going east; right?

7 MR. SWANSON: That's how we depicted it
8 here. There could be other directions depending
9 on where they're coming from, different stores.
10 And, obviously, that's a little wider access than
11 the existing one on Dunham. That's why we just --
12 we made sure you could circulate within the entire
13 site without, like I said, either encroaching or
14 blocking anybody else.

15 MEMBER FUNKE: Okay. And then the last
16 comment I have is the architecture -- or the
17 materials on the actual building. Is that -- the
18 Nichiha, is that cement board that you're using?

19 MR. SWANSON: Yeah. It's a
20 manufactured -- Nichiha is a manufactured
21 material. The stone, the stone base is also
22 manufactured as well.

23 MEMBER FUNKE: Is that a composite stone?

24 MR. SWANSON: Correct. It's, yeah, a

1 manufactured stone.

2 MEMBER FUNKE: What I've noticed, using a
3 composite stone at the base, is in the wintertime
4 when you're -- you know, especially along
5 sidewalks when you're putting salt on the
6 sidewalks, it eats away at composite stone.

7 So whether it's a limestone, whether it's
8 a composite stone, you know, after a couple years,
9 basically that stone disintegrates. So just
10 something to think about, whether, you know, put
11 some sort of curb in or something to protect that
12 from the salt, so.

13 MR. SWANSON: I know that product has a
14 good track record, but I can look into that
15 as well, the salt issue.

16 MEMBER FUNKE: That's all I have. Thank
17 you. I appreciate the redesign of the corner, and
18 I think it's going to be a benefit to the City of
19 St. Charles.

20 CHAIRMAN WALLACE: Okay. Do any other
21 plan commissioners have questions?

22 (No response.)

23 CHAIRMAN WALLACE: All right. Any member
24 of the public who is on? Do we have anyone who he

1 has raised their hand?

2 MS. HITZEMANN: No.

3 CHAIRMAN WALLACE: All right. I apologize
4 for arriving late to the meeting. I had a
5 calendar snafu.

6 So, I guess, with our concept review,
7 usually we'll go back and everyone will let the
8 potential applicant know what they like and do not
9 like about the plan. I feel like that's kind of
10 already been done.

11 Is there anything that anyone else wants
12 to mention, or are there any specific questions
13 that the potential applicant has before we end
14 this section of the meeting?

15 MS. ROBERT: I don't believe that we have
16 any questions on behalf of the applicant. I think
17 we are slated for the 8th to go before the
18 Planning and Development Committee next.

19 So we truly do appreciate the comments and
20 look forward to working with staff to see what we
21 can do to address the issues that you've raised to
22 make it, you know, the best redevelopment we
23 possibly can. We all know this will be great for
24 the corner, and we do want to do it right.

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CHAIRMAN WALLACE: All right. Very good.
All right. If there are no further
comments, then this will conclude Item 5 on the
agenda.

(Off the record at 7:56 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 9th day of February, 2021.

My commission expires: May 16, 2024



Notary Public in and for the
State of Illinois



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Transcript of Hearing - 1825 Lincoln Highway - 93 Octane Brewery Application for Special use-PUD Amendment

Date: February 2, 2021

Case: St. Charles Plan Commission

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BEFORE THE PLAN COMMISSION
OF THE CITY OF ST. CHARLES

-----x
In Re: 1825 Lincoln :
Highway - 93 Octane :
Brewery, Application for :
Special use-PUD Amendment :
-----x

HEARING
St. Charles, Illinois 60174
Tuesday, February 2, 2021
7:57 p.m.

Job No.: 272074B
Pages: 1 - 21
Reported by: Joanne E. Ely, CSR, RPR

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HEARING, held at the location of:

ST. CHARLES CITY HALL
2 East Main Street
St. Charles, Illinois 60174
(630) 377-4400

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

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PRESENT:

TODD WALLACE, Chairman
TIM KESSLER, Vice Chairman, via Zoom
JENNIFER BECKER, Member, via Zoom
JEFFREY FUNKE, Member, via Zoom
JAMES HOLDERFIELD, Member, via Zoom
TOM PRETZ, Member, via Zoom
PETER VARGULICH, Member, via Zoom

ALSO PRESENT:

RUSSELL COLBY, Assistant Director of
Community & Economic Development
CIARA MILLER, Economic Development
Planner, via Zoom
RACHEL HITZEMANN, Planner
MONICA HAWK, Development Engineer, via Zoom

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P R O C E E D I N G S

CHAIRMAN WALLACE: Item 6, we have 1825
Lincoln Highway, 93 Octane Brewery, CIMA
Developers, application for special use, PUD
amendment.

Is the applicant on the line?

Okay. Great. This is a public hearing
and as such we will -- the Plan Commission will
gather evidence both in favor of and against the
application.

Once the Plan Commission feels that they
have enough evidence to be able to make a
recommendation to the Planning and Development
Committee of the City Council, we will close the
public hearing and then discuss and take action on
the item.

Any questions regarding the purpose?

(No response.)

CHAIRMAN WALLACE: As far as the
logistics, I'll ask the applicant to make a
presentation; and after that, I will ask for any
questions or comments from Plan Commissioners and
the same for members of the public. As I said, if
we have enough information, then we'll close the

1 public hearing.

2 Right now I'll ask that anyone who wishes
3 to offer any testimony either for or against be
4 sworn in. If you raise your hand, I'll trust that
5 you're doing so.

6 (Witnesses sworn.)

7 CHAIRMAN WALLACE: All right. Thank you.
8 And if you could please state your full name,
9 spell your last name, and state your address
10 before speaking, I would appreciate it.

11 Staff, ready? And I'm not sure which
12 screen I'm looking at here.

13 Who is the applicant?

14 MR. SOLTIS: I'll start off. I'm Dan
15 Soltis. I'm with CIMA Developers.

16 CHAIRMAN WALLACE: All right. Thank you.

17 MR. SOLTIS: Sure. And I have Todd Abrams
18 of WT Engineering with us. Todd has done the
19 engineering for this project as well as other past
20 projects that we've done with the City.

21 Quick introduction, CIMA Developers is the
22 real estate development arm of the Pride Stores.
23 So we own this entire retail building with the
24 Urban Counter, with the Pride Beer & Wine, Spirits

1 store, and the 93 Octane Brewery, which did open
2 in November of 2019.

3 Obviously, we also own the BP, Pride of
4 St. Charles site adjacent to, and the intent of
5 our proposal -- we opened the 93 Octane Brewery,
6 like I said, about a year-and-a-half ago, and it's
7 starting to take off where we are getting momentum
8 with branding and with marketing.

9 Tough time to open any business with
10 what's been going on through 2020, but we are
11 doing what we can to get the beer -- or the
12 brewery, you know, out to the public and out to
13 our convenient stores.

14 The tap house has been, like I said,
15 holding their own, and we are getting to a point
16 where we feel, you know, we're going to be going
17 into 2021 feeling real good about it; but our
18 intent is to improve the operation of the business
19 by allowing more brewing area. Our extension of
20 the building is just 500 square feet, roughly 20
21 by 20 feet.

22 We are adding five additional parking
23 spaces, three of them in the front and two of them
24 in the back. And we are also -- by doing this

1 extension proposal, we want to add outdoor seating
2 with roughly a 27-by-17-foot wood pergola awning
3 with a tin roof overlay. So patrons, customers
4 can utilize that outdoor deck going into the
5 summer months here, and, obviously, to protect
6 them from the rain and elements.

7 So we're really looking forward to this.
8 This is an important aspect to our offer. We have
9 obtained some comments, obviously, from staff.
10 We're hoping this is fairly straightforward.

11 Todd can kind of go into the site plan a
12 little with a little bit more detail on that, and
13 I'll, obviously, answer as many questions as I
14 can.

15 MR. ABRAMS: Hi, good evening. Again, my
16 name is Todd Abrams. I'm with WT Group. Our
17 address is 2675 Pratum Avenue in Hoffman Estates,
18 Illinois.

19 What you're looking at on the screen right
20 here is our site geometric plan. The new
21 approximate 500-square-foot addition is in the
22 southwest corner of the existing building that --
23 you can kind of see that we are adding a new
24 concrete patio sidewalk area on the north,

1 northeast of that new addition, and you can see
2 that the dashed lines that are -- that kind of
3 intersect that dimension, the 30.40, the dashed
4 line that goes up to the northwest corner of the
5 existing building, that's the pergola that Dan
6 described.

7 Dan mentioned we are adding parking on the
8 north side and the south side of the building. I
9 believe we do -- with the parking onsite and the
10 parking that's offsite, we meet the parking
11 requirements for the new addition.

12 You can see we've got ingress and egress
13 to US 38 via the easterly driveway. That easterly
14 driveway leads to the BP gas station, which is
15 also owned by CIMA Developers. So we have access
16 to 38 via that northeastern driveway, and we also
17 do have rear access to Blackberry Drive south,
18 southwest of the new addition.

19 Really in a nutshell, I believe, that's
20 it. We are showing new landscaping surrounding
21 the new addition; and actually, we are reducing
22 impervious area, adding green space as a result of
23 the addition and new patio.

24 I could also mention as well What you're

1 looking at here is the north elevation or the
2 front elevation of the building. So to the right
3 side, that's the west side of the existing
4 building. You see we're adding on to that
5 existing building with a masonry addition, and you
6 can see that pergola that will be over the outdoor
7 patio.

8 MR. SOLTIS: Really what we're looking to
9 do here is an added amenity. We're excited about
10 the extended offer of this, and, like I said,
11 we're here to answer questions and hopefully keep
12 it moving through the process.

13 CHAIRMAN WALLACE: Questions from Plan
14 Commissioners?

15 MEMBER FUNKE: Yeah. This is Commissioner
16 Funke. Can you hear me?

17 CHAIRMAN WALLACE: Yes.

18 MEMBER FUNKE: My question is is so is
19 this going to be a tasting area? Are they going
20 to be going off of the building off the west side?
21 How do they access that pergola area?

22 MR. SOLTIS: They'll access it from the
23 front door. There won't be any additional access
24 points on this addition. So per ordinance, we'll

1 have aluminum fencing similar to the fencing
2 that's on the east side of the building by the
3 Urban Counter restaurant. And we would -- they
4 would just access it from the front and enter into
5 the outdoor seating area.

6 MEMBER FUNKE: So that door that is the
7 further west, the door right there, they're going
8 to be accessing it from there?

9 MR. SOLTIS: They actually enter this
10 through the middle door.

11 MEMBER FUNKE: Okay.

12 MR. SOLTIS: There's a cross-access into
13 this building. So there's cross-accesses
14 throughout all three of these separate uses in the
15 building.

16 MEMBER FUNKE: So the pergola is for all
17 the spaces? I mean, I don't understand what the
18 pergola is for.

19 MR. SOLTIS: The pergola technically would
20 be for the 93 Octane Brewery space. The Urban
21 Counter space does have its own outdoor seating on
22 the east side of this building.

23 MEMBER FUNKE: Okay. But they have to
24 access it through -- I mean, it seems like that

1 space, you know, being on -- I mean, they're going
2 out there and they're going to be drinking or
3 tasting or eating or -- I mean, is that the point?

4 MR. SOLTIS: Yeah. They would be enjoying
5 it, just like any outdoor deck. Correct.

6 MEMBER FUNKE: Okay. I mean, one thing is
7 that maybe it would be better if it was on the
8 south side of the building. So, you know, I see
9 that space being in shadow the, you know, entire
10 time, you know, during the day. So if there's a
11 way maybe you could put it on the south side of
12 the building to take advantage.

13 I mean, I know that makes it harder to
14 access from the front; but, you know, I'm kind of
15 confused about how this circulation, how people
16 get to this spot from each space.

17 MR. ABRAMS: Dan, correct me if I'm wrong.
18 I mean, it will be open via the sidewalk in front
19 of the -- I mean, the main access to the site
20 right now, people enter from the north side.
21 Really the rear of the property is for employee
22 parking.

23 MEMBER FUNKE: Okay.

24 MR. ABRAMS: So if we did -- you know, one

1 of the other reasons why I believe we put that
2 addition where we did is because the equipment
3 that's going to be in there lends itself -- the
4 floor plan works better with the addition being in
5 the southwest corner --

6 MEMBER FUNKE: Okay.

7 MR. ABRAMS: -- of the site. So I don't
8 think we could do what we want to do in that
9 addition if we move that addition to the north
10 side.

11 MEMBER FUNKE: So then, I mean, from a
12 flow standpoint you're going to be -- where is the
13 fence going that's fencing this thing off?

14 MR. ABRAMS: I'd probably fence that -- I
15 mean, if you drew a line at a 90 degree to the
16 north -- to the new northwest corner, to the
17 addition northwest corner, and then like a 90 off
18 the -- almost where that pergola line is right
19 there. I mean, it would almost be like a box that
20 closes that off.

21 MR. SOLTIS: Correct.

22 MR. ABRAMS: And I don't think -- it's not
23 going to be restricted, is it, Dan? I mean people
24 can -- I mean, they'll basically just enter --

1 enter via the sidewalk.

2 MR. SOLTIS: Correct. Enter through the
3 sidewalk; and per ordinance, there would -- if it
4 needed to be fenced in, it would be fenced in
5 according to any specific ordinance requirement
6 for the outdoor seating that is for beer and wine
7 consumption. It would be open, yes.

8 MEMBER FUNKE: Okay.

9 MEMBER VARGULICH: This is Peter
10 Vargulich. I have a question. So if I'm walking
11 into the brewery, do they only sell package, or is
12 there stuff on tap?

13 MR. SOLTIS: The brewery has items on tap
14 and package.

15 MR. VARGULICH: And package. Okay.

16 MR. SOLTIS: Our beer, wine, and spirits
17 store also obviously sells package, yes.

18 MEMBER VARGULICH: Yeah. So if I go in
19 there and get a beer on tap, I will be able to
20 walk out of the front of the building and then
21 walk to my west to go sit underneath the pergola,
22 and that will meet ordinance? That you can
23 actually walk back outside, if you will, out into
24 the parking area before you go into the seating

1 outside area?

2 MR. SOLTIS: Well, right now -- right now
3 we have a tent set up there, so that's what
4 they're doing now, so.

5 MEMBER VARGULICH: Okay. If that meets
6 the ordinance. I'm just surprised that you're --
7 you can actually kind of, like, leave the building
8 with non-packaged liquor in your hand. So, I
9 mean, in theory you could walk and go get in your
10 car with that beer.

11 MR. COLBY: If I could offer a comment --

12 MEMBER VARGULICH: I don't know.

13 MR. COLBY: -- to Mr. Vargulich's
14 question.

15 So there are existing setups of outdoor
16 dining areas where there is alcohol consumption
17 currently through the temporary outdoor dining
18 program, where there's been setups that are sort
19 of arranged on a temporary basis. They're not --
20 don't have well-established fence lines like a
21 permanent outdoor area would.

22 So the expectation, if this would be a
23 permanently established outdoor area, as part of
24 the liquor license review, we'll need to

1 understand where that fence and enclosure is
2 located and then how it's accessed from the
3 building.

4 So depending on how that door is utilized
5 that goes out into the parking lot, potentially if
6 the fence has to wrap around that door and that no
7 longer functions as an entry door, that might be
8 what's required to meet ordinance requirements,
9 assuming you can access that space from one of the
10 other entry doors into the building; or the
11 alternative then would be to add a second door
12 that goes directly out into that pergola area.

13 MEMBER VARGULICH: Right. Yeah, Russ. I
14 mean, is it possible to add a door on the west
15 side of the building that you can walk directly
16 out from the building into that -- underneath the
17 pergola, and that that's fenced, and then you walk
18 back in the building, leave your glass, before you
19 leave and go out to the parking lot.

20 If that's all going to be reviewed as part
21 of the liquor license update or whatever, that's
22 fine. That was just more of a general question.

23 MR. SOLTIS: The extension itself -- and
24 Todd, you can jump in here as well -- if you're

1 looking at the floor plan, doesn't lend itself for
2 having a door going out directly to the outdoor
3 area. We have windows along that west elevation
4 already.

5 MEMBER VARGULICH: Yeah.

6 MR. SOLTIS: And we have seating and
7 booths there. So I just know ownership would
8 not -- I don't know if it lends itself to what
9 we're trying to do.

10 MEMBER VARGULICH: Understood.
11 Understood.

12 Well, that will just be something that
13 you'll have to work through related to the liquor
14 license, the actual configuration of the fence to
15 address those code requirements.

16 MR. SOLTIS: Okay.

17 MEMBER VARGULICH: That's fine. That's
18 fine. Understood. It was just more of a general
19 question. Like, wow, I can leave with a beer.
20 That would be really liberal.

21 Okay. Sure. That was really my only
22 question. Everything else is all good. Thank
23 you. Hope it goes well.

24 MR. SOLTIS: Thank you.

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

3 MEMBER HOLDERFIELD: Yes. I would just
4 like to make a comment. My name is Jim
5 Holderfield.

6 I'm very encouraged to see growth on this
7 side of town in that area, and I'm happy to see
8 that occurring, and I think this is a good thing.
9 You've got a couple locations, and you grow your
10 business, and I think this will work out just
11 fine. I think it's going to be an asset.

12 CHAIRMAN WALLACE: All right. Anyone
13 else?

14 (No response.)

15 CHAIRMAN WALLACE: Okay. Any member of
16 the audience or the public have any questions?
17 Comments?

18 (No response.)

19 CHAIRMAN WALLACE: Okay. Seeing none, if
20 the Plan Commission feels they have enough
21 information to make a recommendation to the City
22 Council Planning and Development Committee, then a
23 motion to close the public hearing would be in
24 order.

1 MEMBER BECKER: So moved.
2 CHAIRMAN WALLACE: Okay. Moved by Becker.
3 Seconded by Pretz.
4 MEMBER PRETZ: Second.
5 CHAIRMAN WALLACE: Okay. Any discussion
6 on the motion?
7 (No response.)
8 CHAIRMAN WALLACE: Okay. We should
9 probably do a roll call.
10 Kessler, are you still with us?
11 VICE CHAIRMAN KESSLER: I am.
12 CHAIRMAN WALLACE: Okay. Are you in
13 favor?
14 VICE CHAIRMAN KESSLER: Can you hear me?
15 CHAIRMAN WALLACE: Yes. The motion is to
16 close the public hearing.
17 VICE CHAIRMAN KESSLER: Yes.
18 CHAIRMAN WALLACE: Okay. Becker.
19 MEMBER BECKER: Yes.
20 CHAIRMAN WALLACE: Funke.
21 MEMBER FUNKE: Yes.
22 CHAIRMAN WALLACE: Holderfield.
23 MEMBER HOLDERFIELD: Yes.
24 CHAIRMAN WALLACE: Macklin-Purdy. She's

1 not on. Sorry.

2 Pretz.

3 MEMBER PRETZ: Yes.

4 CHAIRMAN WALLACE: Vargulich.

5 MEMBER VARGULICH: Yes.

6 CHAIRMAN WALLACE: And is Melton not on?

7 No. Okay. And I'll say yes.

8 The public hearing is closed.

9 On to 6b, discussion and recommendation,
10 is there a motion?

11 VICE CHAIRMAN KESSLER: I would make a
12 motion that the Planning & Development Committee
13 approve 1825 Lincoln Highway, 93 Octane Brewery,
14 CIMA Developers, application for special use, PUD
15 amendment.

16 CHAIRMAN WALLACE: Okay.

17 MEMBER FUNKE: I'll second.

18 CHAIRMAN WALLACE: Funke, was that you
19 seconding?

20 MEMBER FUNKE: Yes, I'll second.

21 CHAIRMAN WALLACE: Okay. All right. It's
22 been moved and seconded. Any discussion on the
23 motion?

24 (No response.)

1 CHAIRMAN WALLACE: Okay. Tim, do you want
2 to do roll call.
3 VICE CHAIRMAN KESSLER: Becker.
4 MEMBER BECKER: Yes.
5 VICE CHAIRMAN KESSLER: Funke.
6 MEMBER FUNKE: Yes.
7 VICE CHAIRMAN KESSLER: Holderfield.
8 MEMBER HOLDERFIELD: Yes.
9 VICE CHAIRMAN KESSLER: Pretz.
10 MEMBER PRETZ: Yes.
11 VICE CHAIRMAN KESSLER: Vargulich.
12 MEMBER VARGULICH: Yes.
13 VICE CHAIRMAN KESSLER: Wallace.
14 CHAIRMAN WALLACE: Yes.
15 VICE CHAIRMAN KESSLER: Kessler, yes.
16 CHAIRMAN WALLACE: All right. And I'm
17 sorry. Becker, did you say yes or no?
18 MEMBER BECKER: Yes, I did.
19 CHAIRMAN WALLACE: Okay. I'm sorry. I
20 had a little bit of trouble hearing.
21 All right. That passes, and that
22 concludes Item No. 6 on the agenda. Thank you.
23 (Off the record at 8:17 p.m.)
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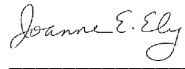
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CERTIFICATE OF SHORTHAND REPORTER

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 9th day of February, 2021.

My commission expires: May 16, 2024



Notary Public in and for the
State of Illinois



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Transcript of Hearing - McGrath Business Center, 4075 East Main Street

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Case: St. Charles Plan Commission

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BEFORE THE PLAN COMMISSION
OF THE CITY OF ST. CHARLES

-----x
In Re: McGrath Business :
Center, 4075 East Main :
Street, Application for :
Special use for PUD and :
for PUD Preliminary Plan :
-----x

HEARING
St. Charles, Illinois 60174
Tuesday, February 2, 2021
8:17 p.m.

Job No.: 272074C
Pages: 1 - 49
Reported by: Joanne E. Ely, CSR, RPR

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HEARING, held at the location of:

ST. CHARLES CITY HALL
2 East Main Street
St. Charles, Illinois 60174
(630) 377-4400

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

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PRESENT:

TODD WALLACE, Chairman
TIM KESSLER, Vice Chairman, via Zoom
JENNIFER BECKER, Member, via Zoom
JEFFREY FUNKE, Member, via Zoom
JAMES HOLDERFIELD, Member, via Zoom
TOM PRETZ, Member, via Zoom
PETER VARGULICH, Member, via Zoom

ALSO PRESENT:

RUSSELL COLBY, Assistant Director of
Community & Economic Development
CIARA MILLER, Economic Development
Planner, via Zoom
RACHEL HITZEMANN, Planner
MONICA HAWK, Development Engineer, via Zoom

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P R O C E E D I N G S

CHAIRMAN WALLACE: Item No. 7 also is a public hearing, and this is McGrath Business Center, 4075 East Main Street, 4075 East Main, LLC, application for special use for PUD and application for PUD preliminary plan.

I saw Mr. McGrath. And, Mr. Bazos, I see you now. Okay.

MR. BAZOS: Yes, sir.

CHAIRMAN WALLACE: Too many separate screens here.

All right. We already went over the rules. If you could just be sworn in.

(Witnesses sworn.)

CHAIRMAN WALLACE: All right. Thank you.

Mr. Bazos, are you heading things off here?

MR. BAZOS: Yes, Chairman. I will, and we'll try and be thorough but brief.

So for the record, my name is Peter Bazos. I'm an attorney in Elgin. I'm representing the applicant, 4075 East Main, LLC, owned and managed by Gary McGrath. Here with me this evening are Gary McGrath; his civil engineer, Bob Gudmundson;

1 and his landscape architect, Bill Ferguson.

2 This application pertains to an
3 approximate 21 acres of land at 4075 and 4085 East
4 Main Street, and you can see the 21 acres on the
5 screen now.

6 We refer to this land as three parcels.
7 Parcel 1 is the west 6 acres of lot 1. Frankly,
8 it's the westernmost 6 acres in the newly approved
9 Pheasant Run subdivision.

10 Parcel 2 is the east half or the east 6
11 acres of that same lot 1. It's, essentially,
12 where the second hypothetical building is shown on
13 that site plan.

14 And Parcel 3 is an approximate 8-acre
15 parcel of land owned by the DuPage Airport
16 Authority that Mr. McGrath now has under contract
17 purchase, and we expect will close quite soon.

18 MR. McGRATH: Hey, Peter?

19 MR. BAZOS: Yes.

20 MR. McGRATH: Somebody has got a TV or
21 something in the background. It's making
22 everything hard to hear.

23 MR. BAZOS: Yeah.

24 MR. McGRATH: There you go. No, it's

1 still going. Whatever, try to speak over it.

2 MR. BAZOS: There we go.

3 MR. McGRATH: That's a lot better, whoever
4 that was.

5 MR. BAZOS: That's excellent. Okay.
6 Thank you.

7 We were here, Plan Commission, before you
8 in January, just last month on a concept review
9 on, essentially, the same project that is now
10 before you this evening for this public hearing.
11 The City Council also has had a concept review.

12 Since this is a formal public hearing, we
13 will, of necessity, have to restate many things
14 for the record that we've already told you at the
15 concept review.

16 I will point out, however, that we have
17 listened to what you and the City Council said,
18 and we've made some changes that I hope you will
19 recognize when we give you this somewhat revised
20 presentation.

21 So, first of all, the petition -- in the
22 petition, the petitioner is requesting an approval
23 of a special use for a PUD for the entire 21-acre
24 site, Parcels 1, 2, and 3. The reason is that as

1 all three parcels will eventually be developed, we
2 think they need to be developed in a cohesive and
3 commonly planned way as PUDs are intended to do.

4 The second request before you this evening
5 is for preliminary PUD approval for Parcel 1,
6 which is the westernmost approximate 6 acres, in
7 order to accommodate Mr. McGrath's relocation of
8 the current St. Charles Honda facility west of
9 here on less than 3 acres of land onto this new
10 6-acre site.

11 Gary tells me that he's expecting to open
12 this new facility -- if all the approvals are
13 received, he's expecting to open his dealership on
14 this new facility by no later than April 30th,
15 2022, and, you know, god willing and force majeure
16 not appearing.

17 So he will be developing Parcel 1, but
18 also he will be paving Parcel 2, which is where
19 that second building is shown, recognizing that he
20 will be putting new pavement, landscaping, and
21 lighting there just because he'll need it. It's
22 just a waste to not have it be available for some
23 inventory use and then when another -- hopefully,
24 another dealership or another use is found, we'll

1 be coming in for a preliminary PUD approval on
2 that Parcel 2 and then again on Parcel 3.

3 I am going to -- I'm going to ask that our
4 civil engineer and land planner, Bob Gudmundson,
5 present the plans to you as well as our architect,
6 Bill Ferguson, landscape architect, to present the
7 landscape plans.

8 I want to point out that there has been
9 one change from the materials that you have before
10 you, and it has to do with signage.

11 When we filed our petition, we included a
12 request for one 20-foot sign at the entrance to --
13 at the existing entrance to what you would think
14 of as the Mega Center, which is going to be our
15 primary stop lighted entrance for North Avenue to
16 the new Honda site.

17 At the concept review, there were a couple
18 of you who had voiced concerns about the 15-foot
19 maximum height for signs and we were asking for
20 20, even though shopping centers can go as high
21 30; but there were a couple of concerns, and there
22 were also some people that said, no, that doesn't
23 trouble us.

24 That sign was going to incorporate both a

1 Honda logo manufacturer's sign at the top, and it
2 was going to have an electronic message board
3 right below it. And Gary explained that it needed
4 to be that high so that otherwise the electronic
5 message board wasn't so close to the ground as to
6 be useless.

7 What's happened is not only did some of
8 you comment on height being of concern, but Honda
9 Motor Corporation has expressed a preference that
10 its own manufacturer's logo sign not be combined
11 with an electronic message sign on the same
12 structure.

13 Therefore, we are modifying our proposal
14 this evening -- I don't know, Russ, if you can
15 easily go to that -- to ask for instead of ceding
16 the signage height, we're asking that the sign on
17 the left, which is now 15 feet tall and in
18 compliance with your ordinance would, be the one
19 at the stop lighted intersection.

20 And then the request is for an additional
21 sign also 15 feet high, but that would be moved
22 further to the east closer to the right-in,
23 right-out entrance. It would be -- as the drawing
24 shows, it would be an electronic message board.

1 It would serve the McGrath Honda facility. If
2 Gary is successful in getting another car
3 dealership for Parcel 2, it would also serve the
4 other dealerships that he owns within this PUD.

5 And as we discussed with both you and the
6 City Council it would also -- if the City would
7 like us to, it would also contain interspersed
8 civic messages from St. Charles, whether it be
9 welcome to St. Charles or St. Charles community
10 event this evening. I mean, it would primarily be
11 the automobile dealership sign, but we're more
12 than happy to allow it to also serve civic
13 purposes.

14 And when another dealership or two is
15 found for these sites, each of those dealerships
16 will certainly need their own dealer specific
17 whether it be -- I can't imagine what it would be,
18 but it would be their own sign, but we don't
19 anticipate a proliferation of electronic message
20 boards; and every time we come up with another
21 development, we'll be coming back to you and the
22 City Council for preliminary site plan approval on
23 those lots.

24 For this PUD, the goal is to -- the goal

1 is to bring not only the Honda dealership to
2 Parcel 1, but a second dealership to Parcel 2,
3 and, you know, hopefully, a third dealership on
4 Parcel 3. We cannot promise you with absolute
5 certainty that Gary will be able to bring in
6 another or yet even two more dealerships. Those
7 are hard to find, and they are stringently
8 controlled in terms of where they can locate by
9 the Illinois dealership franchise laws.

10 Having said that, Gary seems to have a
11 knack for this business. He has seven dealerships
12 under his ownership right now, and I think he's
13 pretty confident, and he can speak to that
14 himself, but he'll at least be able to bring one
15 more in next to the Honda.

16 Because the underlying zoning, which is
17 BR, Regional Business -- because the underlying
18 zoning will remain the same, in the event we are
19 not able to bring automobile dealerships for
20 Parcel 2 and/or Parcel 3, but we would
21 nevertheless bring in a use that would be
22 compatible with your BR District and would have to
23 go through preliminary PUD approval with all that
24 entails on the next two parcels.

1 As we mentioned to you the last time, the
2 golf course property, which is immediately south
3 of these three parcels, is owned by the DuPage
4 Airport Authority as well. It's about 80 acres, I
5 think, is a close approximation.

6 As we mentioned last time, we don't know
7 who the purchaser/developer is going to be. We
8 understand it's going to be an industrial
9 development, but we honestly to goodness don't know
10 the name. I don't know whether the City has even
11 been approached, but my point in raising it is
12 that suffice it to say it will not be a
13 residential development.

14 The DuPage Airport Authority condemned
15 that golf course from the St. Charles resort
16 ownership in, I think, 2017 because there was
17 discussion by them of building houses, and the
18 airport in no way wanted to have their planes
19 flying over houses. So there will be no
20 residential development south of this PUD.

21 We created -- when the subdivision was
22 created by the Pheasant Run ownership and created
23 lot 1, which is where Gary McGrath is going to put
24 his Honda dealership, the access point -- Russ, I

1 wonder if you might circle it with your cursor --
2 the first 300 feet of the access, stop lighted
3 access point onto 64 is a common -- is a common
4 access easement for all three lots going west to
5 Kautz Avenue.

6 We then entered into a further extended
7 access agreement between all of the lots in the
8 Pheasant Run subdivision and the DAA, and so that
9 north/south road all the way down to the bottom of
10 the site, and that's where the DAA property
11 starts, they have access easement rights as well.

12 And we believe that as part of the -- as
13 part of Gary's purchase of the Parcel 3 from the
14 DAA, we have a provision in there, in the
15 contract, that if they are willing to authorize us
16 to do so, Gary will build that full north/south
17 access improvement over by the Honda dealership
18 and get it out of the way for them and for us at
19 the time that he is improving his own dealership.
20 Basically, it won't be disrupting his operation
21 when he opens up, and the table will be set for
22 whoever develops the DAA site.

23 And also in terms of access, to the extent
24 that these Parcels 1, 2, and 3, are maintained

1 under common ownership and control, there will be
2 cross-access on an east/west direction between
3 them. You can see the east/west driveway that
4 goes -- from the west, it goes all the way to the
5 east.

6 If Gary were fortunate enough to have
7 three dealerships there, potential buyers,
8 customers, employees, et cetera, would be
9 traveling through those common accesses. If it
10 were to turn out, however, that he didn't have
11 common control of all three developments, there
12 would likely be no cross-access through his
13 dealerships because dealerships are unique. They
14 have to be fenced and locked at night to prevent
15 theft. But each site has its access anyway.

16 We're fairly confident, as I say, that
17 we're going to be getting a second dealership for
18 Parcel 2, but, again, it's not written in stone
19 yet.

20 At the end of the document in your package
21 that's entitled -- at the end of our -- pardon
22 me -- at the end of our application is a document
23 entitled "Criteria for Planned Unit Development,"
24 and we have set forth the reasons why we think our

1 petition complies with the standards for a planned
2 unit development -- unified control, common
3 access, common detention to some extent; and also
4 how our proposed development complies with most of
5 your visions in your gateway subarea and your Main
6 Street subarea.

7 Those are all spelled out in our petition,
8 and for the sake of time, unless you want me to
9 read them again, I would just simply ask that our
10 petition and application be made a part of the
11 public record for purpose -- for evidentiary
12 purposes.

13 CHAIRMAN WALLACE: Yes.

14 MR. BAZOS: Also our petition contains a
15 narrative that describes how we believe this
16 project complies with the standards of a special
17 use, and I know the staff report has spoken to
18 that as well.

19 I would like, if possible, now to have
20 Gary McGrath say a few words to you about his
21 vision for this project, and then we would like
22 Bob Gudmundson, our civil engineer, to introduce
23 you to the actual site plan and elevations; and
24 our landscape architect, Bill Ferguson, who did

1 not address you the last name, is here this
2 evening and will present the landscape plans.

3 So, Mr. Chairman, if that's okay with you,
4 I'd like Gary to take over from here.

5 CHAIRMAN WALLACE: Yes, that's fine.

6 MR. McGRATH: Well, I appreciate all of
7 you having us here tonight and hearing us out.
8 And I started a business in St. Charles back in
9 the '90s when I bought out Dennis Oldsmobile GMC
10 that was having tough times. We bought that. We
11 expanded it to Nissan, which I later sold to one
12 of the dealers in town, and then got Honda. And
13 we also had Pontiac and some other stuff as
14 General Motors went through its turmoil.

15 But over that period of time, we've sold a
16 lot of cars. I think last year, we just wrapped
17 up 2020, we sold over 3,600 new and used cars,
18 which I think puts us in first place in
19 St. Charles. The Dodge dealer and I go back and
20 forth, but I think we lapped them pretty good this
21 year with COVID, and we bounced back from COVID
22 pretty good.

23 It did hurt us a little bit. I think we
24 would have been over 4,000 cars if COVID hadn't

1 hit, but last December we sold 310 cars. So we're
2 well on our way to recovering from that. I think
3 this site would put us at over 5,000 cars a year.

4 Right now we're operating, as Peter said,
5 it's actually 2 1/2 acres if you take out the
6 water storage. And we're trying to -- we're
7 actually turning our used car inventory two times
8 a month, which is unheard of in the car business.

9 We're storing cars, as I think everybody
10 knows in town, down at the old Foxfield Theater.
11 We've got 6 acres down there, and we're just
12 struggling to get any more volume through the
13 funnel that we have with that 2 1/2 acres.

14 So this will relieve a lot of the pressure
15 on that and let us grow and put us in a better
16 position both size-wise. Street-wise, we'll have
17 more front-line inventory to show, and I think
18 we'll be in much better shape with this facility.

19 As far as the other two facilities, we
20 have ongoing communications with manufacturers. I
21 can't say who they are. It's a very private deal,
22 but we are in constant communications. I'm sure
23 we can fill the second slot in the next two to
24 three years.

1 The third slot is going to be a little
2 more challenging. Everybody loves the St. Charles
3 area, but the Illinois State laws with the 7- and
4 10-mile radiuses make it very difficult. So we
5 might even have to buy another franchise and
6 relocate it to this site, but we'll tackle those
7 problems when we get to them.

8 But other than that, that's all I've got
9 to say, and I think it's a great use of the
10 property. And I think, you know, with the
11 development in the back, it will be good for
12 everybody and the golf course. We're really
13 excited about the project, can't wait to get it
14 started.

15 In fact, we -- to bring everybody up to
16 date, the contractors were all going through the
17 facility, if you saw the traffic out there this
18 week. We put it out to bid with four contractors,
19 and they had all their subs, and everybody is
20 excited about getting this project started.

21 So we'll probably get a shovel in the
22 ground and start tearing the front of the building
23 off next month. So that's where we're at
24 subtotal, year to date.

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MR. BAZOS: Thanks, Gary.

Bob Gudmundson, would you present, please, the site plan details and the building as well.

MR. GUDMUNDSON: Absolutely, Peter and Gary, and you both have done a great job kind of laying the groundwork here.

I'd like to keep the current screen on for a minute. If I heard correctly, Russ, you're in control, which is fine by me. I know we submitted a lot of documentation, and I'm certainly not going to go through each and every page. There will probably be five or six that I'd like to touch on, and they are pretty much in order.

But starting with the one in front of you, which is the overall master PUD plan, it has been well explained by Peter; and the few extra comments that I would add is, of course, that the primary access, which is the signalized access -- signalized today and will be tomorrow is our main entrance at the northwest corner of the overall PUD.

And then you see two other access points through Main Street or Route 64. The center one also exists today, and the most easterly one that

1 would take care of what we'll call phase 3 is
2 something that we will be approaching IDOT on as
3 the time comes up. So basically, we're looking at
4 three primary access points to the property.

5 Now, the shaded, the darker shading on
6 this exhibit that, the pavement shading actually
7 serves two purposes. For this discussion, it
8 gives you hopefully a very good understanding of
9 the primary circulation through the site and how
10 easy it is to access each of the parcels.

11 The ancillary reason that that particular
12 pavement is shaded is that's the anticipated
13 heavier use pavement, and when we get into the
14 engineering plans, you will see that that is a
15 thicker pavement material for that very purpose.

16 But that kind of gives you kind of a broad
17 brush explanation of what our approach is here to
18 the overall PUD; and, of course, as it's been
19 mentioned, our first phase or the first element of
20 improvements be we'll be going from west to east.

21 For orientation, before I ask to switch to
22 another screen, the original 12 acres known as lot
23 1 of the Pheasant Run Subdivision, of course,
24 starts at the west end of our property; and if you

1 can see the Phase 2 building just east of the
2 driveway, the north/south driveway that's east of
3 the Phase 2 building, you see an ancillary line
4 right there kind of cutting through the vehicle
5 areas. That is the actual property line today of
6 what's called lot 1.

7 And then east of that is the parcel that
8 Gary is acquiring from the DuPage Airport
9 Authority. That's another 8.6 acres, sometimes
10 referred to as the airport maintenance site.
11 There's a lot of just storage of equipment and
12 things on that property.

13 So having said that, and I do want to kind
14 of move quick in light of the hour, but I want to
15 get a number of points across.

16 Russ, could you move forward to page 2 of
17 the final engineering plans. It's called the
18 "Existing Conditions Plan." Okay. Next page,
19 there you go. Stop right there if you would.

20 That's the existing conditions plan.
21 There's a lot of activity on the page, so it's not
22 incredibly easy to read, but I just wanted to
23 dwell on it for a quick minute and explain some of
24 the unique aspects of this PUD and why we do some

1 of the things that we are proposing to do here.

2 It was mentioned about the access road at
3 the west end of the site. You see today what's
4 out there coming out off of the signalized
5 intersection, you enter the site, and you
6 effectively terminate in, I'll call it, a
7 cul-de-sac. It is a roundabout of sorts. And
8 then it's just some service drives that continue
9 south from there.

10 The site of the Honda building, of course,
11 will be the old Mega Center building which you see
12 on the west side there, and we will be doing
13 things to that building to expand and improve it,
14 as we will talk about in a minute.

15 Another very interesting thing about this
16 property, which does drive some of the site
17 planning that we'll get into when we talk about
18 the maintenance building location, et cetera, is
19 immediately east of the existing Mega Center
20 building, there is a 100-foot-wide natural gas
21 pipeline easement. And that easement has gone
22 through a number of different hands as different
23 pipeline companies have come about. It is
24 currently in the hands of Kinder Morgan.

1 We have been in contact with them. We
2 have actually worked with them to probe some of
3 their facilities; but suffice it to say that not
4 too far east of the building, within that 100-foot
5 easement are two significant more or less
6 transcontinental gas pipelines.

7 One of them is 20 inches in diameter.
8 That's the eastern one. The western one is
9 36 inches in diameter. So significant amenities
10 that we do not have the ability to build a
11 building on top of or otherwise move them.

12 A couple of other things I wanted to touch
13 on this. The existing pavement, as you see, all
14 that shaded pavement out there, that existing
15 pavement because of various acquisitions, I
16 assume, by IDOT over a long period of time have
17 basically resulted in almost a zero setback along
18 Route 64. That parking lot pavement pretty much
19 comes just about up to the right-of-way line, and
20 we are going to do something about that.

21 You see a pond at the south end of the
22 site. It straddles the property line between lot
23 1 of the Pheasant Run Subdivision and the DAA
24 property, DuPage Airport Authority property to the

1 south. That is a stormwater detention facility,
2 and it addresses the requirements of the subject
3 12 acres. It does not deal with the property to
4 the east, the other 8.6. That is something that
5 we will deal with when the time comes to develop
6 that particular property.

7 But that is an existing basin out there
8 and will remain as such. There is an easement
9 surrounding that because it benefits both us and a
10 portion of the golf course property vis-à-vis the
11 Airport Authority property.

12 Russ, if I can ask you now to -- I want to
13 talk a little bit about the Phase 1 development.
14 Can you go to sheet 4. Go two to three sheets
15 down on the engineering plans. There you go.

16 What you're looking at now is basically
17 what we call the geometric site plan for the first
18 element of construction. The things I'd like to
19 touch on on here is that you see -- although it's
20 in a light shade, and that's for a reason. I
21 don't want to get too deep in this, but there are
22 different players entering into the participatory
23 agreements for the construction of that
24 north/south access road. So that shows up in a

1 light color on this drawing.

2 There's actually a separate plan set,
3 which we won't get into tonight, but that separate
4 plan set gives all the specific parameters for the
5 design or the construction of that access drive.
6 That's why we didn't shade it on this particular
7 exhibit.

8 But what you do see on this exhibit, when
9 you look at the Mega Center building, you see the
10 north portion of that building is shaded. What is
11 going to happen is Gary is going to remove the
12 north end of that building and replace it with a
13 whole new front end. That front end will extend a
14 little bit further to the north and follow the
15 outline of both the shaded portion and the
16 remainder of the unshaded portion to the south
17 of it.

18 Just for reference, the approximate net
19 size of that revised Mega Center, now Honda
20 dealership building, is a little over 51,000
21 square feet; and when we show you the elevations,
22 I think you'll see it's going to look very nice,
23 particularly from the Route 64 frontage or the
24 Main Street frontage with a lot of glass.

1 To the south of the Mega Center building,
2 you see another shaded rectangle. There's a
3 driveway that runs east/west in between the Honda
4 dealership and this maintenance facility or this
5 other rectangle. That building, which is about
6 13,600 square feet in size, is intended to be
7 basically for maintenance, storage of equipment
8 that is ancillary to the operation of the Honda
9 dealership. You know, there's snow moving
10 equipment I'm sure that will be stored in there,
11 any kind of landscaping, maintenance equipment,
12 et cetera. That's where that will be housed.

13 And the reason that building is located
14 where it is and why I wanted to mention the gas
15 pipelines is we cannot put a building on top of
16 that easement; and so by staying in basically the
17 same alignment as the Honda building in a
18 north/south alignment, we avoid encroachment on
19 that easement and avoid any kind of issues with
20 the pipeline company.

21 That does require and one of our requests
22 is to have a reduced setback to our south property
23 line, and that's the reason I wanted to point it
24 out is that's the only place that building can

1 really be unless it's plopped in the dead center
2 of the parking field and vehicle display area over
3 100 feet to the east of the Honda building, and
4 that doesn't make a lot of good sense or a lot of
5 good use for the site.

6 You'll also note immediately to the east
7 at the very south end of the site, we've
8 positioned the trash enclosures so they are
9 basically obscured. They're pretty much out of
10 sight. They'll be protected, and you'll see
11 there's, I believe, two or three of them, three of
12 them right down there.

13 So when vehicles have their tires
14 replaced, they need a temporary place to store
15 them until they get hauled away. That's the kind
16 of area that would be utilized for that.

17 Another thing I want to mention, of
18 course, is what you see here is you don't see the
19 Parcel 2 building. And that's -- as it was said
20 before, that will come in time when the
21 appropriate arrangements are made; but in the
22 meantime, we need as much vehicle display and
23 storage space as we can get.

24 The way this plan that you're looking at

1 today shakes out, we have got almost 1,000 spaces.
2 That's a combination of customer parking, employee
3 parking, and vehicle display parking. So it's
4 going to be a huge improvement for Mr. McGrath as
5 opposed to the facility that he's operating out of
6 today.

7 Let's see here. A comment was made about
8 security, and what you see along the frontage of
9 the site, you see a whole series of dots kind of
10 following the property line there and following
11 the parking area. Those dots are ballards.
12 They'll stand up about 24 inches. They're about 6
13 feet on center.

14 It's security. That way we don't need a
15 fence. We've got a very clear view and a nice
16 view into the site to see the product, to see the
17 store, et cetera, and, yet it is secure. You
18 can't get a vehicle out of there.

19 There are gates that will be deployed at
20 the main entrances. So when the operation is shut
21 down for, you know, a closed day or an evening or
22 whatever, those gates can be closed, completing
23 the security.

24 For the time being with regard to

1 security, the east perimeter of the site and the
2 south perimeter of the site will be fenced.
3 There's no reason to put ballards there because
4 that will be expanded in the future anyway. So we
5 have a fence proposed at that location.

6 Let's talk a little bit about some
7 setbacks. The front pavement -- I mentioned
8 earlier that we will be providing more green space
9 along the north property line, along the Route 64
10 right-of-way. You will see on this drawing that
11 the pavement has been moved south from almost
12 being at the right-of-way line to a point of 15
13 feet off the property -- off the right-of-way
14 line. So it's set back 15 feet.

15 With the only exception being a handful of
16 display pads, and that's what you see sticking out
17 there where some of the more -- the fancy vehicles
18 that you want to be on display can be placed and
19 then pulled back, if needed. So basically for the
20 vast majority of our frontage, you will have a
21 nice 15-foot green belt there.

22 So we've talked about the front-yard
23 setback. The east interior setback at this time,
24 until we develop further to the east, for the

1 parking will be 10 feet, and that's the strip of
2 white that you see along the east property line.

3 The west property line, the west interior
4 line, which is where the access road is, parking
5 is 25 foot and then some away from that property
6 line, and the building at its tightest down near
7 the southwest corner is about 15 feet. That's an
8 existing condition out there. I mean, that's the
9 southwest corner of the existing Mega Center
10 building, and we held true with the maintenance
11 facility at pretty much the same setback there.

12 The rear yard which really deals with the
13 south property line, and we're really focused on
14 the maintenance building there. We are 10 feet at
15 the southeast corner of that maintenance building,
16 and we are well beyond 20 feet for any kind of
17 other pavement or parking facilities.

18 So that's kind of a summary on this site
19 plan to kind of give you an idea of just how
20 things would lay out.

21 And, now, Russ, could we go to sheet 7, a
22 few sheets down, the grading plan, please. There
23 you go.

24 Okay. Just a couple things to point out

1 here. I don't want to get too technical, but the
2 grading is designed to follow the existing
3 conditions. Drainage out there today flows north
4 to south into that existing detention facility,
5 and it will do the same tomorrow when this is
6 developed.

7 We have designed on both sides of the
8 detention pond -- you see those kind of bubbled
9 areas, I guess, I'd call them. That's an
10 indication of an aggregate material both to the
11 west and to the east of that detention pond.
12 Those are called volume control basins.

13 So we are actually enhancing stormwater
14 management with this development. Those volume
15 control basins provide an element of storage for
16 the first flush of water which is typically the
17 most, quote/unquote, polluted coming off of
18 pavements and rooftops, et cetera. It gives it an
19 opportunity to soak into the ground; and from
20 there, the overflow will take the water into the
21 detention basin.

22 We had to be very careful in the design of
23 those volume control basins because of, believe it
24 or not, the airport. You know, sometimes you see

1 volume control basins that -- I hate to use the
2 word, but it's the easiest word to understand,
3 they look like a swamp, all kinds of plant
4 material growing up in there.

5 We can't do that here because one of the
6 things we have to be very careful of is attracting
7 wildlife anywhere near a runway. They don't go
8 together. So we'll have an aggregate base in
9 those two volume control basins.

10 The parking and the design for this
11 pavement elevation in the eastern portion of the
12 site where the future building will be, we've
13 taken that into account. If you were to follow
14 those contours, you'd see we lifted that area a
15 little bit so as to almost create the semblance of
16 a pad, which will make it a lot easier come the
17 second phase or the second building out on the
18 site. That's a quick review of the grading.

19 Russ, could you go one sheet down to the
20 utility plan, please. Thank you.

21 Okay. Just a couple things on utilities.
22 Fortunately, we have available to us or will have
23 available to us in the near term ample utilities
24 but at significant -- at significant expense,

1 quite frankly. The sanitary sewer that will
2 connect and serve the Mega Center building and be
3 extended further east for Phase 2 and Phase 3 will
4 pick up where the -- where what's called the
5 resort or Pheasant Run resort redevelopment sewer
6 terminates, and that will be near the southwest
7 corner of the Honda building.

8 And we will pick that sewer up at that
9 point, deliver service to both the Honda building
10 and the maintenance building, and then extend an
11 8-inch sewer through, as you can see, kind of the
12 southern end of the parking lot in an east/west
13 direction all the way over to terminate for now at
14 the 8 1/2 acre maintenance parcel. So eventually,
15 that will be extended further and service the
16 entire PUD.

17 There's a 12-inch water main within
18 Route 64. It's a City of St. Charles water main,
19 and that 12-inch main is on the south side of 64,
20 and it terminates just to the west of our
21 signalized intersection in the parkway there.

22 We have to pick that water main up, extend
23 it to the east, wrap it around the intersection
24 there. We're trying to avoid and minimize

1 interference with signal loops, et cetera.

2 So we kind of bend it down and around, but
3 it will extend along our frontage all the way to
4 the east end or northeast corner of the site; and
5 from that, we will be extending an 8-inch water
6 main south to service the future Parcel 2 building
7 and an 8-inch water main extending south along the
8 east side of that access road, kind of between the
9 access road and the Honda building.

10 And that will serve the Honda facility,
11 the maintenance facility, and it will stub to the
12 south end of the site under the presumption that
13 the DAA property when that develops, they will
14 pick that up and continue it through ultimately
15 completing some significant water main loops.

16 We will be putting more storm sewer out in
17 this parking lot than was ever there before.
18 Quite frankly, there is precious little, if any,
19 out there today.

20 We will be doing the proper things to
21 drain this site without resulting in situations
22 that could promote slip and fall with ice
23 accumulation. So we will grab that water before
24 allowing it to sheet all the way from 64 south

1 across the lots.

2 And another element of costly but
3 necessary improvements that will be incorporated
4 with this project is the service from St. Charles
5 electric.

6 We are responsible to build twin 5-inch
7 conduits from well east of this site. It's
8 actually on the frontage of the 8-acre piece. We
9 will extend those conduits westward along all of
10 our frontage and then south on the west side of
11 the Honda building to the transformer. So
12 effectively this PUD will receive City of
13 St. Charles electric service.

14 And now, Russ, could you go -- you're
15 going to have to skim a number of sheets. Just go
16 to the architectural -- there's a one-page
17 architectural elevational sheet, and I'll just
18 make a couple comments on that. There you go.
19 Thank you.

20 Okay. As you can see on this exhibit,
21 this was done by the architect, Simon Architects;
22 and what they've done -- the top exhibit is the
23 north elevation. That's the one you'll see
24 driving by along Main Street or 64. That is the

1 whole new front end that I mentioned before.

2 It will have a nice identifier for the
3 entrance to the building, pretty much dead center
4 where you see that darker T-shaped amenity, and
5 you'll also see a lot of glass. So that will
6 allow visibility both in and out; and, again,
7 people coming into the site, people driving past
8 the site, et cetera, will be able to see into the
9 building and find that it's very attractive.

10 The service center entrances are on the
11 east side of the building. That is the third
12 elevation from the top of the page there. It says
13 "East Elevation." You will see on the right-hand
14 side there, that's where the service doors are;
15 and so there, again, it works well with the
16 parking field and the drive access to get in and
17 out of those particular bays.

18 All in all, we think this is a great reuse
19 of an existing structure with a lot of
20 enhancements; and one thing here and I'm not
21 educated to talk about it, but I do know that this
22 building is -- it's the intent to incorporate
23 geothermal facilities in this building, and I find
24 that to be amazing and look forward to seeing that

1 work. But Mr. McGrath has a lot of experience in
2 that and intends, I believe, to deploy that here.

3 So that's kind of a quick overview of the
4 various elevations. The other elevations I didn't
5 touch about, the west elevation at the bottom of
6 the page. That is what fronts the north/south
7 access road on the west side of the site; and, of
8 course, the south elevation, the one -- the second
9 one down from the top of the page.

10 That is, as it's suggesting, it's the
11 south end of the building, and there is a driveway
12 between that south elevation and the maintenance
13 facility further to the south.

14 And with that, I'd be happy to answer
15 questions as they come up, but I think if it's
16 okay, I'd like to turn the floor to Bill Ferguson
17 to touch base on some of the landscaping items.

18 MR. McGRATH: Bob, If I can just interject
19 a couple things.

20 MR. GUDMUNDSON: Please.

21 MR. McGRATH: The elevations that are
22 currently up on the diagram, we're completely
23 reskinning the building. We're taking off all the
24 old metal, putting a nicer color up that goes with

1 the lower brick. We're putting a brick face on
2 the bottom. I think it goes up 8 feet.

3 And that second elevation down, that
4 venting on the left is gone. That's the old air
5 conditioning system that was in the current
6 building. That's already been demoed out, and
7 it's out of the building.

8 A lot of the building itself is really
9 beat up from the golf balls. It looks like it was
10 in a horizontal hail storm, especially on the west
11 side. So it will all be -- it will look like a
12 brand new building when we're done, and it will be
13 repurposed very nicely, so.

14 MR. GUDMUNDSON: Thanks for bringing that
15 up. That's important. No, I think it's going to
16 look wonderful. Great. Well, thank you.

17 And then if okay, Bill.

18 MR. FERGUSON: Greetings, everyone. My
19 name is Bill Ferguson. I'm a landscape architect
20 with Daniel Weinbach and Partners. We're out of
21 Chicago.

22 So if we can get to the landscape plan
23 real quick, I can take us through it pretty
24 quickly, I think.

1 So this plan, and although it looks like
2 it's a very simple site to landscape, it
3 actually -- it's very difficult because there were
4 a lot of physical constraints that we had to deal
5 with.

6 So I'll start along North Avenue.
7 Currently, there are some existing overhead
8 utility wires, and they're pretty low. This
9 prevents us from putting any shade trees across
10 the front of the site because eventually the shade
11 trees would conflict with the wires, and they'd be
12 chopped into undesirable forms.

13 Additionally, the salt spray that's along
14 North Avenue is pretty significant. So that kind
15 of limits are plant choices along there.

16 We selected an ornamental tree to line the
17 front. We think that that's the appropriate tree
18 because it would be low enough to stay away from
19 the wires. And the one we picked is ivory silk
20 lilac. This tree lilac is a species that is both
21 very salt tolerant and very wind tolerant. So it
22 makes the ideal species for along that frontage.

23 Additionally, along the front requires
24 screening. We're providing a shrub hedge that's

1 just north of the parking lot. The owner, Gary,
2 had requested that this hedge be evergreen, and I
3 think that's a great idea. So we're specifying a
4 sea green juniper.

5 I know that the village has a requirement
6 for a 30-inch screen. This juniper does reach the
7 30 inch pretty quickly, so it will be an effective
8 screen. The salt tolerant junipers are also wind
9 and salt tolerant. So it will be an ideal
10 solution for -- a plant choice for that location.

11 To add interest across the front, around
12 the sign, and in the entrance drive, we've added
13 other plants, such as bush honeysuckle, spiraea,
14 feather reed grass, and day lilies that will bloom
15 all summer.

16 On the east side of the property line,
17 we're not providing any landscaping at this
18 portion other than seeding because it wouldn't
19 make sense with the future development because all
20 those trees would be gone. So that will just be
21 seeded for now and then be ready for development
22 later.

23 Along the west property line or west
24 perimeter along the access road, we have a row of

1 shade trees that will be spaced at a pretty good
2 spacing to provide just some, like, parkway tree
3 character along that street.

4 On the south end of the site, we called
5 for long grass, once again. Typically, like Bob
6 said, we would probably treat this area with a
7 native seeding; but given the airport's desire to
8 not have anything like that because they don't
9 want anything that will attract things like
10 squirrels or mice, that would then in turn attract
11 birds of prey.

12 The request was to go ahead and have it
13 just seeded. So I was specifying what we refer to
14 as a low-maintenance seed along that area. It
15 would be like a no mow. Something that keeps a
16 very low height naturally but would be maintained.
17 It would be constantly cut, just perhaps not as
18 often.

19 And then I should have pointed out that
20 the other seeding that we have along North Avenue,
21 that's a very salt tolerant seed mix. These are
22 both IDOT seed mixes. So they're tested and true.

23 There are some existing trees down on the
24 south portion of the site too. We'll be keeping

1 as many as we can, but we don't want to have too
2 many because we know, once again, the trees
3 attract the birds. The birds conflict with the
4 planes. So it's kind of a tricky situation.

5 Then I wanted to just mention at the front
6 of the building, we took the advice of one of the
7 comments that came back later from one of
8 commissioners about having some pavers. We think
9 that that would be really nice. It would really
10 enhance the entrance to the building. So we're
11 putting in some pavers there; and also per those
12 comments, we're adding some more green space. I
13 agree that that's a very nice touch across the
14 front of the building.

15 Currently, we're showing an evergreen
16 hedge. And then in all of those islands across
17 the front, we're showing low-spreading deciduous
18 shrubs, a native plant again and it will
19 provide -- those are very salt tolerant too. So
20 it will provide a good durable face cover for
21 those parking lot islands.

22 And we also have a long strip in front of
23 building 2, and I think that's kind of necessary
24 for places to put snow in winter when you want to

1 clear the walks effectively.

2 So that's pretty much it. The landscape
3 plan is very simple. We've gone with tested and
4 true plants, ones that are very hardy, very salt
5 tolerant, a good majority of them are native which
6 we like to use whenever we can. But more
7 importantly, it's very efficient, and it will be
8 an easy to maintain landscape that has a very high
9 quality curb appeal.

10 MR. BAZOS: Bill, thank you. Thanks for
11 that.

12 MR. FERGUSON: You're welcome.

13 MR. BAZOS: Let me wrap up quickly then
14 and just embellish something that both Bob
15 Gudmundson and Bill just said.

16 I represented Gary when we acquired this
17 site from the resort owner and also negotiated
18 with the airport and its counsel on the access
19 easement and on the easement that affects this
20 pond that you see at the south side of our site.

21 The DuPage Airport Authority has the right
22 to review and has to approve the landscaping that
23 we install around that pond for the reasons
24 stated. They are just extremely concerned that

1 nothing be done to attract birds, and so, you
2 know, regardless of what we might always like to
3 do, our hands are a bit tied here as well.

4 In any event, beyond that we hope that you
5 agree that our testimony establishes that we meet
6 the requirements for a special use and planned
7 development and that we comply with your
8 comprehensive plan.

9 It wasn't mentioned, frankly, it was at
10 your concept review, at the northeast corner of
11 Parcel 3, which is not on this slide, we're also
12 prepared to put a welcome to St. Charles sign, a
13 fixed sign there. We talked about that, although
14 it would be much lower in profile.

15 So with that, Commissioners, we are ready
16 to answer your questions, and we would certainly
17 hope for your recommendation. Thank you.

18 CHAIRMAN WALLACE: Okay. Thank you.

19 Plan Commissioners, questions?

20 (No response.)

21 CHAIRMAN WALLACE: All right. Anything
22 from the public?

23 MS. HITZEMANN: No.

24 CHAIRMAN WALLACE: All right. If everyone

1 feels that they have enough information to able to
2 make a recommendation, then a motion to close the
3 public hearing will be in order.

4 VICE CHAIRMAN KESSLER: So moved.

5 MEMBER PRETZ: I'll second. This is Tom.

6 CHAIRMAN WALLACE: Okay. That was Tim and
7 Tom Pretz.

8 Tim, roll call.

9 VICE CHAIRMAN KESSLER: Becker.

10 Member Becker: Yes.

11 VICE CHAIRMAN KESSLER: Funke.

12 MEMBER FUNKE: Yes.

13 VICE CHAIRMAN KESSLER: Pretz.

14 MEMBER PRETZ: Yes.

15 VICE CHAIRMAN KESSLER: Holderfield.

16 MEMBER HOLDERFIELD: Yes.

17 VICE CHAIRMAN KESSLER: Vargulich.

18 MEMBER VARGULICH: Yes.

19 VICE CHAIRMAN KESSLER: Wallace.

20 CHAIRMAN WALLACE: Yes.

21 VICE CHAIRMAN KESSLER: Kessler, yes.

22 CHAIRMAN WALLACE: All right. The public
23 hearing is closed. Do we have a motion?

24 VICE CHAIRMAN KESSLER: I'd make a motion

1 to recommend approval for the McGrath Business
2 Center, recommendation for approval to the
3 Planning and Development Committee for 4075 East
4 Main Street, 4075 East Main, LLC, application for
5 special use for PUD and application for a PUD
6 preliminary plan.

7 MEMBER FUNKE: I'll second.

8 CHAIRMAN WALLACE: Okay. That was Funke
9 that seconded.

10 MEMBER PRETZ: Tim, is that subject to
11 outstanding staff comments?

12 VICE CHAIRMAN KESSLER: On resolution of
13 all outstanding staff comments.

14 CHAIRMAN WALLACE: All right. So the
15 motion is for approval subject to resolution of
16 outstanding comments.

17 Funke, do you agree?

18 MEMBER FUNKE: I agree.

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

21 (No response.)

22 CHAIRMAN WALLACE: Okay. Tim.

23 VICE CHAIRMAN KESSLER: Becker.

24 MEMBER BECKER: Yes.

1 VICE CHAIRMAN KESSLER: Funke.
2 MEMBER FUNKE: Yes.
3 VICE CHAIRMAN KESSLER: Holderfield.
4 MEMBER HOLDERFIELD: Yes.
5 VICE CHAIRMAN KESSLER: Pretz.
6 MEMBER PRETZ: Yes.
7 VICE CHAIRMAN KESSLER: Vargulich.
8 MEMBER VARGULICH: Yes.
9 VICE CHAIRMAN KESSLER: Wallace.
10 CHAIRMAN WALLACE: Yes.
11 VICE CHAIRMAN KESSLER: Kessler, yes.
12 CHAIRMAN WALLACE: All right. Thank you.
13 That concludes Item 7.
14 Thank you, gentlemen. Good luck.
15 MR. BAZOS: Thank you very much.
16 CHAIRMAN WALLACE: Any additional business
17 from Plan Commission members? Staff?
18 (No response.)
19 CHAIRMAN WALLACE: All right. We have
20 upcoming meetings. The next one I see location
21 TBD.
22 MR. COLBY: That meeting is likely to be
23 canceled.
24 CHAIRMAN WALLACE: Okay. So it's likely

1 our next meeting will be March 2nd.

2 MR. COLBY: Correct.

3 CHAIRMAN WALLACE: Okay. All right. Is
4 there a motion to adjourn?

5 MEMBER FUNKE: I'll make that motion.

6 VICE CHAIRMAN KESSLER: So moved.

7 CHAIRMAN WALLACE: Okay. Funke and
8 seconded by Kessler. All in favor.

9 (Ayes heard.)

10 CHAIRMAN WALLACE: All right. This
11 meeting of the St. Charles Plan Commission is
12 adjourned at 9:15 p.m. Thank you.

13 (Off the record at 9:15 p.m.)
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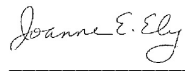
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CERTIFICATE OF SHORTHAND REPORTER

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 9th day of February, 2021.

My commission expires: May 16, 2024



Notary Public in and for the
State of Illinois