

MINUTES
CITY OF ST. CHARLES, IL
PLANNING AND DEVELOPMENT COMMITTEE
MONDAY, FEBRUARY 9, 2015 7:00 P.M.

Members Present: Silkaitis, Payleitner, Lemke, Turner, Stellato, Bancroft, Martin, Krieger, Bessner, Lewis

Members Absent: None

Others Present: Mayor Raymond Rogina; Mark Koenen, City Administrator; Rita Tungare, Director of Community & Economic Development; Russell Colby, Planning Division Manager; Ellen Johnson, Planner; Chris Tiedt, Development Engineering Division Manager; Bob Vann, Building & Code Enforcement Division Manager; Matthew O'Rourke, Economic Development Division Manager; Fire Chief Schelstreet; Asst. Chief Christensen; Peggy Forster, Director of Information Systems; Keith Nightlinger, GIS Manager

1. CALL TO ORDER

The meeting was convened by Chairman Stellato at 7:00 P.M.

2. ROLL CALLED

Roll was called:

Present: Silkaitis, Payleitner, Lemke, Turner, Stellato, Bancroft, Martin, Krieger, Bessner, Lewis

Absent: None

3. COMMUNITY & ECONOMIC DEVELOPMENT

- a. Recommendation to approve a Zoning Map Amendment, Special Use for PUD Amendment, and PUD Preliminary Plan for Heritage Green (Foxwood Square PUD, 309 S. 6th Ave.).

Mr. Colby said subject property for the application is the Judd House which is a city designated Historic Landmark along with vacant property around the house, that in 2007 was approved to be developed as the Foxwood Square PUD; the project was partially completed and 2 of the townhome units that were proposed were constructed. He said the new proposal for Heritage Green would modify the PUD to allow the Judd House to be renovated into 4-residential units and allow for 3-townhome units each to be constructed on the remaining vacant property. He said the applications before Committee are: rezoning to allow for multiple-family and townhouse dwellings, amending the PUD Ordinance to reflect the proposed development plan and approval of a new PUD Preliminary Plan. He said the project received a positive recommendation from both Historic Preservation Commission and the Plan Commission. The applicant has revised the plans to address the majority of staff comments related to the site design and that the applicant was present to answer any questions. Aldr. Stellato also noted that there were some members of the Historic Preservation Committee present as well for comments or questions.

Greg Gustafson-595 Indiana Ave.-said his questions and concerns are in regard to the additional families, additional parking in front of the PUD, and the density; which are all different than what was approved for the 2007 PUD. He said he understands there is a potential to move the

parking to the rear to preserve the green space in front; which is what he would like to talk about tonight.

Chairman Stellato asked if those issues had been brought up at Plan Commission or Historic Preservation. Mr. Colby said yes and asked the developer to come up and respond to questions related to the change to the site plan.

Bob Rasmussen-Developer-stated that he has met with the Gustafson's who are great people and great future neighbors to speak about this as well as responded to the Plan Commission. He said the plan has already been adjusted which originally had 10 parking stalls in front of the mansion down to 4 stalls on each side, which would be 8 prior to Plan Commission; and is now down to 3 stalls on each side which is 6 parking stalls in front of the mansion. He said the objective was clear in trying to help the neighbors to have a little bit more green space up front; he noted that the green space has been increased on the entire project since there is no longer a full "U" driveway, which he thinks helps the existing neighbors as well. He said as a developer he feels it would be very difficult to lease a residential unit if there is not parking near the front door and that's where he stood strong to have some type of parking, but also compromised and took 2 more spaces out to have additional green space to have the sidewalk and the walk-up to do justice to the mansion and Plan Commission was happy with that. He said Plan Commission came back in with a request for a full-fledged landscape plan to which he went back through with what's on the existing buildings and mirrored that with all the other buildings to make everything cohesive with the project.

Chairman Stellato clarified that in regard to density; 16 units per acre and asked what the original density was. Mr. Rasmussen said the current density will be 15 instead of 16 and the original would have had 4 additional 2-unit buildings so it went from 12 to 15 but the units are slightly smaller; but they were able to do it with increasing the green space on the property as well.

Aldr. Martin made a motion to approve a Zoning Map Amendment, Special Use for PUD Amendment, and PUD Preliminary Plan for Heritage Green (Foxwood Square PUD, 309 S. 6th Ave.). Seconded by Aldr. Krieger

Roll Call:

Ayes: Silkaitis, Payleitner, Lemke, Turner, Bancroft, Martin, Krieger, Bessner, Lewis

Nays:

Absent:

Abstain:

Motion Carried. 9-0.

- b. Recommendation to approve an Amendment to Special Use for PUD and Minor Change to PUD Preliminary Plan for Firethorne Apartments, 1320-1370 Brook St. (Firethorne PUD).

Ms. Johnson said this is a minor change and PUD Amendment to allow a paved vehicular access drive from the Firethorne Apartment complex north to Dean St.; per the PUD Ordinance, access to the property from Dean St. is limited to emergency vehicles only and a gravel drive to provide emergency vehicle access was identified at the location on the approved PUD plans but the drive no longer exists. She said the Fire Dept. has requested that the applicant reinstall the gravel drive in which the applicant is requesting to provide a paved access drive for use by both emergency vehicles and residents of Firethorne. She said the Plan Commission held a public

hearing and recommended approval with a vote of 5-2 along with 2 conditions; a stop sign be erected for vehicles exiting the drive onto Dean St. and landscaping be installed on either side of the access drive to provide screening for the properties to the east and west.

John Philipchuck-Attorney representing Firethorne Apartments, LLC-stated that he is looking for the City Council to support the Firethorne Apartment residents and owners request to allow for a better improvement here. He said his client is not the original owner-they bought the property in September of 2011 and they were not aware there was even an emergency access road there and apparently over the years without the gravel being refurbished the grass had grown up and settled and it was not readily visible until the Fire Dept. arrived due to an emergency situation that occurred during the road construction on 15th St.; which is when they discovered there is only one way in and out off of Brook St. to 15th St. He said when the Fire Dept. put his client on notice they looked into it further they decided to make a nicer improvement of a paved 2-way driveway with landscaping to have something sturdier to support emergency vehicles plus allowing residents with another way in and out of the complex to avoid safety issues if Brook St. were to be blocked. He noted that the recent snow storm was another example where something was fouled up with the plow and 15th St. was plowed but not Brook St. and some residents trying to get out of the complex ended up getting stuck and needed help to get their vehicles moving in order to get to 15th St.; had there been another plowed access that would have been another alternative; which of course would be their responsibility to plow that. He said the Aldermen for the ward-Mr. Turner and Mr. Bancroft were kind enough to try to get neighbors together to express some concerns; he feels his client has addressed those and that the Fire Dept. is in support and the result of some of the comments made at Plan Commission the Police Dept. (Cmdr. Mahan) went out and looked at all the statistics reg: accidents, speed and traffic and he didn't feel that driveway would pose any particular safety issues for traffic on and off of Dean St. He said after a neighborhood meeting called by the ward aldermen his client did contact several of the residents to offer landscaping, screening and fencing and one of the gentlemen who lives directly across the street was satisfied with a fence being put across his property. He said another resident didn't want any landscaping done; another one thought it may help; but he believes that resident may have changed his mind since then; there was then another neighbor who was not in favor and only wanted a one way in/one way out. He said there are 72-apartments and the residents of the complex have circulated a petition with over 67-residents signatures requesting that the City Council approve the driveway as proposed; he noted that several of the residents of the complex were present that evening to express their concerns in regard to the safety of vehicular access in and out not only for themselves but also emergency vehicles and he respectfully requests that the City Council follow the recommendation of Staff, Plan Commission, Police Dept. and Fire Dept. to recommend approval.

Aldr. Bancroft stated that there was a neighborhood meeting in January that dealt with the issue and he thought the intent was to get parties together to see if a middle ground could be found. He said the homeowners came with a set of suggestions to make an accommodation for the apartment owner and the apartment owner had accommodations that they were willing to make as well and were largely related more to the physicality of the 5 surrounding homes, 2 of them on either side of the driveway and 3 across the street. He said with respect to the homeowners, their suggestions were mostly related to the in/out access. He said the PUD requires that a gravel road be installed to Firethorne, which is not unlike a number of other situations in St. Charles, so the PUD actually dealt with the concept about 30-years ago. He said the homeowners acknowledged this and that paving versus gravel would have some benefits to them as well as the Fire Dept. However, he said the neighbors would prefer the drive be an entrance only off of Dean St. in

order to limit back and forth traffic. please ask Ellen to review this section- does not make sense to me) He clarified that his understanding is that the accommodations offered were not acceptable to the apartment owner. Mr. Philipchuck said correct.

Aldr. Turner said he was also present at that meeting and some of the residents there and also through email expressed that they will not save any time by using this road to get out to Dean St. but what they are really concerned about is getting an emergency exit from the apartment complex. He said he thinks the neighbors are being very accommodating by allowing an entrance off of Dean St. but not an exit out of the complex to Dean St. and if it helps he would offer an amendment to this motion that there will be an entrance to the apartment complex off of Dean St. in emergencies only and will be so marked at the Firethorne apartment parking lot. He said anyway its looked at, the Fire Dept. is going to get a road; it can be gravel and will have a fence in front of it which means only the Fire Dept. uses it; and if its asphalt the residents will be able to use it as an emergency exit and they can at any time use it as an entrance to Firethorne apartments. He said that was a compromise offered by the residents and he feels it's a good one and Firethorne should accept it.

Chairman Stellato clarified that the application was initiated by the Fire Dept. with the goal of getting emergency vehicles in and out whether its gravel or asphalt; the concern of the neighbors is any exits onto Dean St. cause more traffic on Dean St.; and for those residing at the apartment complex it's a matter of using this road as both an entrance and an exit. Chief Schelstreet said correct and he feels everyone has done a good job describing the situation. He said back in 1997 when the PUD was done part of it required this emergency exit however it is listed as aggregate; which is the limit of his authority but an asphalt situation would be better for the Fire Dept. but he cannot require that as long as the average width is put in that meets the PUD. Chairman Stellato said the decision tonight is not whether there will be a road there; there has to be a road. Chief Schelstreet said that is correct; there needs to be a road there. He said when 15th St. was torn up the Fire Dept. did have some difficulties accessing and did not have the maintenance of the required aggregate road and when they started looking into what had happened that is how this whole thing came to pass; the manager at Firethorne was contacted and stated they were interested in following through but also wanted to take the time to make this proposal. Chairman Stellato clarified that the decision tonight is asphalt versus gravel, ingress/egress or just simply entrance only or emergency entrance/exit only. Chief Schelstreet said correct which is the prerogative of the Committee.

Aldr. Lewis asked if parking would be allowed once the road is blacktopped. Chief Schelstreet said no, that is not the intent of the emergency access. Aldr. Lewis said so, there would not be any parking signs posted. Chief Schelstreet said that would be the prerogative of the Committee; the PUD only requires the aggregate road.

Aldr. Bancroft asked if there were other situations in St. Charles. Mr. Koenen said yes, one that comes to mind is Woods of Fox Glen.

Brian LaVolpe-1219 Dean St.-stated he had been emailing Aldr. Bancroft suggestions and he wasn't sure how well those had gone over with the Committee or if he even shared those. Aldr. Bancroft said the only one he believes he did not get consensus from the homeowners on was any sort of egress. Mr. LaVolpe said he meant with other options with Firethorne going to Brook St. and gating that there to have a nice private entrance for themselves. Aldr. Bancroft stated that Mr. LaVolpe is correct there were other options presented one of which was; to the east the extension of Brook St. that would provide a second entry and that was suggested by the

homeowners. He clarified with Mr. Philipchuck that the takeaway from that was that the engineer was going to look at it and the response was then that the apartment owner did not want to pursue that. Mr. Philipchuck said that was brought up and discussed with his client who had an Cemcon Engineering look at the proposed driveway, they have engineered it and have provided for stormwater management and have a considerable investment in the design for the roadway going out to Dean St. He said going out as suggested to Brook St. would need easement acquirement or right of way from a property owner which is an impediment and now there's additional expense in starting over to redesign and reengineer and his client feels they have spent a good amount of money on the design and would like to pursue it because it achieves the purposes that best serves the residents, they city and emergency vehicles and therefore respectfully decline in that direction.

Mr. LaVolpe stated that they do own that strip of land going up to Rt. 64 and if this is an emergency access that strip of land would make beautiful emergency access back into the complex because if it is an emergency it's a lot quicker to go straight down Rt. 64 and make a right hand turn then to go down Rt. 64, turn on 9th St. curve around at Dean St. and then make a hard left into the apartment complex. He said that strip of land would be much more beneficial to them and also satisfy the Fire Dept. for emergency vehicles to be an entrance only because he doesn't think it's wide enough to do both. He noted that he did not live here in 1990 but that there are 2-residents who have lived there their entire lives and have said there was never a gravel driveway and based on the picture submitted looking from the north looking to the south there is no indentation in the curb of where the driveway would have possibly would have been He suggested to be sure there was a driveway there to wait until spring to dig in the yard to see if gravel can be found because he believes his neighbors that nothing was ever there or ever done.

Bernie Bruggman-1231 Dean St.- said he was one of the residents that changed his mind and he assumed it was already done when he went to talk to the manager; but he later found out it was not and he wants the city to honor their original contract from 30-years ago. He said the complex has had 3-owners and you would think it would have been taken care of, but there is no curb cut and even if there ever was a little bit of gravel laid down he certainly doesn't ever remember a bobcat coming in to gravel it. He said he would like to see the original plan for an emergency entrance with gravel.

Jim Hiller-1233 Dean St.-said he has lived in the same residence for 50-years and like Mr. Bruggman he thinks the city has blown this thing and if they would have done what was originally proposed none of this would be happening. He said he is in favor of a gravel strip with a breakaway barrier at the end for emergency vehicles only or for an emergency exit; but only in that case.

Joe Masokias-23 N. 7th St.- Chairperson for 2R2R which is a community group that represents the homeowners from the river to Randall and from the railway to Rt. 64 and this group has met on the issue several times; once before the Plan Commission meeting and some of the members did with Aldr. Turner and Bancroft. He said a lot of the members said to just let them have the gravel and as a means of compromise it was proposed that if the Fire Dept. wants it paved to let it be paved and be used as an entrance only and that has pretty much been the group's position all along. He said they think there's some issues with the traffic there, maybe not so much the vehicle traffic today but that area will be greatly impacted when/if Lexington Homes comes back through. He said about 9-months out of the year there is also a ton of bicycle traffic on Dean St. that is not accounted for in the city's traffic study; but in looking at the situation they

recommended to Aldr. Turner and Aldr. Bancroft that parking would be looked at on Brook St. because the no parking is being abused there. He said it was also recommended that the first 40-50ft. north of Brook St. on 15th St. be looked at as no parking or small cars only because if there is a van or SUV parked there it is impossible to see what is coming from the north on 15th St. and the last recommendation was what Mr. LaVolpe mentioned for the Brook St. possibility there to the east. He said for the most part they are willing to live with just the gravel but also willing to compromise in allowing it to be paved as an entrance only.

BJ Crawford-1030 Brook St. Apt. B-Firethorne-said it seems to him that the real crux of this is the opportunity to prevent a disaster and it seems to him that if you cut in through Dean St. and leave it as an emergency only the real problem is not being solved which is the potential for a disaster which would then have emergency vehicles coming in and your leaving only 1 exit for the residents of Firethorne. He said the type of disasters that could happen that would require all to vacate would be say a gas main or a vehicle carrying hazardous materials; and if we have a 2-lane going in and out of Dean St. emergency vehicles could get in and residents can get out. He said to leave it as is with 1-lane and it doesn't solve the problem; plus as Chief Schelstreet said to pave it is a good idea even though he cannot require it; and to solve the problem would be to not have a disaster happen.

Cynthia Hursh-1370 Brook St. Apt. A- said she understands and appreciates the homeowners position but she also understands that there are over 100 residents that live in a place where they can only get in and out 1-way. She said she has had several emergencies this past summer; her father had a heart attack and she barely got to the hospital on time to see him due to their only being one way in and there was construction she had no way out; it was blocked. She said her son broke his foot and it took her an hour and ½ to get him to Delnor Hospital due to an accident at 15th St and Brook St. and they could not get out; and how does she tell a 14 year old "sorry you have to be in paid because I cannot get you where you have to go" and the emergency vehicles could not get to them either; it was a lose/lose. She said having this be an entrance only; if there is an emergency people cannot get out and for the proposal to say it can be made an emergency exit is great, but are the police going to enforce that and who is to say what she feels is an emergency is going to be one for the police dept. She said there have been residents that have needed emergency assistance and it's been a problem getting to them and there being an entrance only she doesn't feel it will solve the problem especially if there is a disaster; there will be hundreds of people trying to get out of the complex while the emergency vehicles are trying to get in. She asked Committee to please consider an entrance and exit because its desperately needed; and when she first moved to the complex she had no idea there was only 1 entry/exit way and she had gone to the prior owners as well as the current owners to complain constantly with no results; and she appreciates the Fire Dept. pushing this issue as well as the complex for fighting this issue to get the road put in because its desperately needed.

Corey-1330 Brook St.-stated that her building is on the complete opposite side of the single entrance they have and she is single mother of 2 children and the way she has to get them to school is to go out onto 15th St.-take a right, down onto Dean St. and then go all the way around. She said god forbid if there were an emergency and she needed to get to her kids at school instead of going left onto 15th St. quicker maybe to sit at that light to go left onto Rt. 64; when it's quicker the other way and she feels it would be a big preventative in a lot of emergency situations. She said she does understand where the homeowners are come from because it is a change after 30-years and nobody likes change; but this is coming up for emergency purpose reasons and if that can be prevented she is all for it.

Chairman Stellato asked if the intersection where it meets with Dean St. would be a full interchange left and right out of the complex; or is it a right in /right out only and has there been an discussion about the actual makeup of the intersection. Mr. Philipchuck said the design is such as the recommendation of Plan Commission is that there would be a stop control for cars exiting onto Dean St. from the complex and that there is a flare where the drive would come to Dean St. and it would permit left or right turns in or out, there is no separate left turn lane; it would function much as the turning movements would at 15th St. if you were going west on Dean St.

Aldr. Turner asked if the emergency road were asphalt; would it be a 1-lane road. Mr. Philipchuck said their proposal is 2-lanes wide; 27ft. back to back of curb so roughly 2 1/2 lanes; so emergency vehicles were coming in and people needed to get out they could safely pass. Aldr. Turner stated that even if it is exit only, which is what the compromise is, they will still have the ability to get out during an emergency, they just won't use it on a day to day basis. Mr. Philipchuck said what he thinks the residents are saying is that, if there is an emergency and they need to get out and emergency vehicles need to get in, a design that is only 1-vehicle wide is not going to accommodate the needs. Aldr. Turner stated that he just said it was going to be almost 2-vehicle wide. Mr. Philipchuck said he is suggesting with what their proposed design is, it is to accommodate two lanes, with one in and one out. Aldr. Turner said so it will always be available for an emergency exit. Mr. Philipchuck said correct, if it's built the way it's proposed.

Aldr. Bancroft said the PUD has a specific condition that exists in other neighborhoods in the city and asked for confirmation that in saying there is nothing to prevent the paving of the road and leaving it as an emergency exit and he doesn't believe that if it were left as an emergency exit it could be made 2-lanes. He said he asks that question but he is not sure there would be a reason and he thinks the crux of the issue is that the client wants a second entry and exit for reasons other than emergencies; but more of a convenience to the residents, however that was not the deal back in 1987. He asked if a gravel road would support fire trucks. Chief Schelstreet said it would.

Chairman Stellato asked if anyone had discussed a right in/right out because his concern is the traffic movement leaving the development to turn left; but if it were just a right out and turning in would only be from 1 direction. He said fire trucks, if made wide enough, could always use either way and in an emergency everyone could still get in and out. He asked if that were proposed and what did the client say if it were a right in/right out. Mr. Philipchuck said he was not sure that was discussed. Aldr. Turner said they did not. Mr. Philipchuck said it was always discussed to be a full access driveway and in looking at the practicality of how people enter and exit the complex it seems most of the traffic if going to Main St. would go out Brook St. because it's closer to Main St. than it is to Dean St. and there is a light there as well; so even if there were a driveway he thinks people using Main St. now will continue to do so.

Aldr. Lemke said what concerns him about the access and using it regularly is perhaps the sidelines and he agrees with Chairman Stellato that in order to address that a right in/right out would work so they would not be crossing 2-lanes with a minimum run of visibility. Mr. Philipchuck asked Aldr. Lemke to take a look at Cmdr. Mahan's points that were submitted because he did not see an issue with the site lines. Chairman Stellato noted that there would be a development (Lexington Homes) coming down the road that the resident will have to deal with because there will be more vehicles than on Dean St. and he can't see the development helping

any, and he understands both sides but we all need to look at what's going to happen down the road as well. Mr. Philipchuck said point noted.

Mary-1360 Brook St. Unit K-stated that if this were just a gravel road that the snow that came down last week would prevent fire trucks to be able to get into the building via that emergency entrance/exit because it is not possible to plow gravel to the extent of what would be required; so it would be just one entrance if there were a heavy snowstorm and with the lack of plowing that happened on Brook St. would have made for a dangerous situation for an emergency vehicle to come in on Brook St.; in that situation.

Aldr. Bancroft said he asked staff that question because he believes gravel can be plowed; and the position is that it will be maintained. Mr. Koenen said it can be plowed, but is difficult to get really close to the hard base surface.

Aldr. Krieger said as far as gravel is concerned; she will not support it because you cannot maintain a gravel road; it needs to be blacktop.

Mark Gremmano-1320 Dean St.-said he lives in the house right across the street from the road and he was under the impression this was all a done deal. He said he is on record as asking the Zoning Commission for a compromise of adding a fence in the front yard and he never got an answer as to whether they could amend the code so that fence could be all the way in the front as a safety defense. He said everyone knows Dean St. is a busy street and there is no street light there creating a blind spot because it is dark there and he feels during the day it will be hard enough, but at night will be worse and everybody speeds on Dean St. as well; and also if there is really a catastrophe people will drive through that grass lot. He said after the last meeting he went over and measured on Brook St. and he believes it was 110ft. from the curb to the fence; why can't they knock the fence down and pave it and now you've got your street and to him this seems like a rational and simple fix. He said any way you look at it someone is going to figure out that there is going to be a disaster; he worries that someone will drive into the front of his or his neighbor's house which he feels is a bonafide concern because there are a lot of people that go up and down that street and paved would be much better than gravel.

Aldr. Payleitner asked if the compromise that included the access drive with the entrance only emergency exit, if it would be wide enough. Aldr. Turner said it would still be 27ft.

Aldr. Lewis said the city plows Brook St. and asked who would be responsible for plowing the proposed road. Chairman Stellato said the property owner. Aldr. Lewis asked if it were one or the other, either a 2-lane blacktop or a 1-lane gravel; and if there could be a 1-lane paved. Aldr. Bancroft said he thinks Mr. Philipchuck needs to answer that question because he thinks the apartment owner has made a proposal which states that the owner will not pave that unless it is a full access drive; otherwise they will not pave it. Aldr. Payleitner said so there is no compromise. Mr. Philipchuck said they do recognize that they are obligated to keep a gravel driveway and maintain it; but initially they thought they were doing a good thing and went to the expense of designing a very nice drive, providing for the stormwater detention and something that would be easily maintained and would be a benefit to the residents and the city; a win/win. He said some of the residents did not like the fact that cars would come out and have their lights shining on their homes and that's fine but her think it has to be balanced because there are 4-property owners who do not like it and a complex of almost 100-residents who feel it's a necessity and he feels there should be a compromise found to make it work. He said Aldr. Turner has suggested maybe looking at restricting right in/right out, or sometimes if there is a certain movement that has concern a 3-quarter access with a left in, right in and right out can be

done because visibility is better with that type of a configuration. He said he thinks they could certainly consider that, but to spend the kind of money they need to spend and really only solve half the problem is what the client objected to.

Chairman Stellato said in not hitting another compromise here yet; is it something we should table to have the parties work together again.

Aldr. Turner said that depends on the chief and when he would like that road in by. Chief Schelstreet said this started some time ago and they are trying to work with everybody and he understands the residents and the apartment; but he needs a road to serve these folks. He said the construction is over and working with the police dept. to address traffic concerns he thinks they can work on this and honestly if it becomes a paved road, the batch plants are not open anyway, he suggested the March 16 City Council meeting. Aldr. Bancroft said all parties have always seemed willing to get together. Chief Schelstreet said he willing to do what he needs to do.

Aldr. Martin said he is in support of full access, he has had family members live in these apartments at one time and knows to get in and out of there can be a real pain and the city should have never allowed a single entrance and he doesn't see that happening in any future event. He said he thinks it's time for a full access paved road and he doesn't believe the traffic situation at that exit is going to be any different that it is at 16th St. and he is willing to compromise if there is one that will still allow full access.

Aldr. Martin made a motion to approve the amendment for the special use for PUD as a minor change and allow for full access paved roadway. Seconded by Aldr. Krieger

Roll Call:

Ayes: Lemke, Martin, Krieger,
Nays: Silkaitis, Payleitner, Turner, Bancroft, Bessner, Lewis
Absent:
Abstain:
Motion Failed. 3-6.

Motion made by Aldr. Turner to table this item until the March 9, 2015 Planning & Development meeting. Seconded by Aldr. Bancroft

Roll Call:

Ayes: Silkaitis, Payleitner, Lemke, Turner, Bancroft, Martin, Krieger, Bessner, Lewis
Nays:
Absent:
Abstain:
Motion Carried. 9-0.

- c. Recommendation to approve a Special Use for a Drive-Through Facility for 1566 E. Main St. – Dunkin' Donuts.

Ms. Johnson said the Dunkin Donuts would occupy the tenant space on the west side of the eastern Tincup Pass building and the drive-through lane will run along the north side of the building-counter clockwise wrapping around the west end of the building. She said Plan Commission held a public hearing and unanimously recommended approval of the application.

Chairman Stellato said subject to some staff comments and contingent upon the applicant doing some re-paving in the area behind the building. Ms. Johnson say they may be open to that condition but it did not come up at Plan Commission; the staff comments were related to providing designated areas for the refuse containers and then also a solid strip for the drive-through lane. Chairman Stellato said there's a comment from Public Works that states the condition of the existing pavement behind the building is in poor condition and it is recommended to resurface the pavement since there will be a higher volume of traffic with a drive-through use. He asked if that was incorporated into the staff comments. Ms. Johnson said it was not in the staff report. Aldr. Silkaitis said that should be re-done if they want this drive-through, the need to fix what the people will be driving on.

Aldr. Silkaitis made a motion to approve a Special Use for a Drive-Through Facility for 1566 E. Main St. – Dunkin' Donuts, subject to staff comments being incorporated into the plan; specifically re-paving along with all other staff comments. Seconded by Aldr. Lemke.

Roll Call:

Ayes: Silkaitis, Payleitner, Lemke, Turner, Bancroft, Martin, Krieger, Bessner, Lewis
Nays:
Absent:
Abstain:
Motion Carried. 9-0.

- d. Recommendation to approve an amendment to Title 15 of the St. Charles Municipal Code pertaining to GIS fees.

Ms. Forster said the city has been using GIS (Geographic Information Systems) since 2004 and is a technology that incorporates data and maps; basically it presents data in a geographic way so it's very visual and very easy to analyze and is very much incorporated into the day to day operations of the city. She said they have also been able to deploy some things for the community like: My neighborhood application and St. Charles Connect application, both of which are GIS based.

Ms. Forster then showed a PowerPoint presentation explaining some of the way the city uses GIS:

- Community Development for planning purposes
- Economic Development for materials on their website
- Utilities use it-all atlases are GIS based now
- Trees & signs-Emerald Ash Borer
- City Code changes
- Public Safety-Police Roll call
- Fire Dept.-pre-plan in GIS for answering emergency calls
- Snow removal-plotting out all routes and GPS equipment to the trucks
- Building and Code Enforcement-uses daily
- Disaster Management drills
- Public Works-all calls taken maps to the GIS to deploy staff or spot trends in a way more cost effective.

She said they are proposing the implementation of some fees to defray the cost because it is very costly and is used extensively. She said there are 3 ways that activities from the outside impact the city and force us to do things within the GIS system to keep it current:

- Land Development applications
- Stormwater permits
- Building permits

She said they met with Community Development and had a good conversation of what the best ways to incorporate GIS fees into the particular areas and for Land Development & Stormwater permits the Ordinance would not have to be changed; because the Ordinances are already in place to allow for developers to place money into an escrow account; and the city then draws from that account as service is provided. She said the third way to impact GIS is activities that require building permits and the simplest way to do that would just be to charge a flat fee of \$5 on some types of building permits which involve GIS work, that would help to defray the cost of the GIS program. She said they anticipate a recover of about \$7,700 per year on average which was taken over a 10-year span, some which were great and some not so great; and that any permits that do not impact GIS would be excluded from the additional \$5 fee. She stated this is not a new idea and that local municipalities are also charging a fee and she asks that Committee recommend approval.

Aldr. Martin asked about furnaces, air-conditioning units and internal devices. Mr. Vann said all appliances inside; water softeners, boilers etc. would all be exempt from the fees. Aldr. Martin asked if a shed would then go for \$45-\$50, correct. Mr. Vann said it would increase \$5, for a shed that's above 24 ft.

Aldr. Turner made a motion to approve an amendment to Title 15 of the St. Charles Municipal Code pertaining to GIS fees. Seconded by Aldr. Bessner. No additional discussion. Approved unanimously by voice vote. Motion carried. 9-0

- e. Recommendation to Approve an Amendment to Title 15 of the City Code Pertaining to Overtime Fees for Building Inspections.

Mr. Vann said due to the economy and construction taking off the Building & Code Enforcement division has been seeing contractors asking for an option to request for overtime inspections and since the beginning of this fiscal year over 90% of the overtime inspections have been requested by contractors and the cost of the overtime inspections are then therefore reimbursable to the city. He said staff has reviewed and completed the cost analysis to administer and conduct these inspections and are proposing a flat fee for these services; which would be \$190-time and a ½, \$240-double time (Sundays or holidays) and this would incorporate everything that goes into processing the fees, inspections and mileage, and that it's not an added fee but more of letting the contractor know upfront so they can plan their projects. He said staff recommends approval for adding this type of fee to Title 15.

Aldr. Bessner asked how many times on average would these double time or time and ½ inspections happen. Mr. Vann said it depends on the project, for example remodeling work on a retail store; the request 5am or 6am inspections so they can have the store ready for their customers. He said same with someone residence where a utility has been out for a period of time and need an inspection right away. Ms. Tungare said with development picking up in 2015 she sees contractors requesting this even more. Mr. Vann said they are seeing it in their

schedules because they want to do certain things in a more timely manner; and it will just be easier to administer.

Aldr. Turner made a motion to approve an Amendment to Title 15 of the City Code Pertaining to Overtime Fees for Building Inspections. Seconded by Aldr. Bessner. No additional discussion. Approved unanimously by voice vote. Motion carried. 9-0

4. ADDITIONAL BUSINESS

Mr. O'Rourke announced that Restaurant week is set in place for February 23-27th, there are 30- restaurants participating and postcards would be going out in the mail next week.

Jeff Reynolds- apt. 3B West Park Ave.-Sugar Grove, IL.-said the Illinois----- Council put out a note that the city may be speaking about the potential of a whitewater course or a lot they may be used as river access. He said as a business owner that's involved in outfitting and guiding he is very please and interested and he encourages the city to look into it more and he understands there are cost issues; but if Yorkville can do it St. Charles can. He said likewise the more that go in the less monumental the task gets and he appreciates taking the time to listen to him.

Aldr. Lemke said he is not sure that we would see whitewater outside the window here but there is certainly a lot of interest in a rowing activity and possibly a site north of Red Gate Bridge.

5. ADJOURNMENT - Aldr. Turner made a motion to adjourn at 8:12 PM. Motion was seconded by Aldr. Bancroft. No additional discussion. Approved unanimously by voice vote. Motion carried.