

**AGENDA ITEM EXECUTIVE SUMMARY**

Agenda Item number: 4a

Title:

Plan Commission recommendation to approve a Special Use for Car Wash Facility for Wash-U Car Wash, Lot 3 Buona St. Charles Subdivision.

Presenter:

Russell Colby

Meeting: Planning & Development Committee

Date: September 12, 2016

Proposed Cost: N/A

Budgeted Amount: N/A

Not Budgeted: **Executive Summary** *(if not budgeted please explain):*

The Planning & Development Committee reviewed and tabled this item on 8/8/16.

Car Wash Development LLC is requesting Special Use approval to allow development of a car wash called Wash-U on Lot 3 of the Buona St. Charles Subdivision.

The applicant has submitted a slightly modified site plan based on comments provided at the last P&D Committee meeting. Changes include shifting the building further east to allow for greater distance between the Rt. 64 access point and the car wash exit and addition of a one-way exit lane at the south end of the vacuum stalls. A traffic study has also been submitted and is provided with the packet materials.

Note that the scope of a Special Use review is limited to assessing whether the proposed land use at the site, based on the site plan and supplementary information submitted, meets the list of Findings of Fact for Special Use (as listed in the attached Plan Commission resolution).

Plan Commission Review

The Plan Commission held a public hearing on the Special Use on 8/2/16. The Commission voted 6-1 to recommend approval.

Attachments *(please list):*

Plan Commission Resolution, Staff Report, Application and Plans, Traffic Study

Recommendation/Suggested Action *(briefly explain):*

Plan Commission recommendation to approve a Special Use for Car Wash Facility for Wash-U Car Wash, Lot 3 Buona St. Charles Subdivision.

Community & Economic Development
 Planning Division

Phone: (630) 377-4443
 Fax: (630) 377-4062



Staff Report

TO: Chairman Todd Bancroft
 And the Members of the Planning & Development Committee

FROM: Ellen Johnson, Planner

RE: Special Use for a Car Wash – Lot 3 Buona St. Charles Subdivision

DATE: September 2, 2016

I. APPLICATION INFORMATION:

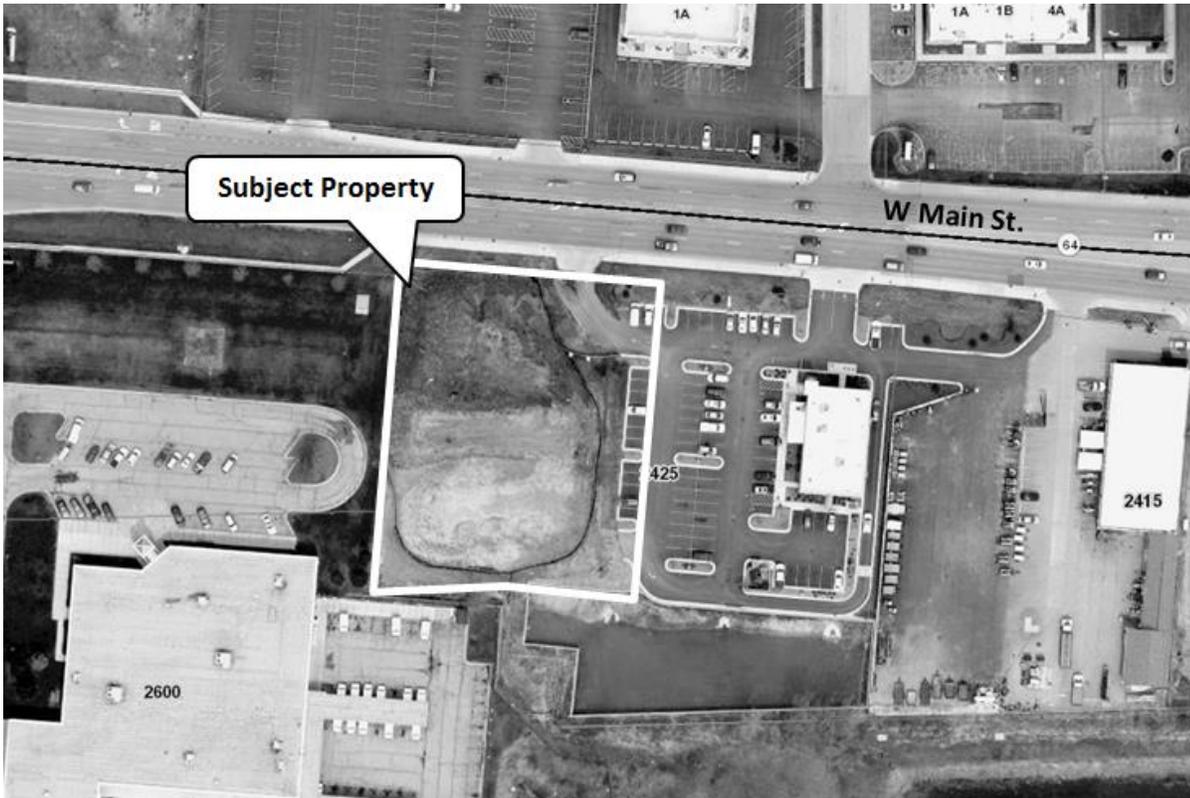
Project Name: Wash-U Car Wash

Applicant: Car Wash Development LLC

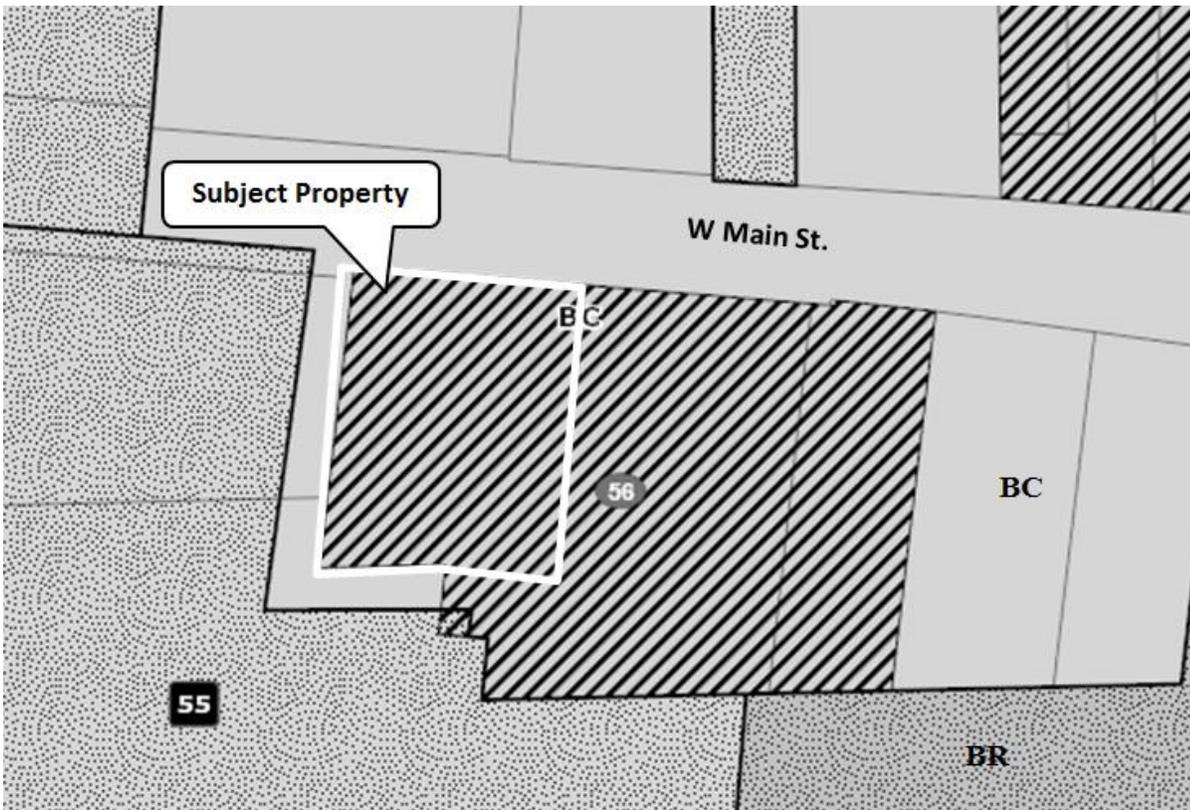
Purpose: Review Special Use application to allow development of a Car Wash on the vacant lot directly west of Buona Beef, 2425 W. Main St.

General Information:		
Site Information		
Location	Vacant lot west of Buona Beef	
Acres	1.08 acres	
Applications	Special Use for a Car Wash	
Applicable Ordinances and Zoning Code Sections	17.14 Business and Mixed Use Districts 17.24 Off Street Parking, Loading & Access	
Existing Conditions		
Land Use	Vacant	
Zoning	BC- Community Business & Special Use for a Restaurant Drive-Thru	
Zoning Summary		
North	BC Community Business	St. Charles Bowl, Multi-tenant retail
East	BC- Community Business/Special Use	BuonaBeef with Drive-Thru
South	BC- Community Business	US Post Office, detention pond
West	BC- Community Business/PUD	US Post Office
Comprehensive Plan Designation		
Corridor/Regional Commercial		

Aerial



Zoning



II. BACKGROUND

A. PROPERTY HISTORY

The subject property is the vacant lot directly west of Buona Beef at 2425 W. Main St. The property was formerly part of the Deck Yard business. In 2014 under Ordinance No. 2014-Z-15, the City approved the Buona St. Charles Subdivision which resubdivided the Deck Yard property into three lots: Lot 1 for the Rental Max property, Lot 2 for Buona Beef, and Lot 3 for a future commercial use.

Also approved under Ordinance No. 2014-Z-15 was a Special Use for a drive-through restaurant for the Buona Beef on Lot 2 and a drive-through facility for an unidentified restaurant user on Lot 3. The site plan associated with the Special Use approval showed a two-unit, 7,000 sf building on Lot 3 with the restaurant drive-through along the east side of the building.

Development of the Buona Beef lot (Lot 2) was completed in 2015. Lot 3 remains undeveloped.

B. PROPOSAL

Car Wash Development LLC, applicant, is under contract to purchase Lot 3. They are proposing to develop a car wash on the property called Wash-U. The proposal includes the following:

- A 4,525 sf building for an automatic car wash with a single service bay.
- Car wash stacking spaces for 31 vehicles along the west side of the building with the service bay on the south side.
- 11 vacuum stations.
- Relocation of the Rt. 64 access point approx. 30 ft. west, per the approved Buona St. Charles Plat of Subdivision.
- Removal of 12 existing parking spaces along the east property line.

The applicant has submitted a slightly modified site plan based on comments provided at the August P&D Committee meeting, at which the item was tabled. The following changes have been made:

- The building has been shifted further east to allow for greater distance between the Rt. 64 access point and the car wash exit
- The vacuum stations have been flipped so they are adjacent to the building instead of across the drive aisle from the building.
- A one-way cross access lane has been added at the southeast corner for vehicles to exit the site from the car wash stacking lane or the vacuum stations.

II. ANALYSIS

Staff has performed an analysis of the Special Use for Car Wash application materials and site plan for conformance with all relevant zoning requirements:

A. LAND USE

The property is zoned BC Community Business District. A Car Wash is a Special Use in the BC district, meaning that the use may be acceptable if established in an appropriate manner and location with the zoning district.

B. CAR WASH STANDARDS

The table below compares the proposal with the requirements of **Section 17.24.100 Drive-Through Facilities**. The proposal conforms to all requirements.

	Zoning Ordinance Standard	Proposed
Stacking Spaces (Automatic Car Wash)	10 per bay	31 (14 if in a single line)
Stacking Space Size	9' x 20'	9' x 20'
Screening	Concealed from view from public streets to greatest extent possible	Concealed due to location at the interior side (west) and rear of the building
Obstruction of Required Spaces	Cannot obstruct access to required parking spaces	Will not obstruct access to required parking spaces
Ingress/Egress Obstruction	Location of stacking spaces cannot obstruct ingress/egress to the site or interfere with vehicle circulation	Ingress/egress will not be obstructed and stacking will not interfere with vehicle circulation

C. ZONING STANDARDS

The table below compares the proposed site plan with the bulk requirements of the BC Community Business district per **Table 17.14-2 Business and Mixed Use Districts Bulk Regulations**. The proposal meets all applicable requirements.

	BC District	Proposed
Min. Lot Area	1 acre	1.080 acre
Building Setbacks:		
<i>Front</i>	20 ft.	68 ft.
<i>Side</i>	10 ft.	104' 10" (west); 52 ft. (east)
<i>Rear</i>	30 ft.	39' 10"
Parking/Paving Setbacks:		
<i>Front</i>	20 ft.	20 ft.
<i>Interior Side</i>	0 ft.	10' 8" (west); 2' 6" ft. (east)
<i>Rear</i>	0 ft.	3 ft.
Max. Building Gross Floor Area	75,000 sf	4,525 sf
Max. Building Coverage	40%	9.6%
Max. Building Height	40 ft.	30 ft.
Parking Stall Size	9 x 18 ft. (9 x 16 with 2 ft. overhang where stalls abut green space)	9 x 16 ft. with 2 ft. overhang
Drive-Aisle Width	24 ft.	24 ft.
Parking/Stacking Requirement	2 parking spaces 10 stacking spaces	13 parking spaces* 31 stacking spaces (14 if in a single line)

*There are 12 existing parking spaces along the east property line that were constructed when the Buona Beef lot was developed. These spaces were shown as part of the site plan approved for the Drive-Through Facility on the subject property and were required to meet the parking requirement for the restaurant/retail uses anticipated for the site. However, these 12 spaces are not needed for the Car Wash due to a much lower parking requirement for this use. The Buona Beef lot has a sufficient number of parking spaces to meet the requirement for that property.

D. LANDSCAPING

The site plan indicates that all landscaping requirements of **Ch. 17.26 Landscaping and Screening** will be met, including overall percentage of the site devoted to landscaping, building foundation landscaping, street frontage landscaping, and parking lot screening. A landscape plan specifying the types and sizes of plantings will be reviewed at the time of building permit.

E. BUILDING ELEVATIONS

Building elevations will be reviewed at the time of building permit. The building will be subject to the design standards included in **Ch. 17.06 Design Review Standards and Guidelines**.

F. TRAFFIC STUDY

The applicant has submitted a memorandum prepared by KLOA, Inc., dated 9/7/16, which provides an analysis of site access and circulation for the proposed development. The memo provides information regarding estimated vehicle trips to be generated and evaluates the site access, internal circulation, on-site stacking, and cross-access. Conclusions and recommendations are provided on page 11-12 of the memo. The only recommended additions/modifications are in regards to on-site wayfinding and traffic control signage.

IV. PLAN COMMISSION RECOMMENDATION

The Plan Commission held a public hearing on the Special Use on 8/2/16. The Commission voted 6-1 to recommend approval of the Special Use.

Staff has found the application materials to be complete. Upon resolution of outstanding staff comments, the proposal has the ability to meet City Code requirements.

V. ATTACHMENTS

- Application for Special Use; received 6/22/16
- Revised Site Plan; dated 8/29/16
- Site Plan reviewed at the 8/8/16 P&D meeting
- Site Access & Circulation Study; KLOA, Inc.; dated 9/7/16
- Final Plat of Subdivision Buona St. Charles

CITY OF ST. CHARLES

TWO EAST MAIN STREET
ST. CHARLES, ILLINOIS 60174-1984



COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

PHONE: (630) 377-4443 FAX: (630) 377-4062

SPECIAL USE APPLICATION

(To request a Special Use or Amendment, or a Special Use for PUD or Amendment)

For City Use	
Project Name:	<u>Wash-U special use</u>
Project Number:	<u>2016 -PR- 0060</u>
Application Number:	<u>2016 -AP- 019</u>



To request a Special Use for a property, or to request to amend an existing Special Use Ordinance for a property, complete this application and submit it with all required attachments to the Planning Division.

City staff will review submittals for completeness and for compliance with applicable requirements prior to establishing a public hearing date for an application.

The information you provide must be complete and accurate. If you have a question please call the Planning Division and we will be happy to assist you.

1. Property Information:	Location:	<u>Lot 3 2425 W. Main St.</u>	
	Parcel Number (s):	<u>09-29-481-001</u>	
	Proposed Name:	<u>Wash-U</u>	
2. Applicant Information:	Name	<u>Car Wash Development LLC</u>	Phone <u>630.333.7298</u>
	Address	<u>635 Butterfield Rd Suite 145 Oak Brook Terrace, IL 60181</u>	Fax
			Email <u>Craig@CarWashPartners.com</u>
3. Record Owner Information:	Name	<u>St. Charles Main Street Partners Lot 3, LLC</u>	Phone <u>708.366.0550</u>
	Address	<u>418 Clinton Place River Forest, IL 60305</u>	Fax <u>708.366.8815</u>
	Attn: Tim Hague		Email <u>thague@keystonventuresllc.com</u>

Please check the type of application:

- Special Use for Planned Unit Development - PUD Name:** _____
 - New PUD
 - Amendment to existing PUD- Ordinance #: _____
 - PUD Preliminary Plan filed concurrently

- Other Special Use (from list in the Zoning Ordinance):** _____
 - Newly established Special Use Car Wash Facility
 - Amendment to an existing Special Use Ordinance #: _____

Information Regarding Special Use:

Comprehensive Plan designation of the property: Corridor / Regional / commercial

Is the property a designated Landmark or in a Historic District? NO

What is the property's current zoning? BC

What is the property currently used for? vacant

If the proposed Special Use is approved, what improvements or construction are planned?

Express Car Wash Facility (attended with Employees during operating hours) and Customer self-serve vacuum stations

For Special Use Amendments only: N/A

Why is the proposed change necessary?

What are the proposed amendments? (Attach proposed language if necessary)

Note for existing buildings:

If your project involves using an existing building, whether you plan to alter it or not, please contact the St. Charles Fire Department (630-377-4458) and the Building and Code Enforcement Division (630-377-4406) for information on building, life safety and other code requirements. Depending on the proposed use, size of structure and type of construction, these requirements can result in substantial costs.

Attachment Checklist:

If multiple zoning or subdivision applications will be submitted concurrently, do not submit duplicate checklist items or plans. Fee must be paid for each application.

APPLICATION FEE:

Application fee in accordance with Appendix B of the Zoning Ordinance. (Special Use for PUD \$1,000; all other Special Use requests \$750)

REIMBURSEMENT OF FEES AGREEMENT:

An original, executed Reimbursement of Fees Agreement and deposit of funds in escrow with the City, as provided by Appendix B of the Zoning Ordinance.

REIMBURSEMENT OF FEES INITIAL DEPOSIT:

Deposit of funds in escrow with the City. Required deposit is based on review items (number of applications filed) and the size of the site:

Number of Review Items	Under 5 Acres	5-15 Acres	16-75 Acres	Over 75 Acres
1	\$1,000	\$2,000	\$3,000	\$4,000
2 or 3	\$2,000	\$4,000	\$5,000	\$7,000
4 or more	\$3,000	\$5,000	\$7,000	\$10,000

PROOF OF OWNERSHIP and DISCLOSURE:

- a) A current title policy report; or
- b) A deed and a current title search.

If the owner is not the applicant, an original letter of authorization from the owner permitting the applicant to act on his/her behalf is required. If the owner or applicant is a Trust, a disclosure of all beneficiaries; if the owner or applicant is a Partnership, a disclosure of all partners; if the owner or applicant is a Corporation, a disclosure of all owners with an interest of at least ten percent (10%).

NOTE: Private covenants and deed restrictions can limit private property rights with respect to the use of land even though the City's Zoning Ordinance may authorize the use or a less restrictive use. We strongly advise that you perform a title search on the property to determine if there any private covenants containing use restrictions or other deed restrictions. As those private covenants and deed restrictions may conflict with the City's Zoning Ordinance, it is further recommended that you consult with an attorney to obtain an opinion with respect to whether your intended use is compatible with those restrictions.

LEGAL DESCRIPTION: For entire subject property, on 8 1/2 x 11 inch paper

PLAT OF SURVEY:

A current plat of survey for the Subject Realty showing all existing improvements on the property, prepared by a registered Illinois Professional Land Surveyor.

FINDINGS OF FACT:

Fill out the attached forms or submit responses on a separate sheet (*Submit "Criteria for PUD" for any PUD application; "Findings for Special Use" for all other Special Use applications.*)

LIST OF PROPERTY OWNERS WITHIN 250 FT.:

Fill out the attached form or submit on a separate sheet. The form or the list must be signed and notarized.

❑ **SOIL AND WATER CONSERVATION DISTRICT APPLICATION:** *N/A - Previously Completed*

Copy of completed Land Use Opinion application as required by state law, as submitted to The Kane-Dupage Soil and Water Conservation District. <http://www.kanedupageswcd.org/>

Submit the application form and fee directly to the Kane-DuPage Soil and Water Conservation District. Provide a copy with this application.

❑ **ENDANGERED SPECIES REPORT:** *N/A - Previously completed*

Copy of Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural Resources. <http://dnr.illinois.gov/EcoPublic/>

Fill out the online form, print the report and submit with this application.

❑ **TRAFFIC STUDY:** If requested by the Director of Community Development.

Staff will advise you whether a traffic study is recommended based on the project. Regardless, the Plan Commission or City Council may request a traffic study as a part of the review process.

☑ **PLANS:**

All required plans shall be drawn on sheets no larger than 24" x 36", unless the Director of Community Development permits a larger size when necessary to show a more comprehensive view of the project. All required plans shall show north arrow and scale, and shall be drawn at the same scale (except that a different scale may be used to show details or specific features). All plans shall include the name of the project, developer or owner of site, person or firm preparing the plan, and the date of plan preparation and all revisions.

Copies of Plans:

Initial Submittal - Ten (10) full size copies, Three (3) 11" by 17", and a PDF electronic file (On a CD-ROM or may be emailed to the Project Manager). For subsequent submittals, please contact the Project Manager to determine how many copies are required.

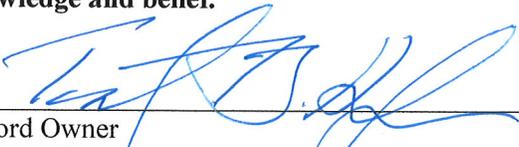
❑ **SITE PLAN (Note: For a Special Use for PUD, submit PUD Preliminary Plan Application in lieu of Site Plan)**

A plan or plans showing the following information:

1. Accurate boundary lines with dimensions
2. Streets on and adjacent to the tract: Name and right-of-way width
3. Location, size, shape, height, and use of existing and proposed structures
4. Location and description of streets, sidewalks, and fences
5. Surrounding land uses
6. Date, north point, and scale
7. Ground elevation contour lines
8. Building/use setback lines
9. Location of any significant natural features
10. Location of any 100-year recurrence interval floodplain and floodway boundaries
11. Location and classification of wetland areas as delineated in the National Wetlands Inventory
12. Existing zoning classification of property
13. Existing and proposed land use
14. Area of property in square feet and acres
15. Proposed off-street parking and loading areas
16. Number of parking spaces provided, and number required by ordinance
17. Angle of parking spaces
18. Parking space dimensions and aisle widths
19. Driveway radii at the street curb line
20. Width of driveways at sidewalk and street curb line

- 21. Provision of handicapped parking spaces
- 22. Dimensions of handicapped parking spaces
- 23. Depressed ramps available to handicapped parking spaces
- 24. Location, dimensions and elevations of freestanding signs
- 25. Location and elevations of trash enclosures
- 26. Provision for required screening, if applicable
- 27. Exterior lighting plans showing:
 - a. Location, height, intensity and fixture type of all proposed exterior lighting
 - b. Photometric information pertaining to locations of proposed lighting fixtures

I (we) certify that this application and the documents submitted with it are true and correct to the best of my (our) knowledge and belief.



Record Owner

32 JUN 2016

Date



Applicant or Authorized Agent

6-22-16

Date

EXHIBIT A
LEGAL DESCRIPTION OF LAND

LOT 3 OF BUONA ST. CHARLES, BEING A SUBDIVISION OF THAT PART OF THE SOUTHEAST $\frac{1}{4}$ OF SECTION 29 AND A PART OF THE NORTHEAST $\frac{1}{4}$ OF SECTION 32, ALL IN TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS.

Address:

Property Index Number: **09-29-481-001**

June 22, 2016

City of St. Charles
Two East Main Street
St. Charles, Illinois 60174-1984

Re: Lot 3 - 2425 W. Main Street, St. Charles, Illinois

Dear City Representatives,

I warrant and represent that, as the owner of the referenced property, we have entered into a Real Estate Purchase and Sale Agreement with Car Wash Development LLC for the sale of Lot 3 – 2425 W Main St, St. Charles, IL, and we acknowledge and consent to Car Wash Development LLC, its agents or a related entity, filing a Special Use Application for the proposed car wash development.

St. Charles Main Street Partners LLC



Timothy B. Hague
Manager

FINDINGS OF FACT – SPECIAL USE

Use this form for all Special Uses, except for PUDs or PUD Amendments

The St. Charles Zoning Ordinance requires the Plan Commission to consider the factors listed below in making a recommendation to the City Council.



As the applicant, the “burden of proof” is on you to show how your proposed Special Use will comply with each of the applicable standards. Therefore, you need to “make your case” by explaining specifically how your project meets each of the following standards.

Car Wash Lot 3 2425 W. Main St.
Project Name or Address

6-22-16
Date

From the Charles Zoning Ordinance, Section 17.04.430.C.2:

No Special Use or amendment to Special Use shall be recommended by the Plan Commission unless it finds that the proposed Special Use or amendment to Special Use will conform with each of these standards. The Plan Commission shall submit its written findings together with its recommendations to the City Council after the conclusion of the Public Hearing, and also may recommend such conditions as it may deem necessary to ensure conformance with these standards.

On the basis of the evidence presented at the public hearing, the Plan Commission shall record its reasons for recommending approval or denial of the petition (findings of fact) in accordance with the following standards:

A. Public Convenience: The Special Use will serve the public convenience at the proposed location.

The development of a highly efficient and environmentally sensitive car wash facility which serves the western side of the market and employs local labor will benefit the community. The facility is constructed of first class materials and incorporates some of the most advanced technology in the industry.

B. Sufficient Infrastructure: That adequate utilities, access roads, drainage and/or necessary facilities have been, or are being, provided.

The site will be fully served by all utilities present at the site and in ROW on the south side of Main St. Utilities have been established at site by Developer in 2015 when developing adjacent parcel - Buona Beef.

C. Effect on Nearby Property: That the Special Use will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood.

The physical property characteristics will allow for onsite queuing of vehicles that is well in excess of code requirements, and will fully serve traffic flow. Exterior noise is minimized by use of the quietest vacuum system in the industry. The facility is a "manned" facility with employees on site during all business hours, contemplated as 7 AM to 8 PM 7 days week.

- D. **Effect on Development of Surrounding Property:** That the establishment of the Special Use will not impede the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

The site was created as a business development parcel the use/development of a car wash will complete the redevelopment of a previously used commercial site.

- E. **Effect on General Welfare:** That the establishment, maintenance or operation of the Special Use will not be detrimental to or endanger the public health, safety, comfort or general welfare.

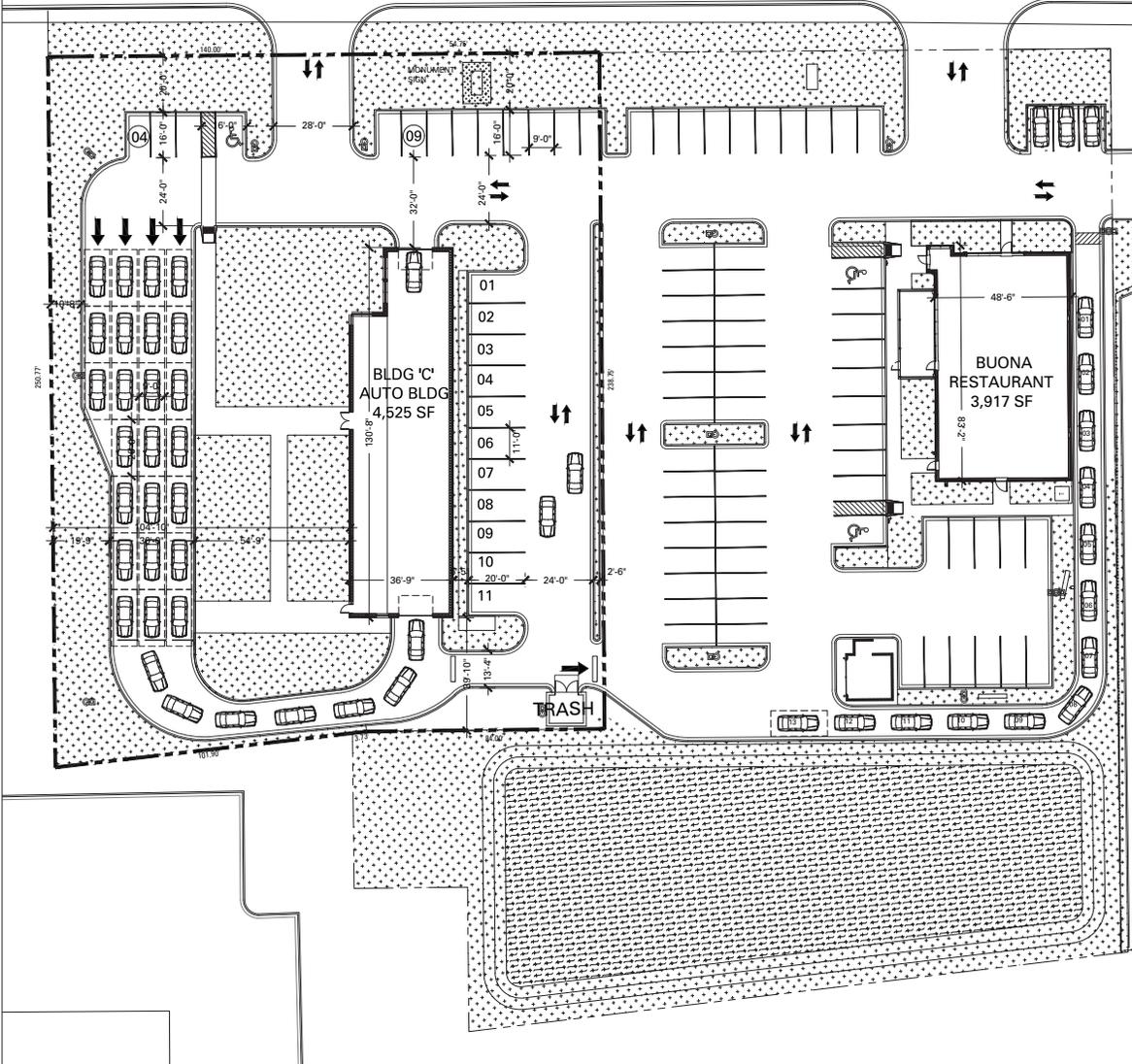
The property & operation are in a business commercial district and generally follow hours of operation of surrounding businesses. The facility will self contain customers & queuing without creating "back ups" into roadways and without creating excessive noise or odor.

- F. **Conformance with Codes:** That the proposed Special Use conforms to all existing Federal, State and local legislation and regulation and meets or exceeds all applicable provisions of this Title, except as may be varied pursuant to a Special Use for Planned Unit Development.

The special use will fully conform with all zoning regulations in the BC Zoning District, as well as all applicable Federal, State and local legislation.

Revised Site Plan

MAIN STREET - IL ROUTE 64



ZONING ANALYSIS			
	ALLOWED / PERMITTED	PROPOSED	COMPLIANCE
ZONING	BC	BC	SPECIAL USE (DRIVE THRU)
LAND USE	EXISTING RETAIL/ SERVICES	AUTOMATIC CAR WASH	SPECIAL USE (DRIVE THRU)
LOT SIZE - LOT 3	MIN 43,560 SF	47,068 sf	YES
BUILDING HEIGHT	40'-0"	30'-0"	YES
MINIMUM FRONT YARD SETBACK	20'-0" BUILDING AND PARKING	20' PARKING	YES
MINIMUM SIDE YARD SETBACK	10'-0" BUILDING	10'-10"	YES
MINIMUM SIDE YARD SETBACK	0'-0" PARKING	10'-8"	YES
MINIMUM REAR YARD SETBACK	30'-0" BUILDING	39'-10"	YES
LANDSCAPE BUFFER YARD (To residential zoned areas)	25'-0" MIN	NA	N/A
MAX BUILDING COVERAGE LOT #3	40%	9.9%	YES
MAX FLOOR AREA LOT #3	75,000SF	4,525 SF	YES

LANDSCAPING REQUIREMENTS			
	REQUIREMENT	PROPOSED	COMPLIANCE
PERIMETER LANDSCAPING	75% WITH LIMITED 20' WIDE AND 1 TREE PER 50' LF	20'-0" WIDE	YES
PARKING LOT ISLANDS	MIN 8'-0" WIDE AND 160 SF	8'-0"	YES
INTERIOR PARKING LANDSCAPING	10% (21,588 X 0.1 = 2,158 SF)	13,100 SF	YES
TOTAL SITE LANDSCAPING	20% (46,868x0.2 = 9,374 SF)	16,441 N.I.C DETENTION	YES
DISTANCE BETWEEN ISLAND	60'-100'	42'-8'	YES
FOUNDATION LANDSCAPING	8'-0" WIDE MIN. BED AND 75% OF FRONT ELEVATION	(54' / 3') 67% FRONT/77% SIDE	YES
SIGN LANDSCAPING	3' FROM SIGN EACH DIRECTION	3' EACH DIRECTION	YES
TRASH ENCLOSURE	TO BE OPAQUE AND GATED WITH 6'-0" CONCRETE APRON	OPAQUE WITH METAL GATE/ 6'-0" CONCRETE APRON	YES
MECHANICAL SCREENING	ALL ROOF OR GROUND MOUNTED TO BE SCREENED	SCREENED/PARAPET	YES

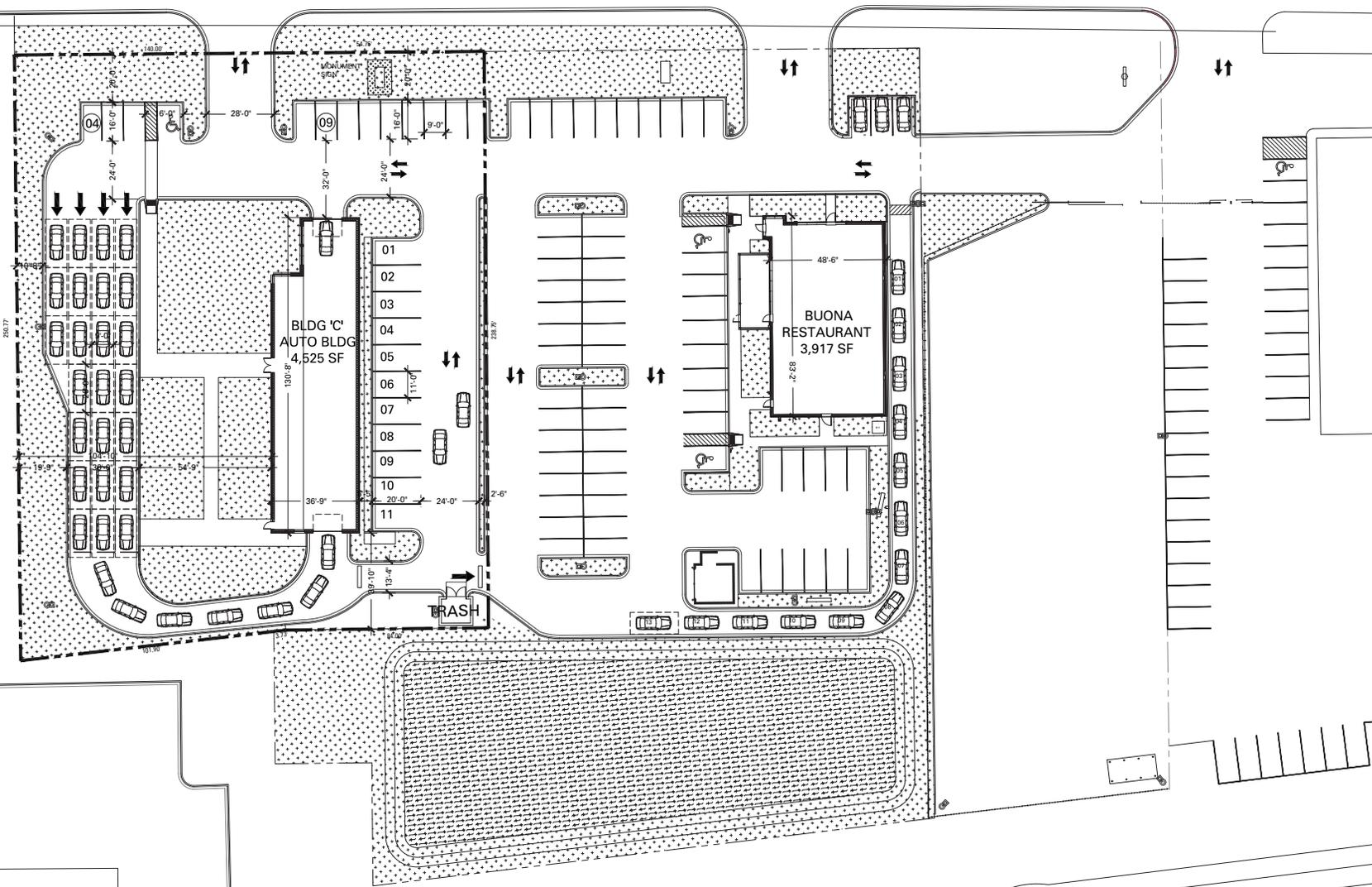
PARKING REQUIREMENTS					
USE	FORMULA	SF	TOTAL REQUIRED	TOTAL PROPOSED	COMPLIANCE
LOT #3 RETAIL	2 PER BAY = 10 STACKING PER BAY	ONE BAY - RETAIL 4,525 SF	2 SPACES	13 SPACES/ 31 STACKING	YES



RETAIL DEVELOPMENT
 AUTO WASH FACILITY
 2425 W MAIN STREET
 ST CHARLES, ILLINOIS 60174
 CURT.

10/22/16	REVISED SITE PLAN
08/22/16	REVISED SITE PLAN
08/17/16	REVISED SITE PLAN
08/16/16	REVISED SITE PLAN
07/29/16	REVISED SITE PLAN
07/28/16	REVISED SITE PLAN
07/27/16	REVISED SITE PLAN
07/26/16	REVISED SITE PLAN
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ST CHARLES, ILLINOIS 60174
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ISSUE DATE: 08.29.16
PROJECT NUMBER: 2688.02
DRAWN BY: PW
CHECKED BY: JH

SITE PLAN



MEMORANDUM TO: Craig Nelson
Car Wash Development, LLC

FROM: William R. Woodward
Senior Consultant

Luay R. Aboona, PE
Principal

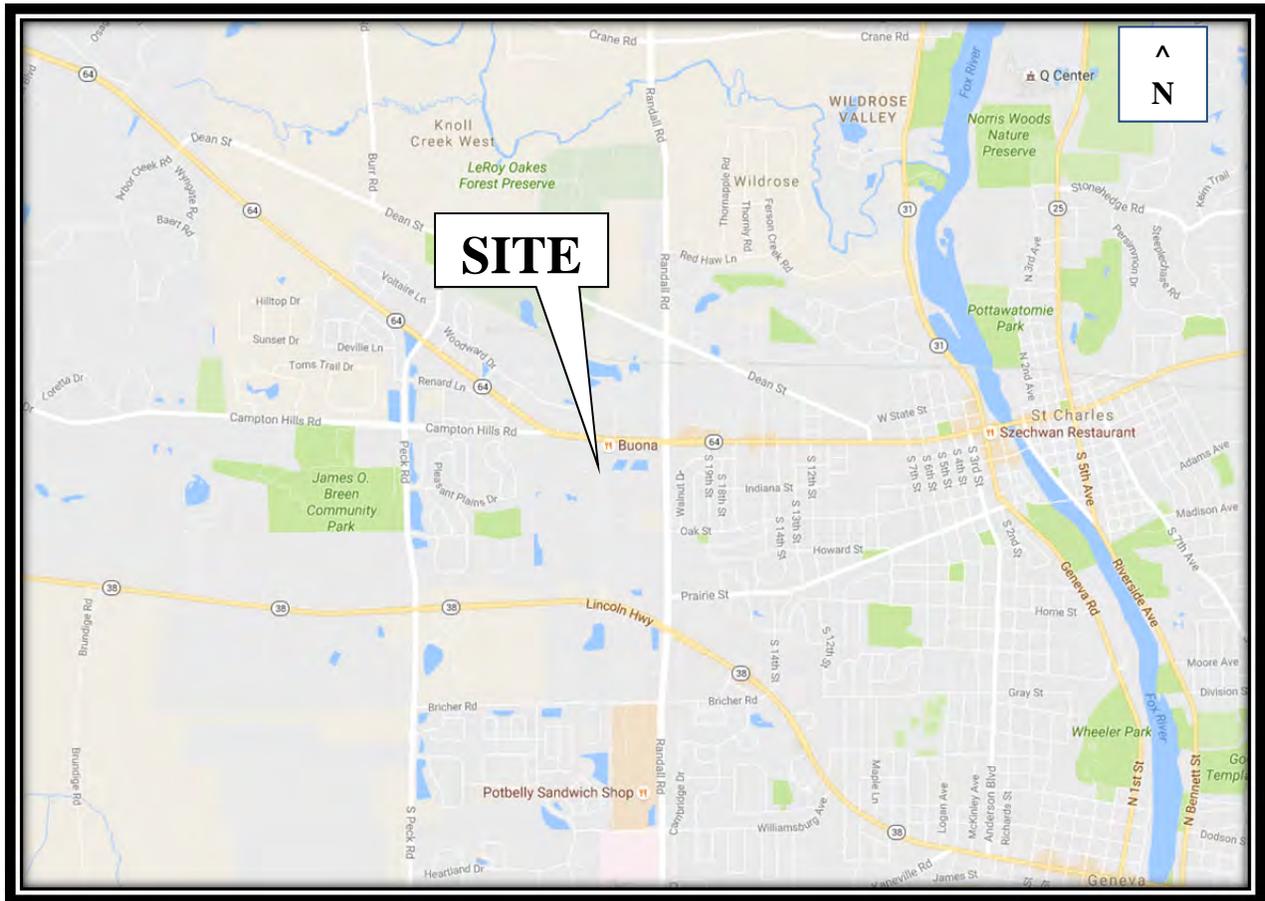
DATE: September 7, 2016

SUBJECT: Site Access and Circulation Study
Proposed Car Wash Development
St. Charles, Illinois

This memorandum summarizes the methodologies, results and findings of a site access and circulation study conducted by Kenig, Lindgren, O’Hara, Aboona, Inc. (KLOA, Inc.) for the proposed car wash development, to be located at 2425 West Main Street in St. Charles, Illinois. The site is immediately west of the Buona Beef restaurant, on the south side of the roadway. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The plans call to develop the site with an approximately 4,525 square-foot car wash with a single lane, automatic car wash tunnel and 11 outdoor vacuum positions. Access is proposed from a full access drive off Main Street, in addition to cross-access to the Buona Beef site, which also has a full access off Main Street, opposite Barbara Ann Drive. A copy of the proposed site plan dated September 7, 2016 is included in the Appendix of this memorandum.

The purpose of this memorandum is to quantify the vehicle trips estimated to be generated by the proposed car was facility, and to evaluate the site access, internal circulation, on-site stacking, and cross access to the Buona Beef site, and determine if any access or internal circulation improvements are necessary to accommodate the development.



Site Location

Figure 1



Aerial View of Site Location

Figure 2

Existing Conditions

Existing traffic and roadway conditions were documented based on field visits conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, and peak hour traffic flows along area roadways.

Site Location

The site is located at 2425 West Main Street in St. Charles, Illinois. The undeveloped site is on the south side of Main Street, immediately west of the Buona Beef site. In the vicinity of the site, there is St. Charles Bowl and Liquor 'N' Wine to the north, the St. Charles Post Office and vacant land to the west and south, and a Buona Beef restaurant to the east.

Existing Roadway System Characteristics

The characteristics of the existing roadways that surround the proposed development are described below.

Main Street (IL 64) is an east-west minor arterial providing two through lanes in each direction and a center lane for continuous two-way left-turn movements. Sidewalk, curb and gutter are provided on both sides of the roadway, and the posted speed limit is 35 mph in the vicinity of the site. IL 64 is under the jurisdiction of the Illinois Department of Transportation (IDOT), is classified as a Strategic Regional Arterial (SRA) and a class two truck route by IDOT, and carries an Annual Average Daily Traffic (AADT) volume of 16,500 vehicles as reported by IDOT in 2015.

Barbara Ann Drive is a north-south local roadway providing one lane in each direction. Its approach to IL 64 is under stop sign control and is wide enough to provide a left-turn lane and a right-turn lane. Barbara Ann Drive is under the jurisdiction of the City of St. Charles. The Buona Beef access drive aligns with Barbara Ann Drive on the south side of Main Street.

Traffic Characteristics of the Proposed Development

To evaluate the impact of the subject development on the area roadway system, it was necessary to quantify the number of vehicle trips the site will generate during the weekday morning, evening, and Saturday midday peak hours.

Proposed Site and Development Plan

As previously indicated, the site will be developed with an approximate 4,525 square-foot car wash with a single lane, automatic car wash tunnel and 11 outdoor vacuum positions.

Proposed On-Site Parking

In addition to the 11 vacuum parking space positions, the development will provide 13 parking spaces, of which one is an accessible space, along the north end of the site, fronting Main Street.

Site Access

The site will be served by a full access off Main Street, opposite the full access drive that serves the St Charles Bowl development on the north side of Main Street. The access intersection is located approximately 495 feet west of Barbara Ann Drive.

The site access will provide one lane inbound and one lane outbound under stop sign control. Access to the site will be provided via the eastbound shared through/right-turn lane and the center two-way left-turn lane provided on Main Street for westbound traffic. The center two-way left-turn lane on Main Street will allow vehicles turning left into the site to not impede through traffic.

It is important to note that a full access drive and its location opposite the St Charles Bowl development was previously approved by the Illinois Department of Transportation (IDOT) at the time the Buona Beef was proposed. Prior to the Buona Beef development, there were several full access drives along the site frontage on Main Street. At the request of and in coordination with IDOT, these full access drives were closed and two new full access drives were planned: the one access serving the Buona Beef development opposite Barbara Ann Drive; and the other full access serving the proposed car wash development opposite the St Charles Bowl. The location of these two access drives follows good access management practices of aligning with existing roadways and driveways, thereby reducing turning movement conflicts to/from the major roadway.

This westerly full access drive was previously evaluated to serve an approximate 2,300 square-foot coffee shop with drive-through service, and approximately 4,700 square feet of specialty retail. A peak hour vehicle trip generation comparison between these former proposed land uses and the proposed car wash development are discussed further in this memorandum.

The outbound exiting traffic may experience some delay, particularly during the weekday evening peak hour. However, the delay is typical for a minor approach, particularly an access driveway, under stop sign control to a major arterial. Field observations have noted that the traffic signal at Oak Street to the west and the traffic signal at Randall Road to the east are coordinated and do platoon the through traffic along Main Street creating gaps in traffic for vehicles desiring to exit onto Main Street. No improvements are proposed or recommended on Main Street to accommodate this new access drive.

Cross Access

Two cross-access connections are proposed to the Buona Beef parking lot and subsequent full access drive to Main Street opposite Barbara Ann Drive. The northerly cross connection will be a two-way east-west drive aisle that connects with the existing northerly east-west drive aisle serving the Buona Beef site. The southerly cross connection is an exit only (eastbound travel) for vehicles to exit the car wash site from either the car wash queue or the vacuum stations.

Car Wash Operations

The car wash will generally operate every day from 7:00 A.M. to 8:00 P.M. Patrons may only use the car wash or also utilize the vacuum stations that are located on the east end of the site. The patron will have the choice of order in using the vacuum station and car wash system (i.e. car wash first followed by vacuum station or vacuum station first followed by car wash).

Proposed On-Site Circulation

The single-lane automatic car wash tunnel will be an exterior-only car wash system and will have a counter-clockwise rotation. The entrance to the car wash drive-through system is located at the northwest end of the site. Vehicles will proceed south along the west face of the building into one of four lanes. The outside/fourth lane will provide storage for approximately three vehicles before merging into the next lane. A total of three lanes will approach the three individually gated, automatic pay stations. The patron will select and pay for their car wash options here. The gates meter the traffic flow proceeding to the car wash tunnel entrance and will open in sequence based on the order of vehicle arrival.

Once the gate is lifted for the respective lane, the individual vehicle will proceed east and north to the entrance to the tunnel or will have the option to exit the car wash queue and proceed north to the vacuum positions or exit the development onto Main Street, or continue east to the Buona Beef site via the exit-only cross-access connection.

At the entrance to the car wash tunnel, the driver will remain in the vehicle and the car wash will automatically pull the vehicle through the tunnel.

Upon exiting, the vehicle will proceed out of the tunnel and turn left or right. If the vehicle is delayed in exiting the tunnel, the pulling system will shutdown so that vehicles in the tunnel that are following the exiting vehicle will not rear-end one another.

The exiting vehicle will have good sight distance when exiting the tunnel, as the building is setback from the curb with low-lying landscaping planned for the area. As such, the exiting vehicle will have a clear view to the left and to the right to see oncoming vehicles traversing the east-west drive aisle. After exiting the tunnel, the vehicle can proceed left to exit the development via the proposed full access driveway, or turn right to either access the vacuum positions or continue east to the Buona Beef site via the proposed cross-access connection. The exit access at its approach to Main Street provides storage for approximately two to three vehicles without encroaching onto the east-west drive aisle.

Car Wash Stacking

According to the site plan, there is storage for approximately 24 vehicles to queue while advancing to the three pay stations. In addition, there is storage for approximately 7 vehicles between the pay stations and the entrance to the tunnel. As such, the plan provides a total stacking of 31 vehicles from the entrance to the car wash tunnel to the entrance to the car wash drive-through system (located at the northwest corner of the site). Further, the car wash tunnel itself can hold approximately six vehicles at once.

Observations of an existing, similar car wash establishment in Elmwood Park noted that no more than two vehicles per lane were waiting on a Friday during the weekday evening peak period. Further, based on operator information during peak hours, the rate at which cars are processed (an average of 45 seconds per vehicle), and the storage for approximately 24 vehicles, the proposed stacking is adequate for the proposed development. In the unlikely event that queues at the car wash facility are longer, approximately six additional vehicles can queue internally within the site without impacting traffic operations along the east-west northerly drive aisle, the full access serving the development, or Main Street.

Car Wash Wayfinding and Traffic Control Signage

The following wayfinding and traffic control signage is recommended.

- Wayfinding signage should be posted to guide vehicles to the respective car wash stacking area to minimize vehicle turning movements within the internal site circulation area.
- Wayfinding signage should be posted at the exit of the car wash tunnel to direct vehicles exiting the car wash to either the exit access drive or to the vacuum positions.
- A DO NOT ENTER sign should be posted at the exit of car wash tunnel to deter opposing traffic from entering the car wash tunnel from the one-way exit direction.
- A DO NOT ENTER sign should be posted at the southern cross-access from the car wash to the Buona Beef parking lot to deter traffic from entering the car wash site from the Buona Beef parking lot.
- A DO NOT Enter sign should be posted at the exit to the drive-through bypass lane to deter opposing traffic from entering the drive-through queue from the south.

Vacuum Positions

As noted, the 11 vacuum positions will be located on the east end of the site. A north-south, two-way drive aisle will be provided allowing flexibility for vehicles to access the vacuum area. Vehicles will have two options to exit the vacuum area. The first is to proceed north to the east-west drive aisle, which provides access to Main Street via the full access drive, the car wash drive-through system, or the cross-access connection to the Buona Beef site. The second option is to proceed south to the exit-only cross-access to the Buona Beef site. Providing these two options helps reduce unnecessary internal circulation and provides options for exiting vehicles so that not all vehicles will have to exit the development via the east-west drive aisle at the north end of the site.

Estimated Development Traffic Generation

The volume of traffic estimated to be generated by the proposed development was determined based on information obtained from the operator regarding the projected operations of the car wash, a review of trip generation data published by the Institute of Transportation Engineers (ITE) in *Trip Generation Manual*, 9th Edition, traffic counts conducted by KLOA, Inc, and our experience with similar facilities.

It should be noted that, typical of car washes, not all of the vehicle trips will be new trips. Many of the trips will be diverted from the existing traffic on the roadway system (i.e. pass-by traffic). This is particularly true during the weekday morning and evening peak hours when traffic is diverted from the work-to-home trips. It is also true on Saturdays when traffic is already on the adjacent roadways running errands and desires to have their car cleaned prior to evening plans. As such, the new traffic impact to Main Street will be greatly reduced. However, in order to present a worst-case scenario, no reductions in the site-generated traffic were taken into account.

ITE Data

Based on the data provided by a single study in the ITE manual for an automated car wash (Land Use Code 948), the typical usage is approximately 64 vehicles per hour during both the weekday evening and Saturday midday peak hours. The ITE manual does not provide data for the morning peak hour for an automated car wash.

Operator Data

The operator of the car wash has stated that based on other car washes they operate, a maximum of 57, 67 and 134 vehicles will utilize the car wash during the weekday morning, evening, and Saturday midday peak hours, respectively.

Survey Data

KLOA, Inc. conducted manual peak period traffic counts on Friday August 26, 2016 at the NASCAR car wash in Elmwood Park. This car wash was selected based on its similarity to the proposed development. The counts were conducted between 3:30 and 6:30 P.M. during the evening peak hour period. The results of the traffic counts showed that a total of 48 vehicles entered and exited the site during the evening peak hour.

Table 1 shows a comparison of the site-generated peak hour traffic estimated to be generated by the proposed car wash development based on the ITE manual, data provided by the operator, and traffic counts conducted by KLOA, Inc. as well as an average between all of the estimates.

Comparison of Trip Generation to Former Planned Land Uses

As noted, the site access was previously approved by IDOT assuming a coffee shop with drive-through service and specialty retail. Table 2 shows a vehicle trip generation comparison to the previous assumed land uses to the proposed car wash development. As shown, the vehicle trip generation for the proposed car wash is lower during the weekday morning and weekday evening peak hours compared to the former land uses, and is slightly higher during the Saturday midday peak hour when traffic on area roadways is typically lower. Based on this information, the proposed car wash development peak hour vehicle trip generation is consistent with what was formerly evaluated and approved for this site.

Table 1
PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

Source	Weekday Morning Peak Hour		Weekday Evening Peak Hour		Saturday Midday Peak Hour	
	In	Out	In	Out	In	Out
ITE Land-Use Code 948	-	-	64	64	64	64
Data Provided by Operator	57	57	67	67	134	134
Data Collected by KLOA	-	-	<u>48</u>	<u>48</u>	-	-
Average:	57	57	60	60	99	99

Table 2
ESTIMATED DEVELOPMENT TRAFFIC VOLUMES

ITE Land- Use Code (LUC)	Type/Size	Weekday A.M. Peak Hour			Weekday Midday Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total	In	Out	Total
9826	Specialty Retail - 4,700 s.f.	1	2	3	14	19	33	14	19	33
937	Coffee Shop w/ D/T 2,300 s.f.	<u>118</u>	<u>113</u>	<u>231</u>	<u>49</u>	<u>49</u>	<u>98</u>	<u>49</u>	<u>49</u>	<u>98</u>
Total Former Development Trips:		119	115	234	63	68	131	63	68	131
Proposed Car Wash Trips:		<u>57</u>	<u>57</u>	<u>114</u>	<u>60</u>	<u>60</u>	<u>120</u>	<u>99</u>	<u>99</u>	<u>198</u>
Difference:		-62	-58	-120	-3	-8	-11	+36	+36	+72

Conclusion

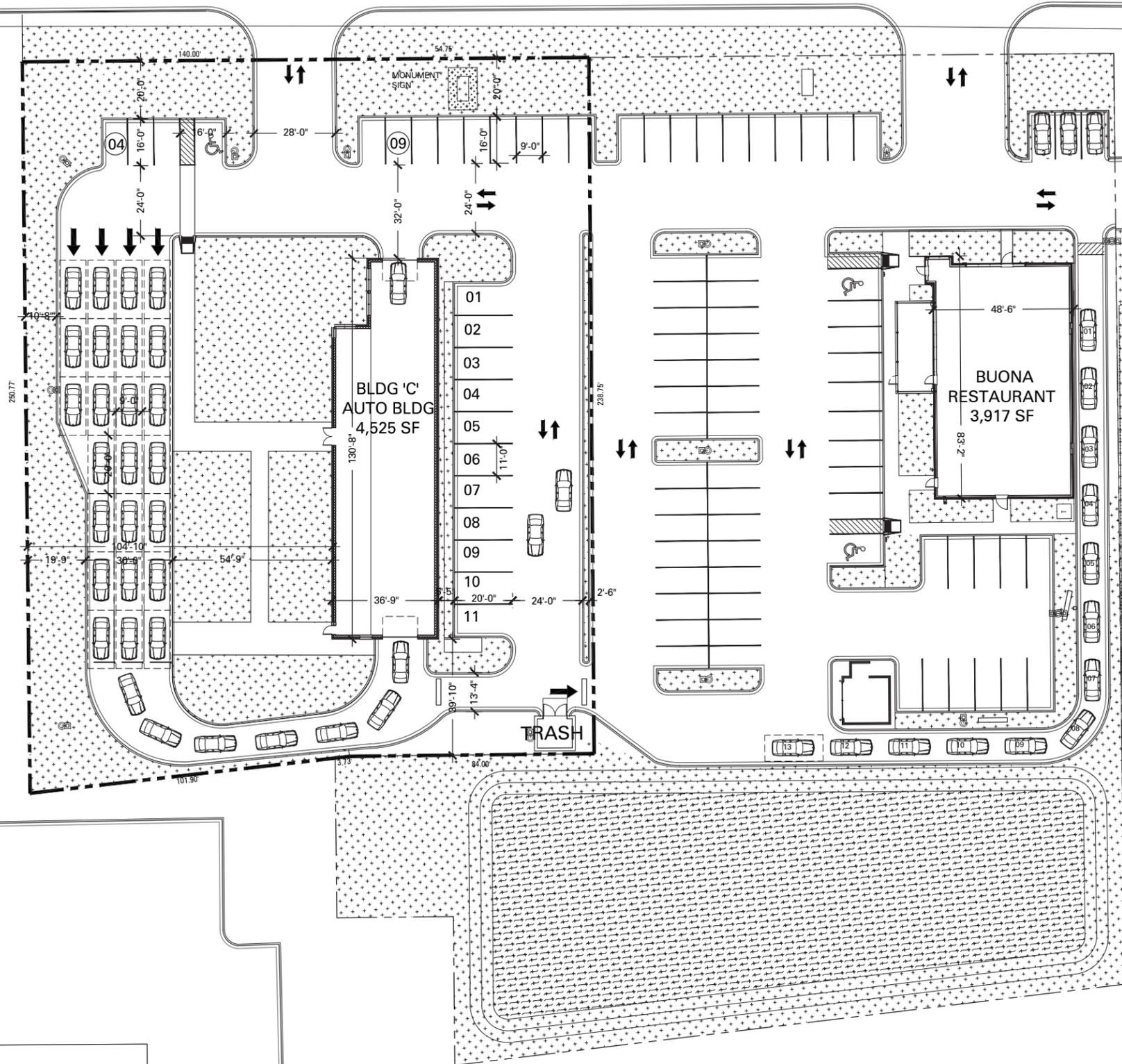
A car wash development is proposed to be located at 2425 West Main Street in St. Charles, Illinois. Based on the proposed development plan and the preceding evaluation, the following conclusions and recommendations are made.

- The proposed full access, which will provide one lane inbound and one lane outbound under stop sign control, and its location was previously approved by IDOT.
- Access to the site from Main Street (Illinois Route 64) will be provided via the eastbound shared through/right-turn lane and the center two-way left-turn lane provided on Main Street for westbound traffic. The center two-way left-turn lane on Main Street will allow vehicles turning left into the site to not impede through traffic.
- No improvements to Main Street (Illinois Route 64) at the proposed access drive are needed or recommended in conjunction with the proposed development.
- The outbound exiting traffic may experience some delay, particularly during the weekday evening peak hour. However, the delay is typical for a minor approach, particularly an access driveway, under stop sign control to a major arterial. Field observations have noted that the traffic signal at Oak Street to the west and the traffic signal at Randall Road to the east are coordinated and do platoon the through traffic along Main Street creating gaps in traffic for vehicles desiring to exit onto Main Street.
- The two cross-access connections to the Buona Beef site will improve internal site circulation.
- The proposed stacking of approximately 24 vehicles for the car wash system will be adequate to accommodate peak demands.
- The two-way drive aisle serving the 11 vacuum positions will allow better mobility within the site.
- The traffic to be generated by the proposed car wash will not have a significant impact on the surrounding roadway network.
- The proposed car wash will attract a large percentage of pass-by vehicle trips where vehicles already travelling on Main Street enroute to another destination may stop to patronize this car wash. As such, the amount of new traffic this development will generate will be low.
- Field observations note that the existing traffic signals at Oak Street to the west and Randall Road to the east effectively platoon the through traffic flow along Main Street, thereby creating gaps in traffic for vehicles desiring to exit from the access drives.

- The wayfinding and traffic control signage recommendations outlined in this memorandum will help improve the efficiency of the internal site circulation.
- A comparison of the proposed car wash development to the former evaluated land uses of a coffee shop with drive-through service and specialty retail show that the proposed car wash development peak hour vehicle trip generation is consistent with what was formerly evaluated and approved for this site.

Appendix

MAIN STREET - IL ROUTE 64



ZONING ANALYSIS

	ALLOWED / PERMITTED	PROPOSED	COMPLIANCE
ZONING	BC	BC	SPECIAL USE (DRIVE THRU)
LAND USE	EXISTING RETAIL/ SERVICES	AUTOMATIC CAR WASH	SPECIAL USE (DRIVE THRU)
LOT SIZE - LOT 3	MIN 43,560 SF	47,068 sf	YES
BUILDING HEIGHT	40'-0"	30'-0"	YES
MINIMUM FRONT YARD SETBACK	20'-0" BUILDING AND PARKING	20' PARKING	YES
MINIMUM SIDE YARD SETBACK	10'-0" BUILDING	10'-10"	YES
MINIMUM SIDE YARD SETBACK	0'-0" PARKING 30'-0" BUILDING	10'-8"	YES
MINIMUM REAR YARD SETBACK	0'-0" PARKING	39'-10"	YES
LANDSCAPE BUFFER YARD (to residential zoned areas)	25'-0" MIN	NA	N/A
MAX BUILDING COVERAGE LOT #3	40%	9.9%	YES
MAX FLOOR AREA LOT #3	75,000SF	4,525 SF	YES

LANDSCAPING REQUIREMENTS

	REQUIREMENT	PROPOSED	COMPLIANCE
PERIMETER LANDSCAPING	75% WITH LIMITED 20' WIDE AND 1 TREE PER 50' LF	20'-0" WIDE	YES
PARKING LOT ISLANDS	MIN 8'-0" WIDE AND 160 SF 10% (21,588 X 0.1 = 2,158 SF)	8'-0"	YES
INTERIOR PARKING LANDSCAPING		13,100 SF	YES
TOTAL SITE LANDSCAPING	20% (46,868x0.2 = 9,374 SF)	16,441 N.I.C DETENTION	YES
DISTANCE BETWEEN ISLAND	60'-100'	42'-81'	YES
FOUNDATION LANDSCAPING	8'-0" WIDE MIN. BED AND 75% OF FRONT ELEVATION 3' FROM SIGN EACH DIRECTION	(54' / 3') 67% FRONT/77% SIDE	YES
SIGN LANDSCAPING		3' EACH DIRECTION	YES
TRASH ENCLOSURE	TO BE OPAQUE AND GATED WITH 6'-0" CONCRETE APRON	OPAQUE WITH METAL GATE/ 6'-0" CONCRETE APRON	YES
MECHANICAL SCREENING	ALL ROOF OR GROUND MOUNTED TO BE SCREENED	SCREENED/PARAPET	YES

PARKING REQUIREMENTS

USE	FORMULA	SF	TOTAL REQUIRED	TOTAL PROPOSED	COMPLIANCE
LOT #3 RETAIL	2 PER BAY + 10 STACKING PER BAY	ONE BAY - RETAIL 4,525 SF	2 SPACES	13 SPACES/ 31 STACKING	YES



RETAIL DEVELOPMENT
AUTO WASH FACILITY

2425 W. MAIN STREET
ST CHARLES, ILLINOIS 60174

CLIENT:

REV	DATE	DESCRIPTION
08.29.16		REVISED SITE PLAN
08.24.16		REVISED SITE PLAN
08.23.16		REVISED SITE PLAN
08.11.16		REVISED SITE PLAN
08.06.16		REVISED SITE PLAN
07.28.16		REVISED SITE PLAN
07.25.16		REVISED SITE PLAN
07.21.16		REVISED SITE PLAN
07.14.16		REVISED SITE PLAN
07.13.16		REVISED SITE PLAN
07.05.16		REVISED SITE PLAN
06.22.16		ISSUE FOR SITE PLAN REVIEW
06.21.16		ISSUE FOR SITE PLAN REVIEW

ISSUE DATE: 08.29.16

PROJECT NUMBER: 2688.02

DRAWN BY: PW

CHECKED BY: JH

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SHEET NUMBER:

SITE PLAN

SHEET NUMBER:

A-1

FINAL PLAT OF SUBDIVISION BUONA ST. CHARLES

BEING A SUBDIVISION OF THAT PART OF THE SOUTHEAST 1/4 OF SECTION 29 AND PART OF THE NORTHEAST 1/4 OF SECTION 32,
ALL IN TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, KANE COUNTY, ILLINOIS

PROPOSED LOT LAYOUT

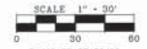
(SEE SHEET 1 FOR EXISTING BOUNDARY INFORMATION)



2015K016627

SANDY WEGMAN
RECORDER - KANE COUNTY, IL
RECORDED 4/20/15 10:28 PM
REC FILE: 82.00

PAGES 3

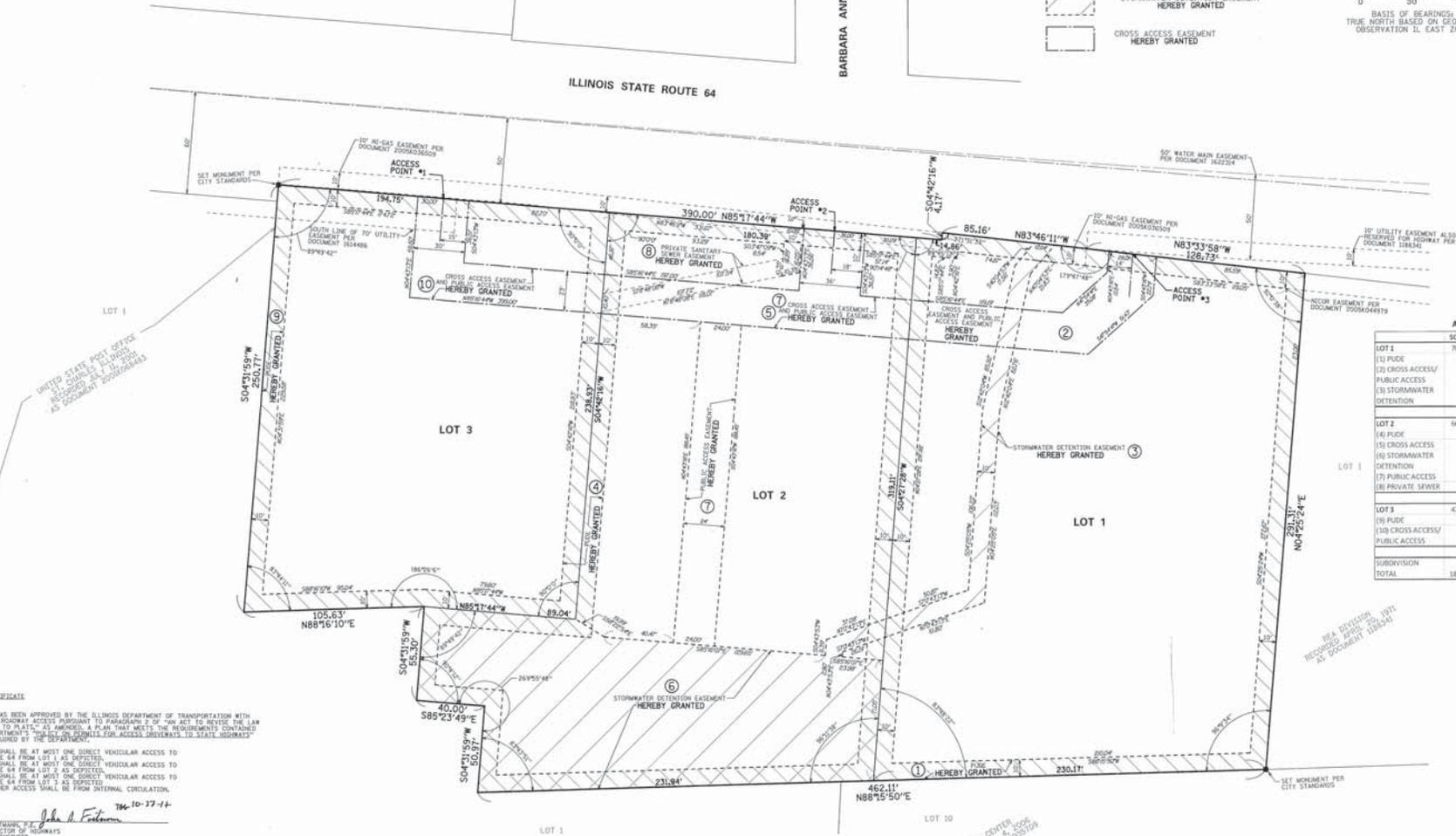


BASIS OF BEARINGS:
TRUE NORTH BASED ON GEODETIC
OBSERVATION IL EAST ZONE

- PUBLIC UTILITIES AND DRAINAGE EASEMENT (PUDE)
HEREBY GRANTED
- STORMWATER DETENTION EASEMENT
HEREBY GRANTED
- CROSS ACCESS EASEMENT
HEREBY GRANTED

BARBARA ANN DRIVE

ILLINOIS STATE ROUTE 64



AREA TABLE				
	SG. FT.	ACRES	SG. FT.	ACRES
LOT 1				
(1) PUDE	70,293	1.614		
(2) CROSS ACCESS/ PUBLIC ACCESS	10,334	0.236		
(3) STORMWATER DETENTION	3,943	0.091		
	2,695	0.062		
LOT 2	66,914	1.536		
(4) PUDE			11,880	0.272
(5) CROSS ACCESS/ PUBLIC ACCESS			5,470	0.126
(6) STORMWATER DETENTION			22,500	0.517
(7) PUBLIC ACCESS			9,993	0.229
(8) PRIVATE SEWER			1,076	0.025
LOT 3	47,068	1.080		
(9) PUDE			8,385	0.192
(10) CROSS ACCESS/ PUBLIC ACCESS			3,688	0.085
SUBDIVISION TOTAL	184,275	4.230		

LAQ.T. CERTIFICATE

THIS PLAT HAS BEEN APPROVED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION WITH RESPECT TO ROADWAY ACCESS PURSUANT TO PARAGRAPHS 2 OF "AN ACT TO REVISE THE LAW IN RELATION TO PLATS," AS AMENDED, A PLAT THAT MEETS THE REQUIREMENTS CONTAINED IN THE DEPARTMENT'S "DESIGN STANDARDS FOR ACCESS TO ROADWAYS TO STATE HIGHWAYS" WILL BE REQUIRED BY THE DEPARTMENT.

1. THERE SHALL BE AT MOST ONE DIRECT VEHICULAR ACCESS TO IL ROUTE 64 FROM LOT 1 AS DEPICTED.
2. THERE SHALL BE AT MOST ONE DIRECT VEHICULAR ACCESS TO IL ROUTE 64 FROM LOT 2 AS DEPICTED.
3. THERE SHALL BE AT MOST ONE DIRECT VEHICULAR ACCESS TO IL ROUTE 64 FROM LOT 3 AS DEPICTED.
4. ALL OTHER ACCESS SHALL BE FROM INTERNAL CIRCULATION.

John A. Fortman
JOHN A. FORTMAN, P.E.
DEPUTY DIRECTOR OF HIGHWAYS
REGION ONE ENGINEER

NOTE: THERE SHALL BE AT MOST ONE DIRECT ACCESS POINT TO IL ROUTE 64 FROM EACH LOT

REVISIONS: 05/12/2014 07/08/2014 07/18/2014 09/18/2014 10/07/2014 10/21/2014		CONSULTING ENGINEERS SITE DEVELOPMENT ENGINEERS LAND SURVEYORS 9575 W. Higgins Road, Suite 700, Rosemont, Illinois 60018 Phone: (847) 694-4040 Fax: (847) 694-4265	DATE: 05/08/2014 JOB NO: 8106 FILENAME: 8106SUS-01 SHEET 3 OF 3
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PREPARED FOR:
KEYSTONE VENTURES LLC
418 CLINTON PLACE
RIVER FOREST, IL 60305