

**MINUTES OF THE REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION HELD  
AT JEFFREY S. BRAIMAN COUNCIL CHAMBERS  
FIFTY RAUPP BLVD, BUFFALO GROVE, IL 60089, WEDNESDAY, MARCH 4, 2026**

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**CALL TO ORDER**

Chairperson Weinstein called the meeting to order at 7:30 PM

Roll call indicated the following were present: PZC Chairperson Weinstein, PZC Commissioner Au, PZC Commissioner Moodhe, PZC Commissioner Worlikar, PZC Commissioner Spunt, PZC Commissioner Davis, PZC Commissioner Gregory.

Also present were: Trustee Liaison Ottenheimer, Village Attorney Patrick Brankin, Community Development Director Nicole Woods, Associate Planner Andrew Binder, Civil Engineer 1 Daniel Hoscilo.

**PUBLIC HEARINGS/ITEMS FOR CONSIDERATION**

**A. Consideration of a Fence Code variation, to replace an 8-foot semi-open fence that exceeds the allowable height for a fence at the rear property line along Route 83 / McHenry Road at 1001 Belmar Lane**

Associate Planner Binder provided an overview of the fence variation request and indicated that staff is recommending approval of the variation as the fence is an exact replacement of the existing fence in height, style and location.

The petitioner, Weiyi Jia, was sworn in.

Ms. Jia indicated that the new fence aligned with what they had before. Unfortunately, the fence was involved in a car accident near the property and is working on rebuilding the fence to match the existing one.

Com. Au asked whether the other side fences will be replaced at the same time as the rear fence.

Ms. Jia indicated no, it is just the rear yard fence.

Chairperson Weinstein stated that he would speak for Com. Moodhe, who expressed regret that the Petitioner had to be here this evening.

Com. Moodhe asked if all the fences along Route 83/McHenry Road are 8 feet.

Binder stated that he doesn't know whether all of them are 8 feet, but most are.

Com. Moodhe asked if this property received a fence variation in 2006 for the same height and style as the proposed fence.

Binder Confirmed.

Com. Moodhe asked whether the variation applies to the property, not the property owner, correct?

Brankin mentioned that the ordinance is definitive for now, but indicated that they hope to amend it later so that we can handle these situations without needing a public hearing.

Com. Moodhe urged Trustee Oppenheimer to take the request back to the Village Board to change the code to allow the 8-foot fence, especially on major roads. He stated that the delay in this fence appears bad, not just for the village, but also for drivers who see a massive hole and debris, which looks unprofessional and unsafe.

The staff report was entered into the record as Exhibit 1.

Com. Davis made a motion to grant a variation to Section 15.20.040 of the Buffalo Grove Fence Code to allow the installation of an 8-foot semi-open fence that exceeds the allowable height for a fence at the rear property line along Route 83 / McHenry Road at 1001 Belmar Lane, provided the fence shall be installed in accordance with the documents and plans submitted as part of this petition.

Com. Moodhe seconded the motion.

The floor was opened for Commissioners discussion.

Com. Worlikar agrees with Com. Moodhe's sadness that the petitioner must be here over the replacement of an existing 8-foot fence, citing safety concerns, supporting the variation.

Moved by Jason Davis, seconded by Adam Moodhe to approve. Upon roll call, Commissioners voted as follows:

AYES: 7 Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Jason Davis, Chad Gregory

NAYS: 0 None

ABSENT: 2 Sujat Saxena, Don Schwartz

Motion declared Passed.

**B. Consideration of an amendment to the Planned Development and Preliminary Plan approved by Ordinance No. 1971-033, a Plat of Subdivision, a Special Use for an Automobile Laundry (Car Wash) facility, as well as zoning and sign variations for Dream Clean Carwash at 1355 Dundee Road**

Associate Planner Binder provided an overview of the request and indicated that staff is recommending approval.

The petitioner, Craig Krandel (attorney representing Dream Clean), Mitchell Zaveduk (Petitioner), Javier Millen (Traffic - KLOA), Steve Thunder (Noise - Thunder Hearing & Sound), Benedict Bussman (Civil - Webster, McGrath & Ahlbery), Ed Kurzeja (Architect - ArchAmerica), Cory Hoff (Sign - IC Signs) were sworn in.

Krandel outlined Dream Clean Carwash's plans for a new 6,130-square-foot facility featuring 33 stacking spaces, a dual-lane, canopy-covered pay station, and 22 vacuum stations. Dream Clean is a regional express car wash operator that recently acquired and refurbished seven locations and is expanding by developing ten new sites across Northern Illinois.

Com. Spunt stated that he is looking forward to this location and seems like a good fit. He asked if they plan to close their location at Hicks and Lake Cook.

Krandel responded no.

Com. Spunt asked if this car wash will have the option of complete brushless.

Zaveduk responded that brushless wash quality really isn't effective and it's just more spraying water on the car, making it very hard to clean. Therefore, he stated that they don't use a touchless option.

Com. Spunt raised a concern about noise from vacuums at the new car wash, given the nearby apartments and housing. He asked if there's any new technology to reduce this noise.

Zaveduk mentioned that sound studies show we are not exceeding ambient noise levels on Dundee roads, so the noise won't be louder for neighbors. The primary source of noise is from the blowers used when exiting the wash, directed toward the Burger King, with no residences affected. To mitigate this, we use high-speed roll-up doors that only open briefly when a vehicle is exiting, limiting the noise to that moment. He noted that while vacuums are quieter than blowers, we have methods to further reduce noise. The vacuum producer will be enclosed to minimize sound, and it uses a Variable Frequency Drive (VFD) that adjusts power based on suction demand. This system efficiently operates at a low rate unless multiple hoses are in use simultaneously.

Com Gregory asked about the traffic study, questioning if the numbers were simply pulled from the ITE. He asked if they did not conduct their own study but used ITE numbers for the driving bank and automated car wash.

Millen confirmed that KLOA's surveys of car washes align closely with ITE data. While traffic patterns can fluctuate daily, he feels very comfortable with the numbers.

Com. Gregory mentioned finding the ITE somewhat obscure, particularly regarding trip generation comparisons. He inquired whether the peak hours for the automated car wash refer to average weekday mornings or the worst possible day.

Millen outlined a typical operational day, highlighting fluctuations in customer traffic, especially during peak hours. He stated that peak days, occurring about 8 to 10 times a year, increase demand, especially after snowstorms. To manage this, strategies like improving processing speed and directing traffic are employed

to prevent vehicle stacking, which can reach 30 to 33 cars. Normal operations see around 8 to 10 vehicles in queue, while peak days can have 25 or more.

Com. Greg stated that his main concern is the amount of time the car spends in the tunnel. He is trying to determine what the maximum wait time should be for cars in the queue lines.

Zaveduk mentioned that the system moves quickly, and the belt speed can be adjusted during peak times to reduce tunnel transit to about 90 seconds. The tunnel accommodates 5 to 6 cars at a time, with an additional 4 to 5 cars in the turnaround area, allowing for nearly 40 cars in total. He expressed confidence that there wouldn't be any overflow issues, as the entrance isn't directly on Dundee.

Com. Gregory asked how you determined the 22 vacuum spots, suggesting that someone might come in and use one of those spots.

Zaveduk stated that vacuums are free for the public and do not require a car wash purchase. This strategy aims to attract customers who may eventually return for a wash. The industry standard is typically 16 to 24 vacuums per wash. Having more vacuums allows for better customer flow, as some prefer not to park next to others. Plans include installing two Robo-Vacs, each serving 10 vacuums, to meet customer expectations.

Com. Au inquired about the north elevation needing a variation and whether complying with the signage requirement of 4.9 would be difficult.

Hoff and Zaveduk stated that they can certainly do that.

Com. Au explained that the only reason for my suggestion is that if you ever decide to change it, you will need to come back, allowing for that possibility.

Com Worlikar inquired about the traffic from the east and whether there is an easy access route for vehicles heading west. He asked for clarification on how this works, wanted to know how eastbound drivers can access the area.

Millen emphasized that the center has excellent accessibility with numerous access points from both the east and west, allowing for easy navigation even if one route is missed. Overall, the connectivity within the shopping area ensures that visitors can reach their destinations through multiple pathways.

Com. Worlikar asked if there is a risk for those traveling from the east to the west on Dundee, specifically regarding the turn lane that may block traffic when stacking up to make a left turn.

Millen noted that there's is a turn lane, and the trip generation is similar to what the bank used to generate. While the site is currently vacant, the impact will be about the same and there should not be any back up to limit the turning into the site.

Com. Worlikar asked how many employees will be working, as the staff report and presentation have different numbers.

Zaveduk stated that it will typically be 3 employees, with a maximum of 5. If we anticipate a busy day or are training a new employee, we might have an extra manager on site. Generally, it will be 3 employees.

Com. Worlikar inquired about the recycled water, noting that around 55% is reused. He asked how this ties into sewer capacity and how the increased water volume affects capacity sampling.

Hoscilo indicated that preliminary studies show sewer capacity is adequate, but final engineering will verify the details.

A discussion was had about how to enter the site and the access off Dundee Road.

Com. Moodhe asked what the square footage of the bank is.

Binder stated that we don't have that information.

Com. Moodhe asked who owns the Plaza Verde West site and if the site is still broken up into multiple owners.

Woods stated that the whole site except the Burger King is owned by the same owner.

Krandel stated that Plaza Verde West has two owners: Burger King owns one site, and the other site, which includes the bank, is owned by a separate entity. The plan is to split the Plaza Verde West property into two parts. They will purchase the bank site along with a little additional land, resulting in three ownerships. Although there are always three lots, there have only been two owners.

Com. Moodhe inquired about the parking lot area of Plaza Verde West, specifically in relation to the site next to Burger King and if the additional parking area is included in your purchase and will be part of the deed.

Krandel confirmed the additional static. They will be coming south as part of the purchase, which includes cross-access and parking covenants. Although it will be a new site, all of it is governed by the same covenants. Therefore, the declaration specifies that the parking available is still intended for the other owner of Plaza Verede West.

Com Moodhe inquired whether the additional south lane will also be utilized for staking. Vehicles are approaching from Arlington Heights Road and weaving, and we now have a stand still or traffic outpouring on to Dundee Road, the site and the inputs.

Millien stated that, from a traffic perspective, the location is appealing for both entry and exit. There is space for 32 to 33 vehicles, not including the area on either end of the tunnel. What you are suggesting could happen, but the measures taken by Dream Clean make it highly unlikely and such occurrences are very rare.

Com. Moodhe mentioned that the recent car wash on Milwaukee Road caused significant backups, reaching the Shell Gas Station. The developer for the Milwaukee Road car wash assured that this won't happen. He stated that this project would manage traffic better, but there are concerns that busy days might still lead to frustrated drivers blocking the road. Some may want to turn left towards Arlington but might be forced to go right instead. Will there be training to address this issue?

Zaveduk confirmed that 100% of their employees will receive training on this issue. They recognize that back-up can sometimes happen, but they have half the stacking capacity at their location compared to the Milwaukee development. Backups occur on Milwaukee Road about 5-10 days a year, but they can stack 40 cars at their site instead of 20, so they are confident it won't be a problem. If backups do occur, they would increase the speed and have employees directing traffic to prevent backups on Dundee Road.

Com. Moodhe asked that with the conveyance of the south lane, there will be any other major improvements to the parking lot of Plaza Verde West.

Zaveduk mentioned that the current parking lot has diagonal spaces, and they will be reconfiguring it to reduce parking space loss by adding perpendicular spaces.

Com. Moodhe asked about the parking lot and the existing potholes on the Plaza Verde West site.

Krandel inquired whether the entire surface would be resurfaced. The development team confirmed that their portion would be, but they couldn't speak for the rest of the parking lot, as their agreement doesn't cover that area. They anticipate that their improvements may enhance the overall appearance, but they can't comment on the condition of the entire shopping center site.

Com. Worlikar inquired about the on-site access point dimensions and its functionality, noting that most visitors would be using the same entrance. He also asked if there would be hand drying available and if the on-site stacking would accommodate that.

Zaveduk stated that there will be no hand drying. The access point will be approximately 40 feet, and the site access and circulation will be adequate with this access size.

Millien demonstrated various car maneuvers, explaining that they tested different vehicles and scenarios to ensure the site could accommodate all types of cars,

times of day, and levels of service.

Com. Worlikar asked whether there would be any protection on the curbs at the site's exit corner.

Millien stated that they had modified the site plan and curbs for smoother movement.

Kurzeja stated that any curbs that may conflict will be modified to ensure they do not hit or rub against the cars.

Com. Spunt asked why there isn't an entrance on the west side of the site, as you could easily access it from there.

Zaveduk stated that they explored a variety of different designs.

Kurzeja mentioned that for the car wash, it's best to make left turns since right turns limit visibility. Both the entrance and exit are at the same point due to proximity to the road. If we had separate entrances and exits, we would need to relocate the building.

Com. Spunt agreed that it makes sense.

Chairperson Weinstein discussed Commissioner Au's earlier comment about a minor variation in signage, noting that the request was for 5 instead of 4.9, which is unlikely to face pushback. Weinstein questioned Village Staff whether, if the variation were granted, and if new sign is proposed that meets the 4.9, would it require additional Village Approval.

Brankin stated that is correct, as according to the signage package in part of the Planned Development ordinance, it must return for an amendment to the Planned Development if it differs from what is presented tonight.

Zaveduk requested that he still seek the variation for the wall sign.

Chairperson Weinstein stated that his issue was noise and asked when the busiest day will be.

Zaveduk noted that the busiest days for the car wash are weather-dependent, but typically weekends experience more foot traffic than weekdays. He emphasized that most customers treat the car wash as a convenient stop while running errands, such as grocery shopping. During the week, the car wash sees increased activity after work, while weekends tend to have a steady flow of customers throughout the day as people complete their various tasks. In general, weekday evenings are busier than midday.

Chairperson Weinstein questioned why the sound study was conducted on a Monday.

Thunder stated that they conducted the sound study on Monday as it was during the bulk of the week, and focusing on peak noise levels during high traffic times. The analysis examined the worst-case scenario, where blower noise would constantly occur alongside a steady stream of cars. This scenario was illustrated in Figure 5 of the sound study. The findings indicated that the noise generated by the car wash is comparable to the existing ambient noise from traffic on Dundee Road, suggesting no significant impact from the car wash's operations.

Chairperson Weinstein asked if the ambient noise tested on a Monday are similar to those on other days of the week.

Thunder noted that while traffic patterns may change, overall noise levels remain relatively constant. With half the number of cars running at peak rush hour, noise increases only slightly; a significant rise in car volume is needed for substantial noise changes. On weekends, noise levels are similar but follow a different pattern. Weekday traffic peaks during morning rush hour, dips at midday, and rises again in the evening. In contrast, weekends see a gradual midday peak before tapering off, yet still reach similar noise levels as weekdays.

Chairperson Weinstein mentioned that if traffic is lower on Saturday afternoons, it might be a busier time than usual, leading to consistent ambient noise. He expressed concern about receiving complaints from residents across the street, stating that it has become too loud on Saturday afternoons.

Thunder stated that Figure 5 would represent their expectation in a worst-case scenario.

The Staff Report was entered into the record as Exhibit 1.

Zaveduk thanked everyone for their time and looks forward to being good stewards of the village and neighbors to those around them when they open.

Public Hearing was closed.

Com. Davis made a motion to make a positive recommendation to the Village Board to allow an amendment to the Planned Development and Preliminary Plan approved by Ordinance No. 1971-033, A Plat of Subdivision, and a Special Use for an Automobile Laundry (Car Wash) facility, as well as zoning and sign variations for Dream Clean Carwash at 1355 Dundee Road, subject to the conditions in the Staff Report.

The motion was seconded by Com. Worlikar.

Chairperson Weinstein stated that the development is comprehensive and suitable for the location, with all concerns addressed satisfactorily. The setback issue is minor regarding the building heights. Additionally, the sign variation is minimal, and the parking situation is more of a nuance, considering the original development did not have parking requirements. Given that there is ample parking within the facility, he believes the proposal meets all necessary criteria

and is in favor of it.

Com. Worlikar agreed and noted that he really appreciates the effort to come out and conduct the traffic study and perform the sound study. Having the expert present allows for a thorough review that benefits the public and the community, especially since everyone resides in the village. He is also very pleased to see that the area is being developed, so he is in favor of the proposal.

Moved by Jason Davis, seconded by Neil Worlikar, to recommend approval.  
Upon roll call, Commissioners voted as follows:

AYES: 7 Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Jason Davis, Chad Gregory

NAYS: 0 None

ABSENT: 2 Sujat Saxena, Don Schwartz

Motion declared passed.

## **REGULAR MEETING**

### **A. Other Matters for Discussion**

None.

### **B. Approval of Draft Minutes from the December 17, 2025 PZC Meeting**

Moved by Adam Moodhe, seconded by Amy Au to approve. Upon roll call, Commissioners voted as follows:

AYES: 5 Mitchell Weinstein, Adam Moodhe, Neil Worlikar, Marc Spunt, Jason Davis

NAYS: 0 None

ABSENT 2 Sujat Saxena, Don Schwartz

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Motion declared Passed.

### **C. Chairperson's Report**

None.

### **D. Committee and Liaison Reports**

Com. Spunt provided an overview of the January Board meeting, confirming the approval of the VEG Signage and Chase Plaza.

### **E. Staff Report/Future Agenda Schedule**

Associate Planner Binder provided an overview that the next two PZC meetings will likely be canceled.

### **F. Public Comments and Questions**

**All comments will be limited to 5 minutes and should be limited to concerns or comments regarding issues that are relevant to Planning and Zoning Commission business and not on the regular agenda for discussion.**

None.

## **ADJOURNMENT**

The meeting was adjourned at 8:42 PM.

