



AGENDA ITEM EXECUTIVE SUMMARY

Title:	Recommend approval of Special Uses for a Transportation Operations Facility at 220 N. Randall Road and 300 N. Randall Road (North Randall Road Partners)
Presenter:	Russell Colby

Please check appropriate box:

	Government Operations		Government Services
X	Planning & Development – 8/8/11		City Council
	Public Hearing		

Estimated Cost:		Budgeted:	YES		NO	
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If NO, please explain how item will be funded:

Executive Summary:

Gerard Keating of North Randall Road Partners, the property owner, has submitted applications for Special Use to establish a “Transportation Operations Facility” at 220 and 300 N. Randall Road. Illinois Central Bus Company, a private school bus transportation provider, proposes to operate a dispatch/light repair facility and bus storage yard at the subject property with 150 buses.

Site:

- 220 N. Randall Rd., the former Resnick Dealership, is zoned BC Community Business and will be used as a temporary dispatch office and repair facility.
- 300 N. Randall Rd., the former Seigles/Stock Lumber property, is split between two zoning districts. The front portion, along Randall Road, is zoned BC Community Business. The rear portion is zoned M-1 Limited Manufacturing (industrial). This site will be the permanent location of the dispatch/repair facility in the existing building. Bus parking will be located behind the building at the rear of the lot.

Access:

- Most buses will need to travel south from the site. In the interim, buses will exit onto northbound Randall Road and use Dean Street to loop back to Rt. 64 via 15th Street or Peck Road. The permanent exit will be via an access drive to N. 17th Street to Rt. 64 to southbound Randall Road.
- A traffic analysis was conducted to determine the impact of buses exiting the site.

The Plan Commission held a public hearing on the Special Uses and recommended approval (in a 4-2 and 5-1 vote), subject to the following conditions proposed by Staff:

- The Special Use for the 220 location will expire on Dec. 31, 2011 and all improvements at the 300 site must be complete at that time.
- Buses will primarily exit via 17th Street and enter from Randall Road at the 220 entrance
- The applicant will cover the cost and make a good faith effort with the City to (1) have the traffic signal at Rt. 64 and Randall Rd. retimed per the traffic analysis and (2) petition to have the rail crossings on Randall and Dean posted as “exempt” to prevent buses from needing to always stop when crossing.
- The applicant will dedicate an access easement to Dean Street for a future roadway
- The Special Use will expire after 5 years.

Attachments: <i>(please list)</i>	
Staff Report Application and Attachments Traffic Memoranda Correspondence	
Recommendation / Suggested Action <i>(briefly explain):</i>	
Recommend approval of the Special Uses for 220 N. Randall Road and 300 N. Randall Road, subject to the conditions listed in the Staff Report dated 8/4/11.	
<i>For office use only:</i>	<i>Agenda Item Number:</i>

Community Development
 Planning Division

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



STAFF REPORT

TO: Chairman Cliff Carrigan
 and Planning & Development Committee Members

FROM: Russell Colby
 Planning Division Manager

RE: Application for a Special Use for a Transportation Operations Facility

DATE: August 4, 2011

I. APPLICATION INFORMATION:

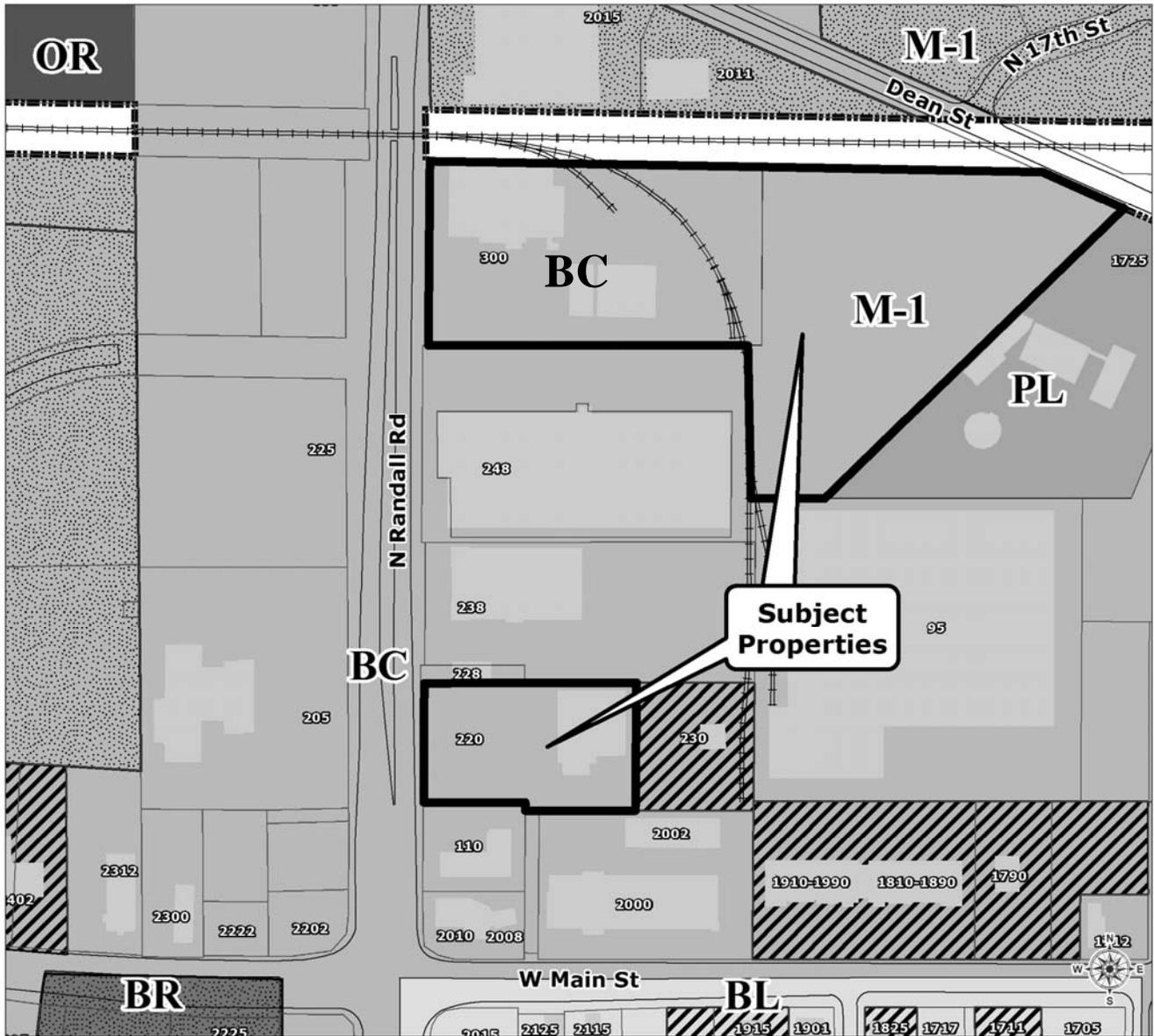
Project Name: 220-300 N. Randall Road

Applicant: Gerard Keating, North Randall Road Partners

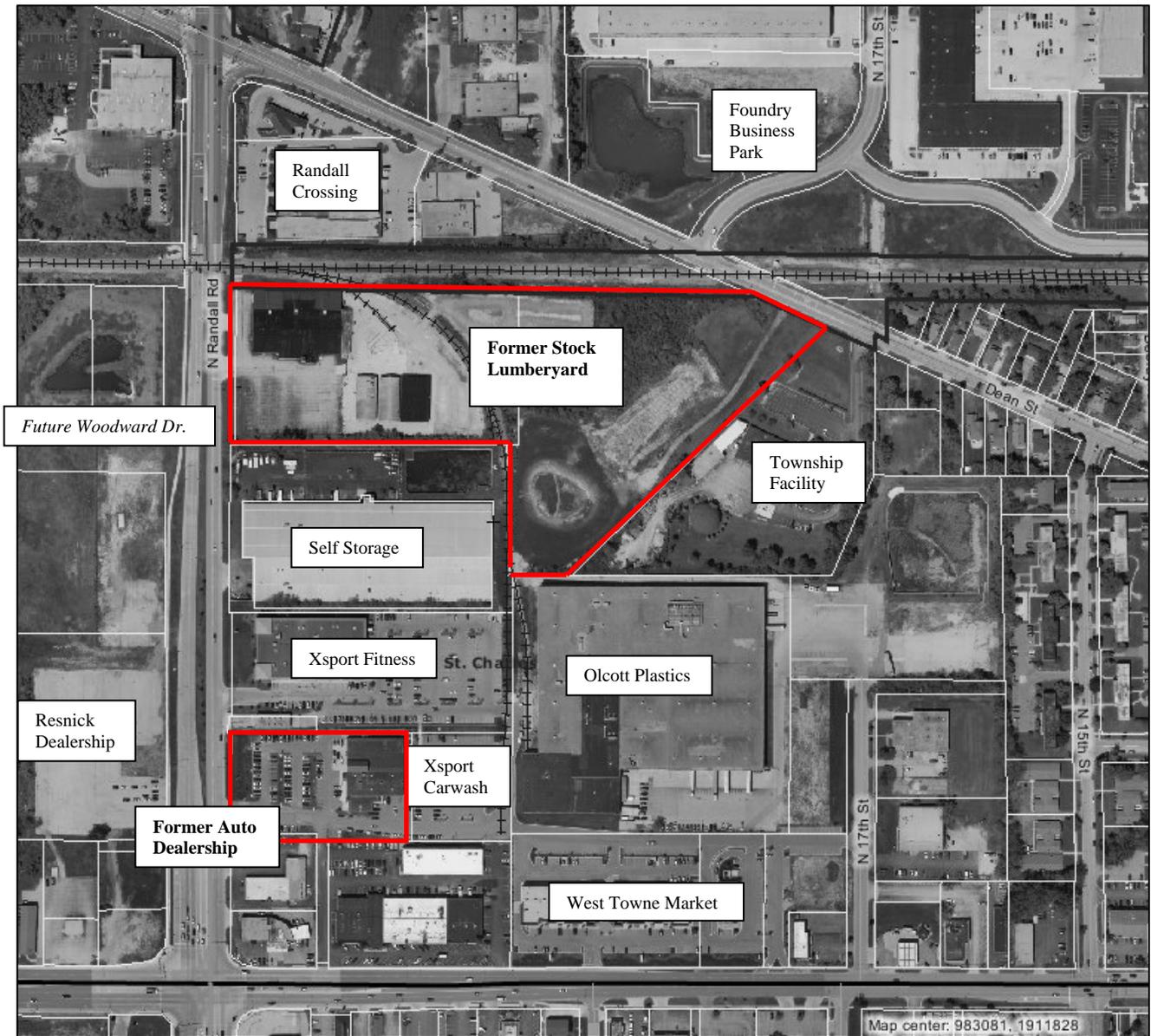
Purpose: Utilize and improve existing properties to establish a Transportation Operations Facility for a School Bus Company

General Information:		
Site Information		
Location	220 N. Randall Road (former Resnick dealership), 2.5 acres 300 N. Randall Road (former Stock Lumber facility), 10.7 acres	
Applications:	Special Use for Transportation Operations Facility	
Applicable Zoning Code Sections	17.04.330 – Special Uses and Amendments to Special Uses 17.06.020 – Design Review Standards and Guidelines for all Zoning Districts 17.14 Business and Mixed Use Districts 17.16 Office Research, Manufacturing & Public Land Districts 17.26 Landscaping and Screening 17.24 Off Street Parking, Loading, & Access	
Existing Conditions		
Land Use	Vacant former Auto Dealership and Vacant former Lumberyard	
Zoning	BC Community Business (220 N. Randall and west half of 300 N. Randall Rd) M1 Special Manufacturing District (East half of 300 N. Randall Rd)	
Zoning Summary		
North	M1 Limited Manufacturing	Randall Crossing & Foundry Bus. Park
East	PL Public Land & M1 Limited Manuf.	St. Charles Township Facility, Olcott Plastics
South	BC Community Business	Commercial uses on Rt. 64 and Randall Rd.
West	BC Community Business	Mercedes Dealership and Vacant land
Comprehensive Plan Designation		
Special Manufacturing		

Zoning Map



Aerial Photo



II. ANALYSIS:

USE

Gerard Keating of North Randall Road Partners, the property owner, has submitted two applications for Special Use to establish a “Transportation Operations Facility” in the BC Community Business District and M-1 Special Manufacturing District at sites located at 220 N. Randall Road and 300 N. Randall Road. Transportation Operations Facility is a Special Use in both the BC and M-1 Zoning Districts.

17.30.020 “Use Definitions”

Transportation Operations Facility. A facility which may include outdoor facilities and buildings, where buses, trains, taxicabs or other livery vehicles are stored and/or dispatched, where loading and unloading of passengers and freight may be carried on regularly. This use is distinct from a Public Service Facility, as defined herein.

USER

Illinois Central Bus Company, a private school bus transportation provider, will operate a dispatch/light repair facility and bus storage yard at the subject property. Illinois Central has recently been awarded contracts to provide bus service for school districts in Batavia, West Chicago and Geneva Special Education. Illinois Central will not serve St. Charles School District #303. Currently, District #303 provides bus transportation service out of a facility located on Peck Road, south of Route 38.

Illinois Central is under contract to provide bus service this upcoming school year, starting in late August. Illinois Central plans to initially locate 100 buses at this location and may increase the total to 150. The buses will be a mixture of full-length school buses and short buses.

TEMPORARY VS. PERMANENT USE

Because the Special Use application does not identify the use as temporary, it is assumed to be a permanent use without any time limitation. At the public hearing on July 19, 2011, the applicant testified that the bus company will sign a five-year lease on the site and that the ownership of the property viewed the use as temporary. As a condition of meeting a specific Finding of Fact, the Special Use could be approved with a time limitation and can be set up so that after a certain time, the applicant is required to seek an extension of the Special Use from the City.

LOCATION

The proposal is to utilize two currently vacant properties located on North Randall Road. The properties will be used in an interim condition while improvements at the 300 N. Randall Road are completed. All improvements will be complete by the end of the year.

- 220 N. Randall Road, the former Resnick Mercedes Dealership
 - Use of this property will be temporary, pending improvements to the 300 N. Randall Road site
 - As a temporary/interim use, this site will function as a dispatch center and light repair facility for the bus company and the employee parking area.
 - No significant changes to the site or building are necessary for this use.
- 300 N. Randall Road, the former Seigles/Stock Lumberyard

- This site will be the permanent location for the dispatch center/light repair facility (in the existing building), employee parking area and the bus storage area.
- In the interim, the front parking lot and paved lumberyard area on the site will be utilized for bus storage.
- Later this year, the building will be improved to function as the dispatch and repair facility and the back portion of the site will be improved with a bus storage area and fueling station.

SITE ACCESS

Existing Conditions

- Properties in the area north and east of the Randall Road/IL Route 64 intersection are connected by a series of cross-access drives that connect to Randall Road, IL Route 64 and North 17th Street.
 - The access drives do not connect to the 300 N. Randall Road property.
- A barrier median prevents access to or from the southbound lanes of Randall Road. Traffic must utilize IL Route 64 to access southbound Randall Road.

Proposed Condition for this project

- As a part of the planned improvements for this facility, the access drives will be extended to connect to the 300 N. Randall Road property.
 - This connection will enable site traffic from the 300 N. Randall Road property to reach IL Route 64 by way of N. 17th Street

Intergovernmental Agreement with Kane County

- The City has entered into an Intergovernmental Agreement (IGA) with Kane County regarding access to Randall Road within this area.
- The IGA calls for Woodward Drive to be extended eastward across Randall Road to Dean Street as a public or private roadway (Section 4.B.iii). This roadway extension would intersect the proposed extension of the north-south access drive.
 - The IGA states that the City shall require the dedication or provision of access upon “redevelopment” of property on the east side of Randall Road. “Redevelopment” is defined in Exhibit “C” of the Agreement, under “Development.”
 - The intersection of Woodward and Randall would be a full, signalized intersection. A number of driveways on the east side of Randall Road would be closed and/or consolidated.

Future Improvements Shown on the Site Plan

- Extensions of the access drive system west to the Woodward/Randall intersection and east to Dean Street are shown as “Future” roads that are not proposed to be constructed at this time.
 - The extension of the access drive to Woodward/Randall largely falls in the Randall Road Self Storage property, located south of the Stock/Seigles site. The applicant does not have ownership or control of this property. The access road is aligned with the future extension of Woodward Drive.
 - The extension of the access drive to Dean Street falls within the subject property.

TRAFFIC CIRCULATION

Bus Routing

Illinois Central has submitted information regarding the times and routing of buses entering and leaving the site.

- In the morning, buses will generally leave the site between 6:30 and 7:15 am, returning between 8:15 and 9:00 am.
- In the afternoon, buses will generally leave the site between 1:30 and 2:15 pm, returning between 3:45 and 4:30 pm.
- The majority of the buses will need to travel south on Randall Road, with many then travelling east on IL Route 38.

Interim Condition

- Buses will enter and exit the 300 N. Randall Rd. site from the right in/out from Randall Road.
- Exiting buses must travel northbound. Buses will turn at Dean Street and use 15th Street or Peck Road to travel south.

Proposed Condition

- Buses will enter the site from one of the right/in out locations from Randall Road, either at the 220 N. Randall or 300 N. Randall sites.
- Buses will exit the site from N. 17th Street on to IL Route 64, with most turning west to reach southbound Randall Road.

Traffic Analysis

The City engaged Hampton, Lenzini and Renwick (HLR) to conduct a traffic analysis of the impact of the proposed use on the public street network adjacent to the site. Summary of the findings:

- No issues with on-site circulation or use of the private access drive system
- Increased delays from the project will occur at non-peak traffic times
- The potential impact on Randall Road for buses entering the site would be reduced by using the 220 N. Randall Road entrance (where northbound Randall Road is 3 lanes) vs. using the 300 N. Randall Road entrance (where northbound Randall Road is 2 lanes). Use of the 220 entrance will be possible after the access drive to the 300 site is completed.
- The railroad crossings on Randall Road and on Dean Street will require buses to stop. (Northbound Randall Rd. will be used until the access drives are connected to 17th Street)
 - The rail is a spur line that is inactive and is in the process of being abandoned.
 - The authority with jurisdiction over the roadway crossing the tracks (Kane County in the case of Randall Road, the City in the case of Dean Street) can petition to have the crossing posted as “Exempt”, which would then not require buses or other vehicles to always stop at the crossing.
 - The “exempt” status must be granted by the Illinois Commerce Commission. The timetable for applying and being granted the “exempt” status is not known.
- An initial analysis identified a potential issue with the buses queuing on the IL Route 64 westbound left turn lane onto southbound Randall Road. At the request of the Plan Commission, further analysis was conducted of the intersections of Randall Rd/IL Route 64 and Randall Road / Dean Street.
 - Further analysis showed no issues at Randall Road/Dean Street.

- Further analysis showed that issues already exist with the IL Route 64 westbound left turn lane onto southbound Randall Road. The current signal length does not clear traffic that is queued in the turning lanes. The analysis suggests that with adjusted timing, the turn lane can operate at an acceptable level of service.
- The applicant has made contact with Kane County DOT, who has jurisdiction over the traffic signal, to discuss adjusting the timing.

Public Hearing Testimony

Bonnie Echelbarger, who is responsible for bus routing and dispatching for Illinois Central School Bus, testified at the public hearings for the project. She stated that the buses will not leave the site all at one time and that they are staggered based on the schedule for each route. Additionally, the buses are scheduled to leave in a manner that would avoid causing traffic congestion to prevent buses from being delayed by traffic.

SITE ENGINEERING

- The applicant has submitted a site plan showing the proposed improvements at the 300 N. Randall site along with a plan showing how the improvements will be phased.
- A memo with review comments on the site plan from Chris Tiedt, Development Engineering Division Manager, was entered into the hearing record.
- Detailed site engineering for the new parking lot and access drive will be reviewed at the time of building permit.
- Paving or site work will require a stormwater permit. Stormwater detention will be required for any newly paved or reconstructed pavement areas. A new stormwater basin is shown in the northeastern corner of the site.
- Wetlands are located on the site and this will need to be investigated prior to any construction taking place.
- The proposed bus fueling station will need to comply with the City's building and safety codes, which limit the location and volume of above-ground fuel storage tanks.

PARKING

- The Zoning Ordinance does not specify a general parking requirement for this use. Table 17.24-3 "Required Off-Street Parking" states that for uses not specifically listed in the table, the parking requirement shall be "As determined by the City Council upon the recommendation of the Plan Commission."
 - Staff's expectation is that off-street parking spaces will be provided at a rate of 1 space per bus/driver, plus additional spaces for each dispatch/repair employee
- The bus storage lot will be considered vehicle storage, not off-street parking.
 - The bus parking area will not be required to comply with the landscape requirements applicable to parking lots.
 - The bus parking area is required to be paved, per Zoning Ordinance Section 17.24.070(G) "Surfacing".
- Depending on the final layout and grading of the site, some screening of the bus storage yard may be required from Randall Road and/or Dean Street. Screening can be accomplished with a fence.

III. RECOMMENDATIONS

Plan Commission Review

The Plan Commission held public hearings to review the applications on July 19, 2011 and August 2, 2011. Staff provided Findings of Fact supporting a recommendation for approval of each Special Use with conditions. Findings are attached to this report. The Plan Commission voted to recommend approval of the Special Uses subject to the Staff Conditions. The vote was:

- Special Use at 220 N. Randall Road: 4 AYE, 2 NAY
- Special Use at 300 N. Randall Road 5 AYE, 1 NAY

Staff and Plan Commission Recommendation

220 N. Randall Road (Former Resnick site)

1. Termination of Use:

The Special Use shall terminate on December 31, 2011.

2. Traffic and Access:

The applicant, in cooperation with the City, shall make a good faith effort to have the traffic signal at IL Route 64 and Randall Road re-timed as discussed in the HLR Technical Memorandum dated July 28, 2011. The applicant shall be responsible for any costs associated with analyzing and retiming the signals.

300 N. Randall Road (Former Seigles/Stock site)

1. All improvements shown on the site plan shall be completed by December 31, 2011.

2. Maximum number of Buses:

The number of buses located on the site shall be based upon the data used in the Traffic Analysis. (A total of 150 buses on site, approximately 125 in regular operation, approximately 100 buses leaving the site during peak hour operation)

The applicant shall notify the City if the number of buses is to be increased and the City reserves the right to require a further traffic analysis based on the increased number of buses. The applicant will be responsible for completing any improvements identified in a future traffic analysis as a condition of the increase of buses.

3. Termination of Use:

The Special Use shall terminate five years from the date of the Special Use approval by the City Council, but the applicant may re-apply for the Special Use at that time.

4. Traffic and Access:

- a. The applicant, in cooperation with the City, shall make a good faith effort to have the traffic signal at IL Route 64 and Randall Road re-timed as discussed in the HLR Technical Memorandum dated July 28, 2011. The applicant shall be responsible for any costs associated with analyzing and retiming the signals.
- b. Buses entering the site from Randall Road shall enter at the 220 N. Randall Road entrance (after the access drive connecting to 300 N. Randall Road is constructed)
- c. Buses exiting the site shall primarily exit onto 17th Street and IL Route 64.
- d. The applicant, in cooperation with the City and County, shall make a good faith effort to petition the Illinois Commerce Commission to have the rail crossings on Randall Road and Dean Street posted as “Exempt”. The applicant shall be responsible for any costs associated with petitions for the “Exempt” status.
- e. The applicant shall grant a public access easement over the “Future” access drive to Dean Street. In the future, this access easement may be relocated to an alternate location on the site if necessary, subject to the review and approval of the City.

IV. REQUESTED ACTION:

Staff has provided Findings of Fact supporting a conditional recommendation for the approval of a Special Use for 220 N. Randall Road and the Special Use for 300 N. Randall Road approval.

Cc: Rita Tungare, Director of Community Development
Ryan Corcoran/Gerard Keating, Randall Road Partners

FINDINGS OF FACT
Special Use for a Transportation Operations Facility
220 N. Randall Road

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

The proposed School Bus facility use is needed to serve school districts within the area. The location has access to two multi-lane arterial roadways (IL Route 64 and Randall Road) that provide regional access for the bus facility.

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

The 220 N. Randall Road site is served by adequate utilities.

A Traffic Analysis conducted by HLR, in the Technical Memorandum dated 7/15/11, found no issues with on-site traffic circulation.

A Traffic Analysis was also conducted to assess off-site circulation and impacts to the surrounding road network (HLR Technical Memoranda dated 7/15/11 and 7/28/11). The analysis notes that the traffic generated by the use would avoid the heaviest peak traffic times in the area. The analysis finds that the use would not have a significant impact on the adjacent road network or the intersections of Randall Road/Dean Street and Randall Road/IL Route 64, if the following conditions are met:

- Traffic signals at Randall Road/IL Route 64 are re-timed to adequately clear the IL Route 64 westbound turn lanes to southbound Randall Road.

Additionally, the granting of “Exempt” status for the rail crossings on Randall Road and Dean Street would prevent buses from always needing to stop at these crossings.

Detention is provided for the 220 N. Randall Road site.

3. 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.

This site is located in an area with a mix of commercial/service/office uses and industrial uses. To the south are auto repair facilities; to the east is an industrial building, to the north is a fitness facility, and to the west are vacant properties and an auto dealership.

The land uses in this area generate traffic and also benefit from visibility and access to the large volume of traffic using Randall Road and IL Route 64, including commercial vehicles and trucks. The proposed Transportation Operations Facility use is compatible with the uses that surround the site and the addition of bus traffic to the street network in the area will not significantly impact the continued use of the roadways for the benefit of surrounding properties, as discussed under Finding #2, “Sufficient Infrastructure.”

4. 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 has been vacant for a number of months and is a former auto dealership. The use of the site as a dispatch/repair facility will be temporary and will expire on December 31, 2011. No changes will be made to the site.

5. 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 location and surrounding businesses are automobile and truck-oriented and are located near the intersection of two high traffic volume arterial roads. The Special Use is compatible with most existing surrounding uses. Potential traffic impacts can be mitigated as discussed above under findings #2, “Sufficient Infrastructure.”

6. 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 Special Use for Planned Unit Development.

No physical changes to the building or property are contemplated at this time.

Any improvements to the property will require building and/or site development permits from the City. The improvements must comply with all applicable provisions of the City Code, including the Zoning Ordinance, applicable Building and Life Safety Code, and the Kane County Stormwater Ordinance, and must also comply with the conditions of this Special Use approval.

FINDINGS OF FACT
Special Use for a Transportation Operations Facility
300 N. Randall Road

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

The proposed School Bus facility use is needed to serve school districts within the area. The location has access to two multi-lane arterial roadways (IL Route 64 and Randall Road) that provide regional access for the bus facility.

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

The site is served by adequate utilities.

On-site, an existing access road network will be improved to provide access from the site to 17th Street and IL Route 64, as shown on the site plan dated 7/14/11. The site plan shows that portions of the site will be reserved for the future construction of an east-west access drive through the 300 N. Randall Road site linking Randall Road to Dean Street. An easement shall be granted to reserve this area of the site for this purpose. A Traffic Analysis conducted by HLR, in the Technical Memorandum dated 7/15/11, found no issues with on-site traffic circulation.

A Traffic Analysis was also conducted to assess off-site circulation and impacts to the surrounding road network (HLR Technical Memoranda dated 7/15/11 and 7/28/11). The analysis notes that the traffic generated by the use would avoid the heaviest peak traffic times in the area. The analysis finds that the use would not have a significant impact on the adjacent road network or the intersections of Randall Road/Dean Street and Randall Road/IL Route 64, if the following conditions are met:

- Buses will enter the site at the 220 N. Randall Road entrance, when available, to reduce potential congestion on Randall Road
- Traffic signals at Randall Road/IL Route 64 are re-timed to adequately clear the IL Route 64 westbound turn lanes to southbound Randall Road.

Additionally, the granting of “Exempt” status for the rail crossings on Randall Road and Dean Street would prevent buses from always needing to stop at these crossing.

A new detention facility will be constructed on the site in compliance with the Kane County Stormwater Ordinance.

3. 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.

This site is located in an area with a mix of commercial/service/office uses and industrial uses. To the south is a self-storage facility, to the east is an industrial building and the Township offices and road maintenance facility; to the north are office/retail/service uses adjacent to Randall Road and light industrial/office uses along Dean Street; to the west are vacant properties and an auto dealership.

The land uses in this area generate traffic and also benefit from visibility and access to the large volume of traffic using Randall Road, IL Route 64 and Dean Street, including commercial vehicles and trucks. The proposed Transportation Operations Facility use is compatible with the uses that surround the site and the addition of bus traffic to the street network in the area will not significantly impact the continued use of the roadways for the benefit of surrounding properties, as discussed under Finding #2, “Sufficient Infrastructure.”

5. 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 has been vacant for a number of years and the condition of the property has deteriorated. The applicant testified during the public hearing that the Special Use will enable improvements to be made to the site. The site will be cleaned up and the deteriorated outbuildings and rail spur on the site will be removed.

The majority of the surrounding properties are already developed, although some are underutilized and may be redeveloped at some point in the future. The proposed site plan reserves an area to construct future access drives through the site linking a future Randall Road/Woodward Drive intersection to Dean Street, which would greatly improve access to this and surrounding properties. The provision of an easement for the access drive to Dean Street will insure that this connection can be constructed in the future.

Testimony during the public hearing included concerns that having a non-retail use on this site may have a negative impact on the long term viability of retail and service uses in the surrounding area. Based on this concern, it would be appropriate for the Special Use approval to include a time limitation so that the City has the ability to reassess whether the Special Use will continue to meet this finding at a point in the future.

Additionally, the applicant testified during the public hearing that the proposed use represents an interim use to occupy the property. The applicant stated that attempts to market the property to a retail user over the past two and a half years have been unsuccessful, and that interest in the site has been primarily from industrial businesses.

5. 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 location and surrounding businesses are automobile and truck-oriented and are located near the intersection of two high traffic volume arterial roads. The Special Use is compatible with most existing surrounding uses. Potential traffic impacts can be mitigated as discussed above under findings #2, “Sufficient Infrastructure.”

6. 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 Special Use for Planned Unit Development.

Any improvements to the property will require building and/or site development permits from the City. The improvements must comply with all applicable provisions of the City Code, including the Zoning Ordinance, applicable Building and Life Safety Code, and the Kane County Stormwater Ordinance, and must also comply with the conditions of this Special Use approval.

CITY OF ST. CHARLES

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



COMMUNITY DEVELOPMENT/PLANNING DIVISION

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

SPECIAL USE APPLICATION

CITYVIEW	
Project Name:	<u>220 & 300 N. Randall Rd.</u>
Project Number:	<u>2011 -PR- 010</u>
Application Number:	<u>2011 -AP- 018</u>

Received Date
St. Charles, IL

JUN 29 2011

CDD
Planning Division

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:	Parcel Number (s): 0928351001, 0928351021, and 0928351049	
	Street Address (or common location if no address is assigned): 300 N Randall Rd. St. Charles, IL 60174 220 N Randall Rd. St. Charles, IL 60174	
2. Applicant Information:	Name Gerard Keating	Phone 630-232-4246
	Address 719 Shady Ave. Geneva, IL 60134	Fax (630) 248-9969
		Email gerard@keatingresources.com
3. Record Owner Information:	Name North Randall Road Partners LLC	Phone 630-587-5595
	Address 719 Shady Ave. Geneva, IL 60134	Fax (630) 248-9969
		Email gerard@keatingresources.com
4. Billing: <i>To whom should costs for this application be billed?</i>	Name Dave Keilman	Phone 630-587-5595
	Address 409 Illinois Ave. Suite 1C St. Charles, IL 60174	Fax 630-587-0700
		Email dave@pcwinvest.com

Information Regarding Proposed Special Use:

Comprehensive Plan designation of the property: Special Manufacturing (Per Land Use - Comprehensive Plan)

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

What is the property's current zoning? BC and M-1

What is the property currently used for? Building Supply and Lumber; ~~Auto Sales and Maintenance~~

What Special Use(s) are you applying for? Please select from the list of Special Uses in the Zoning Ordinance for the appropriate zoning district.

Transportation Operations Facility

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

Demolish Outbuildings; grade and construct internal connecting roadway

For Special Use Amendments only:

What Special Use ordinance do you want to amend? Ordinance No. _____

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

- APPLICATION:** Completed application form signed by the applicant
- APPLICATION FEE:** Application fee in accordance with Appendix B of the Zoning Ordinance.
- 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.
- 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%).

❑ **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.

❑ **SOIL AND WATER CONSERVATION DISTRICT APPLICATION:**

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/>

❑ **ENDANGERED SPECIES REPORT:**

Copy of Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural Resources. <http://dnrecocat.state.il.us/ecopublic/>

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

❑ **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 - Fifteen (15) full size copies, Three (3) 11" by 17", and a PDF electronic file on a CD-ROM.
- Revision Submittal for Plan Commission - Twenty-Two (22) full size copies, Three (3) 11" by 17" and a PDF electronic file on a CD-ROM.

❑ **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 Date

 Applicant or Authorized Agent Date

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



COMMUNITY DEVELOPMENT/PLANNING DIVISION

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

SPECIAL USE APPLICATION

RECEIVED
St. Charles, IL

AUG - 2 2011

CDD
Planning Division

CITYVIEW	
Project Name:	<u>220 & 300 N. Randall Rd</u>
Project Number:	<u>2011 -PR- 010</u>
Application Number:	<u>2011 -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:	Parcel Number (s):	0928351049
	Street Address (or common location if no address is assigned):	220 N Randall Rd. St. Charles, IL 60174
2. Applicant Information:	Name Gerard Keating	Phone 630-232-4246
	Address 719 Shady Ave. Geneva, IL 60134	Fax (630) 248-9969
		Email gerard@keatingresources.com
3. Record Owner Information:	Name North Randall Road Partners LLC	Phone 630-587-5595
	Address 719 Shady Ave. Geneva, IL 60134	Fax (630) 248-9969
		Email gerard@keatingresources.com
4. Billing: <i>To whom should costs for this application be billed?</i>	Name Dave Keilman	Phone 630-587-5595
	Address 409 Illinois Ave. Suite 1C St. Charles, IL 60174	Fax 630-587-0700
		Email dave@pcwinvest.com

Information Regarding Proposed Special Use:

Comprehensive Plan designation of the property: Special Manufacturing (Per Land Use - Comprehensive Plan)

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

What is the property's current zoning? BC and M-1

What is the property currently used for? ~~Building Supply and Lumber~~; Auto Sales and Maintenance

What Special Use(s) are you applying for? Please select from the list of Special Uses in the Zoning Ordinance for the appropriate zoning district.

Transportation Operations Facility

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

~~Demolish Outbuildings; grade and construct internal connecting roadway~~ None

For Special Use Amendments only:

What Special Use ordinance do you want to amend? Ordinance No. _____

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

- APPLICATION:** Completed application form signed by the applicant
- APPLICATION FEE:** Application fee in accordance with Appendix B of the Zoning Ordinance.
- 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.
- 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%).

❑ **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.

❑ **SOIL AND WATER CONSERVATION DISTRICT APPLICATION:**

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/>

❑ **ENDANGERED SPECIES REPORT:**

Copy of Endangered Species Consultation Agency Action to be filed with the Illinois Department of Natural Resources. <http://dnrecocat.state.il.us/ecopublic/>

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

❑ **PLANS:**

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

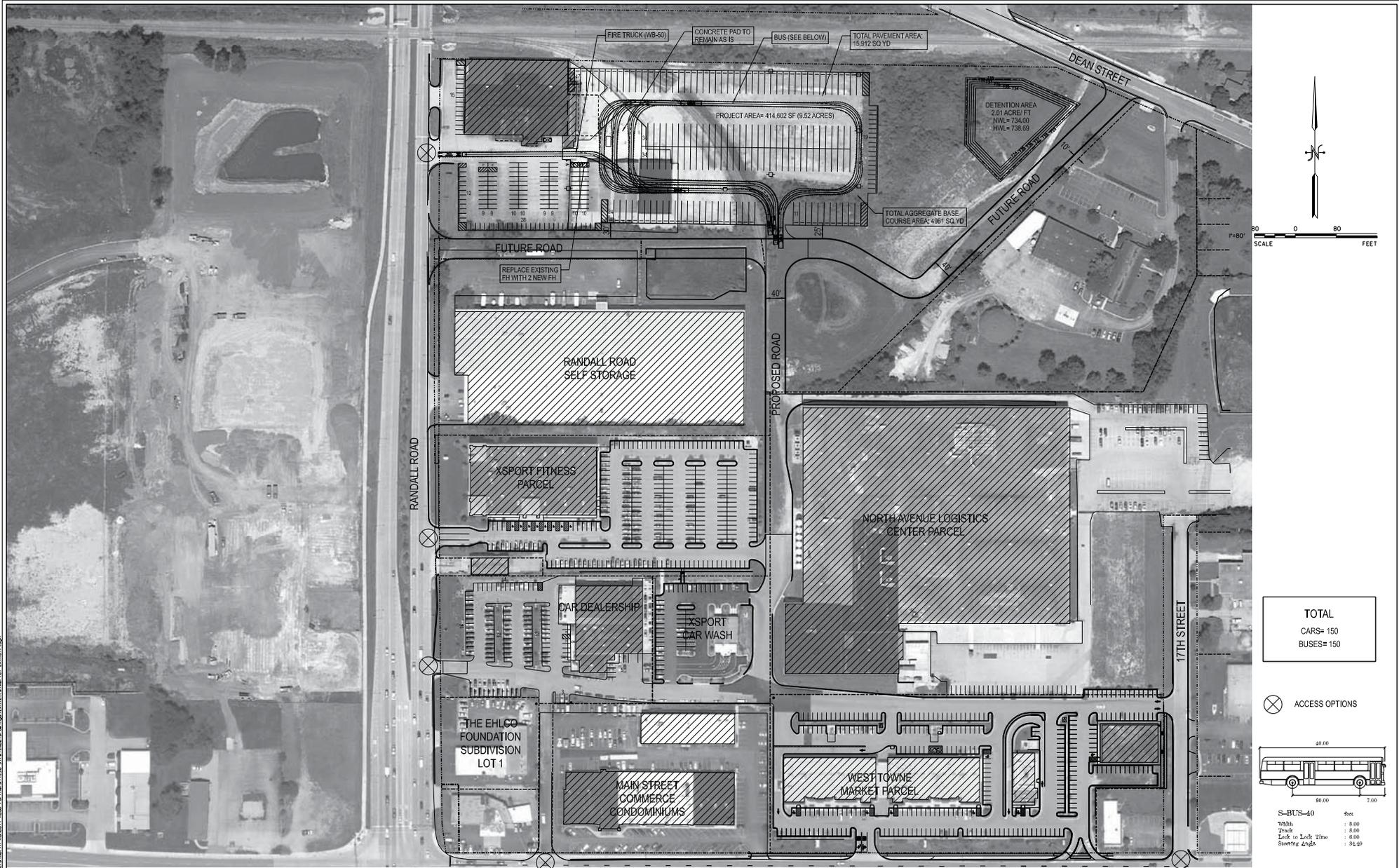
A plan or plans showing the following information:

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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
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 - a. Location, height, intensity and fixture type of all proposed exterior lighting
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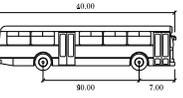
I (we) certify that this application and the documents submitted with it are true and correct to the best of my (our) knowledge and belief.

Record Owner	Date
	8-2-11
Applicant or Authorized Agent	Date



TOTAL
 CARS= 150
 BUSES= 150

⊗ ACCESS OPTIONS



S-BUS-40 feet
 Width : 8.00
 Trail : 8.00
 Lock to Lock Time : 6.00
 Steering Angle : 34.40

ESI CONSULTANTS, LTD
 225 N. HILL STREET, SUITE 100
 ST. CHARLES, IL 60174
 WWW.ESICONSULTANTS.COM
 ILLINOIS DEPARTMENT OF PROFESSIONAL REGULATION REGISTRATION #184-002685

NORTH RANDALL ROAD PARTNERS, LLC
 P.O. BOX 3970
 ST. CHARLES, IL 60174
 636-443-9393

NO.	DATE	DESCRIPTION OF REVISIONS	NO.	DATE	DESCRIPTION OF REVISIONS

ESI PROJECT NO.
 FILE: Aerial Exhibit
 DATE: 07-16-2011

ENGR:
 TECH:
 CAD/C:

RANDALL ROAD PROPERTIES
 ST. CHARLES, KANE COUNTY, IL

ICSB BUS STORAGE FACILITY

DRAWING NO.



Bonnie Echelbarger
2161 McGirr Rd.
Ashton, IL. 61006

www.illinois-central.com
b.echelbarger@illinois-central.com

Phone: 815-994-8463
Fax: 815-352-0220

St. Charles City Officials,

The total number of employees that Illinois Central School Bus hopes to employ at the St. Charles facility is approximately 150 people. The majority of these employees will be part time School Bus Drivers and Bus Monitors. We will also have several full time positions, Contract Manager, Bus Router, Safety Coordinator, Clerk, and Dispatchers. At this time wages are still to be determined for our employees, as wages will be based on experience. We are an EOE employer.

We hope to house approximately 100 buses at 300 N. Randall Rd.

The times the buses will be leaving the lot, both in the morning and in the afternoon will be varied, due to school bell times and the length of the routes.

In the morning the majority of the buses will leave the lot between 6:30 – 7:15 am, and return to the lot between 8:15 – 9:00 am.

In the afternoon the majority of the buses will leave the lot between 1:30 – 2:15 pm and return to the lot between 3:45 – 4:30 pm.

ICSB routing has determined that the majority of our school buses need to head south on Randall Road and/or East on Route 38 (servicing Batavia, Geneva and West Chicago). We would like to coordinate the routes to minimize any backup or congestion upon egress from the site. Upon completion of the internal roadway that property ownership has proposed, the school buses will exit at N 17th Street. This seems to be the best exit for us as well as have minimum impact on congestion since this roadway is used mainly to provide internal access to the few surrounding properties. Ingress back into the site will be a simpler to coordinate, given the right-in ingress off Randall Road.

Thank you for your consideration in this matter,

Bonnie Echelbarger

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St. Charles, IL

JUL - 5 2011

CDD
Planning Division

ICSB Bus Storage Facility
300 N. Randall Road
St. Charles, Illinois

Phase I of Road and Bus Facility Pavement

3- 4 weeks (August 19th – September 9th to 16th)

- 220 N. Randall Building used as temporary office for dispatch and car parking
- 300 N. Randall Site- bus storage on existing west asphalt parking lot and concrete portion and north storage area. Area will be extended with temporary aggregate base and removed at end of phase.
- Begin Construction of North/South Internal Road
- Begin Construction of Detention Facility

Bus Route

Buses will enter and leave via Randall Road. Exiting buses will turn right on Dean Street, right on N. 15th Street to traffic signal. Most buses will make a right turn on Route 64, but some will make a left.

Phase II of Road and Bus Facility Pavement

3- 4 weeks (approximately September 9th to 16th - approximately September 30th to October 14th)

- 220 N. Randall Building used as temporary office for dispatch and car parking
- 300 N. Randall Site- bus storage on existing west asphalt parking lot and concrete portion and south storage area completed in Phase I. South Area will be extended with temporary aggregate base and removed at end of phase.
- Complete Construction of North/South Internal Road
- Complete Construction of Detention Facility

Bus Route

Buses will continue with same route as with Phase I or until North/South Road is completed.

Phase III of Bus Facility Pavement

1-2 weeks (approximately September 30th to October 14th –October 7th to October 28th)

- 220 N. Randall Building used as temporary office for dispatch and car parking
- 300 N. Randall Site- bus storage on existing west asphalt parking lot and east storage areas completed in Phases I and II.

- Pave non-concrete portion of pavement areas and construct fuel island

Bus Route

Buses will use internal road system (inter-property easements) to exit at N. 17th Street to Route 64. Buses will turn right on Route 64. This is the anticipated permanent bus route plan.

Phase IV of Bus Facility Pavement

1-2 weeks (approximately October 7th to October 28th –October 14th to November 11th)

- 220 N. Randall Building used as temporary office for dispatch and car parking
- 300 N. Randall Site- bus storage on concrete and asphalt storage areas completed in Phases I through III.
- Stripe existing parking area and remaining bus storage area.

Bus Route

Same plan as outlined in Phase III.

Notes:

1. Dates are best and worst beginning and ending dates for each phase. Work should be completed before the end of October.
2. Schedules are based on the railroad spur, buildings and excess fill is removed prior to beginning Phase I.
3. The area where the buildings are to be removed is graded and leveled so the area can be used for bus storage.



TECHNICAL MEMORANDUM

TO: City of St. Charles
Christopher Tiedt, PE

FROM: Hampton, Lenzini, and Renwick, Inc. (HLR)
Alexander S. Garbe, PE, PTOE
P. Brien Funk, EI

SUBJECT: Illinois Central School Bus Operations Facility
Preliminary Traffic Impact Study Findings

DATE: July 15, 2011

Illinois Central School Bus (ICSB) has proposed a new transportation operations facility near the corner of Randall Road & IL Route 64 in St. Charles. This proposed facility will utilize the site previously occupied by Siegle's Hardware and temporarily utilize the site previously occupied by Mercedes-Benz. This facility will serve as a storage, service, and dispatch center for school busses travelling to/from Batavia, Geneva, and West Chicago. The City of St. Charles has asked HLR to perform on-site and off-site circulation analysis and to provide any recommendations to facilitate circulation of the site. The findings of this analysis are presented in this technical memorandum.

Planned Site Development & Circulation

This project is expected to be completed in two stages. During the interim stage, the bus storage facility will be located on the Siegle's property, while the dispatch and service building will use the existing building located on the Mercedes-Benz property. There will be no cross access between these two properties. Busses traveling between the two facilities will be forced to use Randall Road. The primary access for entering and leaving the parking facility will be the existing access driveway for the Siegle's property on Randall Road. The primary access for the dispatch and service facility will be the existing shared access for the old Mercedes-Benz dealership. Both of these accesses are restricted to right-in/right-out movements. All busses entering the site will turn from northbound Randall Road and all busses leaving the site will turn right on to northbound Randall Road. See **Exhibit 1** for an interim site circulation map.

The busses using this facility serve the school districts of Batavia, Geneva, and West Chicago. Therefore, nearly all busses will travel south on Randall Road with some travelling east on IL Route 64. During the interim stage, all busses will be required to exit the site and travel north on Randall Road. It is expected that the majority of the busses will turn east on Dean Street and turn south on 15th Street. The intersection of 15th Street & IL Route 64 is a signalized intersection, where most busses will turn west on to IL Route 64 and then south on Randall Road.

The completion of the site is expected by 2012. Upon completion of the site, the on- and off-site circulation will change. The new dispatch and service building will be located on the Siegle's property, joining the bus storage facility. Busses entering the site will still use the existing Siegle's access on Randall Road. A new connection from

the Siegle's property to the existing cross access will be constructed. This shared access road will then serve as the exit from the facility. The busses will leave the site using the shared access road to 17th Street which will take them to IL Route 64. See **Exhibit 2** for the ultimate site circulation map. The majority of busses are then expected to travel west on IL Route 64 and south on Randall Road. Some busses will turn east on to IL Route 64.

Analysis

HLR conducted a site visit on July 13, 2011 to take photos of the site and observe and record existing conditions. During the visit sight distances were checked at all access driveways that are planned for use. The site was driven using the anticipated circulation route to check for any potential traffic issues.

Turning movement count data was collected at two locations (IL Route 64 & 17th St, Randall Road & the shared access for the old Mercedes-Benz Dealership) during times of interest. The morning times of interest are 6:30 – 7:30 am and 8:00 – 9:00 am. The earlier period is when it is expected that the busses will be leaving the facility to begin the pick-up of students. The later period is when the busses are expected to return after dropping students off at school. The afternoon times of interest are 1:30 – 2:30 pm and 3:30 – 4:30 pm. These times again represent when the busses will be leaving to collect students and returning from their routes respectively. The time periods of interest were provided to HLR by ICSB. The counts were then used to complete capacity analyses for the two site access points. The analyses were done using Highway Capacity Software, which follows the current Highway Capacity Manual methodology.

Preliminary Findings

During the on- and off-site circulation analysis, HLR noted some potential areas for concern. The first area is Randall Road at the entrance driveway to the Siegle's property. Busses turning into the site from northbound Randall Road may impact the flow of traffic on Randall Road near the driveway, especially if a group of busses arrives at the same time. Northbound Randall Road is two lanes near the main access point. When the busses slow to enter the facility, only one lane will remain unaffected. This may cause brief delays to vehicles traveling on Randall Road. Once the project is complete, if busses were to enter using the shared access and then use the newly built cross access this concern would be reduced. Northbound Randall Road is three lanes wide near the shared access so there would still be two unaffected lanes on Randall Road when busses slow to enter the facility.

Another area of concern is the railroad crossing north of the site. It is a federal law that all school busses must come to a complete stop and open their doors prior to crossing railroad tracks. During the interim stage, busses turning northbound on to Randall Road will have to come to a complete stop at the railroad tracks that cross Randall Road between the site and Dean Street. During the peak exiting period, this will likely increase delay along northbound Randall Road, as 100 busses will be required to stop on Randall Road to adhere to this law in a short period of time. This will leave only one unaffected lane on Randall Road which will likely increase delay. Busses that turn right on to Dean Street will be required to stop again at the railroad tracks that cross Dean Street east of Randall Road. Dean Street is two lanes wide in

this area (one in each direction) which means when busses are forced to stop at the railroad tracks, all traffic traveling eastbound on Dean Street will be forced to stop. Upon completion of the project, this concern will no longer be valid. Busses exiting on to IL Route 64 will no longer be required to cross any railroad tracks near the site.

The last off-site area of concern is the intersection of Randall Road & IL Route 64. For both stages of this project the majority of the busses will utilize the westbound to southbound left-turn at this intersection. This additional volume of busses may significantly impact the westbound approach at this intersection, though it would not occur at the heaviest peak traffic period for the intersection. A further in depth study would be required to determine the extent of the impact on the intersection.

The only area of concern in regards to site circulation is maintenance of landscaping throughout the site. If not properly maintained, some bushes may impact sight distance along the circulating route.

17th Street will ultimately be used as the exit from the site for all busses. A capacity analysis of the intersection of IL Route 64 & 17th Street shows that this project will not significantly impact this intersection. The 17th Street approach will observe increased delays but will operate acceptably. There are no impacts anticipated for IL Route 64.

Conclusions & Recommendations

Overall, the results of this analysis show that there are no capacity issues anticipated with this proposed project. During the interim stages of the project, some increased delays will be observed along northbound Randall Road and eastbound Dean Street. However, these increased delays avoid the heaviest peak periods of the surrounding roadway network. The interim stage is only anticipated to last for a few months and the increased delays should be moderate.

Upon completion of the project, the only potential area of concern is the westbound approach at the intersection of Randall Road & IL Route 64. The additional volume of busses making a westbound left-turn may significantly impact the approach. A further in depth study would be required to determine the extent of the impact on the intersection and needed improvements, if any.

All access points to this new facility are currently existing. Sight distances for these access points were verified and no issues were found. On-site landscaping should be trimmed to maintain proper sight distance within the site.

If you have any questions or concerns, please contact Alex Garbe at our Elgin office.



Legend

 Site Traffic

Exhibit 1
Interim Site Circulation
ICSB Operations Facility
City of St. Charles

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Legend

-  Site Traffic
-  Alternate Route

Exhibit 2
Ultimate Site Circulation
 ICBSB Operations Facility
 City of St. Charles



TECHNICAL MEMORANDUM

TO: City of St. Charles
Christopher Tiedt, PE

FROM: Hampton, Lenzini, and Renwick, Inc. (HLR)
Alexander S. Garbe, PE, PTOE
P. Brien Funk, EI

SUBJECT: Illinois Central School Bus Operations Facility
Preliminary Traffic Impact Study Findings

DATE: July 28, 2011

This technical memorandum has been prepared in response to concerns expressed by the City of St. Charles Plan Commission at a Plan Commission Meeting held on August 19, 2011. The concerns were related to the addition of 100 school buses to local traffic flow and how they will impact the intersections of Randall Road & IL Route 64 and Randall Road & Dean Street. The City of St. Charles has asked HLR to perform a traffic impact study for these two intersections and present findings and recommendations.

Analysis

HLR conducted turning movement counts at the two study intersections during the times of interest. The times of interest for these intersections are when the buses are expected to leave the proposed facility and travel through the intersections. The morning time of interest is 6:30 – 7:30 am and the afternoon time of interest is 1:30 – 2:30 pm.

The counts were used to conduct capacity analyses for the two intersections. The analyses were done using Highway Capacity Software, which follows the current Highway Capacity Manual methodology.

Preliminary Findings

After completing the capacity analysis it was determined that there are no issues anticipated at the Randall Road & Dean Street intersection. The additional buses are not expected to significantly increase delay or reduce the level-of-service (LOS). All northbound movements currently operate at an LOS A and are expected to continue operating at an LOS A once the additional bus traffic is added.

The capacity analysis shows that there are existing capacity issues at Randall Road & IL Route 64. During the midday time period the westbound left-turn currently operates with a delay of 157.1 seconds, which is an LOS F. Queues can reach as long as 260', which is beyond the provided 215' storage lanes. The addition of 100 buses, while keeping the same signal timings, will result in significant increases in delay (848.4 s) and queue length (962'). This issue can be resolved by re-timing the traffic signal to add time to the westbound left-turn movement. With optimized timings the westbound left-turn delay can be reduced to 68.9 seconds, which is an LOS E, without negatively impacting the other movements or the intersection operations as a whole. Re-timing the

signal reduces the expected queue to 190', which fits within the existing storage lanes. The additional bus traffic also impacts the morning peak period, though not as significantly. The morning period will also benefit from re-timing the signal. **Table 1** and **Table 2** below summarize the results of the capacity analysis for the critical movements.

Table 1: Randall Road & Dean Street (Northbound)

Scenario	Morning Peak				Afternoon Peak			
	Left-Turn		Right-Turn		Left-Turn		Right-Turn	
	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS	Delay (s)	LOS
Existing	4.4	A	5.0	A	6.8	A	7.0	A
Future	4.7	A	5.6	A	7.7	A	7.8	A

Table 2: Randall Road & IL Route 64 (Westbound Left-turn)

Scenario	Morning Peak		Afternoon Peak	
	Delay (s)	LOS	Delay (s)	LOS
Existing	66.6	E	157.1	F
Future - No Timing Improvements	91.2	F	848.4	F
Future - Re-Optimized	67.0	E	68.9	E

Conclusions & Recommendations

The capacity analysis shows that this project can be completed without a significant impact to the two intersections in question. Randall Road & Dean Street can handle the additional bus traffic with no changes to the current geometry or timings. Randall Road & IL Route 64 will require re-timing of the traffic signal green times in order to make the westbound left-turn movement operate satisfactorily.

HLR recommends that a re-optimization be completed at the intersection of Randall Road & IL Route 64 regardless of this project. The existing capacity analysis shows that the westbound left-turn movement at peak times exceeds the capacity of the current green-arrow time. Re-timing of the signal should reduce the delay to acceptable levels. The existing left-turn lane storage should then be adequate for the expected queues.

If you have any questions or concerns, please contact Alex Garbe at our Elgin office.

Table 1: Level of Service Criteria for Signalized Intersections

LOS	Average Delay per Vehicle
A	Very low control delay 10 or less seconds per vehicle; progression is very favorable; most vehicles arrive during green signal; most vehicles do not stop. Short cycle lengths may also contribute to low delay.
B	Control delay greater than 10 and up to 20 seconds per vehicle; progression is good and/or cycle lengths are short. More vehicles stop than for LOS A, causing higher levels of average delay.
C	Control delay greater than 20 and up to 35 seconds per vehicle; progression is fair and/or cycle lengths are longer. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant, though many vehicles still pass through without stopping.
D	Control delay greater than 35 and up to 55 seconds per vehicle; progression is unfavorable, cycle lengths are long, or has a high flow rate to capacity ratio. Many vehicles stop, and the proportion of vehicles not stopping diminishes. Individual cycle failures are obvious.
E	Control delay greater than 55 and up to 80 seconds per vehicle; progression is poor, cycle lengths are long, and has a high flow rate to capacity ratio. Individual cycle failures are frequent occurrences.
F	Control delay greater than 80 seconds per vehicle; progression is very poor, cycle lengths are long. Many individual cycle failures. Arrival flow rates exceed the capacity of the intersection. This level is considered unacceptable to most drivers.



Expected back of queue with re-timing

Existing back of queue

Expected back of queue without re-timing

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>To: rrogina@stcharlesil.gov, wturner@stcharlesil.gov
>From: Ron Vohs <vronbestvac@aol.com>
>Sent by: vacguys@gmail.com
>Date: 07/18/2011 02:28PM
>Subject: Proposed School Bus facility
>
>Mr. Rogina and Mr. Turner,
>
>I own Best Vac on the Southeast corner of Randall Rd. and Dean St. in
>St. Charles. We have been doing business in St. Charles for over 34
>years. I am also one of the owners of the Randall Crossings shopping
>center. I received a notice of the potential development of the
>property directly South of mine into a Bus maintenance facility. I
>am strongly opposed to this plan and I wanted to know you opinion.
>Here are some of the reasons I oppose this.
>
>#1 Consumers will avoid our shopping center because of the increased
>bus traffic. Buses exiting onto Randall Rd. will be forced to turn
>left and immediately stop at the railroad track. This will clog up
>this corridor and block visibility to our shopping center. I believe
>then many of the buses will turn right onto Dean St. thus increasing
>traffic by our entrance and making it difficult for our customers to
>exit.
>
>#2 With so little Randall Rd. frontage within the city limits I
>would believe that the City would prefer a retail location occupying
>this spot. I certainly would prefer some type of retail go into that
>space to help draw more consumers our direction.
>
>#3 Our shopping center is the first retail consumers see entering
>St. Charles from the North. You could say the Dean St. through Route
>64 corridor is the gateway into St. Charles, from the North. After
>our shopping center cars will be greeted by the following.
>
>On the left:
>
>Bus Barn, Storage Facility, Fitness center, 2nd Bus Barn, Auto Body ,
>Auto Repair, Empty Gas Station Lot
>
>On the right:
>
>Colonial , Auto Dealership, empty lot, Auto dealership, empty lot
>
>I have nothing against any of these businesses however if you
>continue to drive South on Randall and see how Geneva and Batavia
>have allowed Randall Rd. to be developed you would agree that we do
>not measure up. I would like to see the City work hard to build up
>this corridor so it coincides with how wonderful the rest of the town
>looks.
>
>#4 Increased pollution and odor from buses and facility.
>
>In this economy I have face many obstacles. Consumer spending is
>down. My property value has dropped by half and I am still paying
>property taxes based on the sold value of my property. Cost of doing
>business continues to rise. I do not need any more obstacles. I ask

>for your support in opposing this project and I thank you for your
>time.

>

>

>Best Regards,

>

>

>Ron Vohs

>President

>Best Vac

>2015 Dean St. #3

>St. Charles, IL 60174

>630-377-3539

>www.vacguys.com

>To: wturner@stcharlesil.gov, rrogina@stcharlesil.gov
>From: Kelly Vohs <barkvohs@sbcglobal.net>
>Sent by: kellyjovohs@gmail.com
>Date: 07/20/2011 11:20AM
>Cc: cjohnson@stcharlesil.gov, ddewitte@stcharlesil.gov
>Subject: Proposed School Bus Facility on Randall Rd.
>
>Mr. Rogina and Mr. Turner,
>
>My name is Kelly Vohs, and I am the President of the 2015 Dean St.
>Condominium Association. Our businesses are located on the corner of
>Randall and Dean St. I would like to express my concerns with a
>proposed zoning change on the property just south of us in the old
>Stock Building Supply location.
>
>I have seen the businesses at our location face many challenges over
>the past few years. One of these challenges is being located in a
>'depressed' area of St. Charles. We have a 60% vacancy in our
>center, along with a newly vacant Diamondmart building. The
>association has worked hard over the last few years to help draw new
>businesses to our location. We have continued to make improvements
>to our building with the end goal in mind of making the corner of
>Randall and Dean a viable, upscale retail destination. The change
>away from retail zoning on the property next to us hurts our ability
>to draw more retail to Randall Road in St. Charles.
>
>An additional challenge for us has been an invisible monument sign on
>Randall Road. We have been told by the city that the trees on the
>corner of Randall and Dean (that completely obscure our signage) can
>not be removed or replaced because this intersection is the "gateway
>to St. Charles" and the aesthetics of this intersection is important
>to the community. I am baffled that the city would seriously
>consider a bus barn at this "aesthetically important" area. We are
>going to grant another city's school buses more consideration than
>businesses that have thrived in our community for more than 30
>years.
>
>I certainly understand the short term appeal of having something in
>this vacant property vs. what is there now. In this economy, it is
>not surprising that it has not been leased over the last 2 years. I
>fail to see where the vision for the long term growth and development
>for the city of St. Charles is benefited by 150 school buses on the
>most traveled road in our community. The business that currently
>reside at our location have been in the City of St. Charles for many
>years, and hope to be able to stay in the community. That being
>said, however, there are many more attractive options for retail
>buisnesses in the more upscale looking areas of Batavia and Geneva.
>
>I look forward to hearing your thoughts on this zoning change, and
>>would like to take the opportunity to meet with you sometime in the
>upcoming weeks if possible.
>
>Thank you for your time,
>
>Kelly Vohs
>2015 Dean St. Association President

**Plan Commission
Exhibit M**

July 26, 2011

Re: Siegel Building Re-Zoning

C. Johnson, planning commission:

As an owner of a professional office on the corner of Randall Road and Dean Street, I am strongly opposed to the proposed zoning change for the Siegel Building from commercial to industrial.

It is my understanding that the building is to become the bus garage for both the Geneva and Batavia school districts. The extent to which this change would adversely affect my business as well as **ALL** businesses in the vicinity would be significant! The current traffic patterns on Randall Road cannot accommodate a facility of this nature **without** directly impacting my ability to conduct business. Has there been a traffic pattern analysis conducted? With railroad tracks and stop lights less than a quarter of a mile of the facility, the overall negative impact to the St. Charles community would be significant as well.

Once again, I am strongly opposed to this re-zoning and would ask that you consider these factors when making your decision on re-zoning.

Thank you,

Michele S Horton, DDS

Michele S Horton, DDS

**Plan Commission
Exhibit N**

"Crook, Deborah Lee"
<dlcrook@sympion.com> To "rtungare@stcharlesil.gov" <rtungare@stcharlesil.gov>
07/29/2011 10:39 AM cc
Subj FW: Re-zoning of Siegels
ect

July 29, 2011

Re: Siegel Building Re-Zoning

Ms. Tungare:

As an operator of a professional business on the corner of Randall Road and Dean Street, I am strongly opposed to the proposed zoning change for the Siegel Building from commercial to industrial.

It is my understanding that the building is to become the bus garage for both the Geneva and Batavia school districts. The extent to which this change would adversely affect my business as well as **ALL** businesses in the vicinity would be significant! The current traffic patterns on Randall Road cannot accommodate a facility of this nature **without** directly impacting my ability to conduct business. With all of our Hospitals in the area located directly on or immediately off of Randall Road our physicians are trying to commute quickly back and forth between Delnor, Valley Ambulatory Surgery Center, St Joseph, and Sherman. In addition many have their offices to serve patients located directly on Randall road.

The additional traffic this would add to Randall road would significantly affect our ability to serve my physicians and their patients.

Please consider this before making the decision to rezone this area.

Please accept this as a submission for public record of my objection for the meeting planned on August 2nd.

Thank you for your consideration,

Deborah Lee Crook, RN, CASC
Administrator
Valley Ambulatory Surgery Center
Valley Medical Inn

Deborah Lee Crook, R.N.,CASC

**Plan Commission
Exhibit O**

Administrator
Valley Ambulatory Surgery Center
Valley Medical Inn
2210 Dean Street
St Charles, IL 60175
work - 630-584-9800
direct - 630-584-9080
cell - 630-815-9080
dlcrook@symbion.com

Disclaimer: The email and files transmitted with it are confidential and are intended solely for the use of the individual or entity to whom they are addressed. If you are not the original recipient or the person responsible for the delivering the email to the intended recipient, be advised that you have received this email in error, and that any use, dissemination, forwarding, printing or copying of this email is strictly prohibited. If you received this email in error, please delete it from your system without copying it, and notify the sender by reply email so that our address record can be corrected. Thank you. Symbion, Inc.

July 26, 2011

Re: Siegel Building Re-Zoning

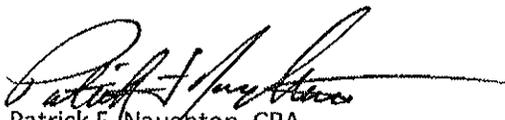
Mayor Donald P. DeWitte:

As an owner of a professional office on the corner of Randall Road and Dean Street, I am strongly opposed to the proposed zoning change for the Siegel Building from commercial to industrial.

It is my understanding that the building is to become the bus garage for both the Geneva and Batavia school districts. The extent to which this change would adversely affect my business as well as **ALL** businesses in the vicinity would be significant! The current traffic patterns on Randall Road cannot accommodate a facility of this nature without **directly impacting** my ability to conduct business. Has there been a traffic pattern analysis conducted? With railroad tracks and stop lights less than a quarter of a mile of the facility, the overall negative impact to the St. Charles community would be significant as well.

Once again, I am strongly opposed to this re-zoning and would ask that you consider these factors when making your decision on re-zoning. Thank you in advance for your consideration on this matter.

Very Truly Yours,


Patrick F. Naughton, CPA

**Plan Commission
Exhibit P**

Kelly Vohs <barkvohs@sbcglobal.net>

Sent by: <kellyjovohs@gmail.com>

07/29/2011 01:31 PM

To <rtungare@stcharlesil.gov>, <dstellato@stcharlesil.gov>, <jmonken@stcharlesil.gov>, <rpayleitner@stcharlesil.gov>, <ccarrignan@stcharlesil.gov>, <aldrmartin@stcharlesil.gov>, <jkrieger@stcharlesil.gov>, <ebessner@stcharlesil.gov>, <mlewis@stcharlesil.gov>

cc

SubjProposed zoning change Randall Road
ect

My name is Kelly Vohs, and I am the President of the 2015 Dean St. Condominium Association. I represent 9 commercial condo units and 4 owners of the businesses in our shopping center located on the corner of Randall and Dean St. I would like to express my concerns with a proposed zoning change on the property just south of us in the old Stock Building Supply location.

Our intersection has been referred to as the gateway to St. Charles, we have been told the aesthetics of this intersection are important to the community. I certainly understand the short term appeal of having *something* in this vacant property vs. what is there now. I am not sure that 150 buses behind a very large fence is a development that should be one of the first you see entering into St. Charles. As a business owner, I feel that a large busing complex is a much less appealing neighbor than the empty lot. With an empty lot there is the possibility of future retail development. In this economy, it is not surprising that it has not been leased over the last 2 years. However being one of only a handful of undeveloped sites on Randall Rd, the businesses in the area are hoping for additional retail here. I fail to see where the vision for the long term growth and development for the city of St. Charles is benefited by 150 school buses on the most traveled road in our community. I have seen the businesses at our location face many challenges over the past few years. One of these challenges is being located in a 'depressed' area of St. Charles. We have a 60% vacancy in our center, along with a newly vacant Diamondmart building. The association has worked hard over the last few years to help draw new businesses to our location, and are finally starting to see interest increase in buying and leasing in our

**Plan Commission
Exhibit Q**

shopping center. We have continued to make improvements to our building with the end goal in mind of making the corner of Randall and Dean a viable, upscale retail destination. The change away from retail zoning on the property next to us hurts our ability to draw more retail to Randall Road in St. Charles. Even if this change is approved as a short term development, that will hurt our ability to draw new businesses to our shopping center. The last 3 years have been challenging for businesses, so the thought of adding another challenge for the next 3-5 years is disheartening.

We have already begun to see the traffic impact in the areas around our shopping center as the bus company begins to make test runs with their buses. 15th street has seen cars backed up 15+ at the intersection of Route 64. With backups already being seen with just a few buses running, I can only imagine what it will be like with 150 buses, four times a day. I have a great concern for the ability of our customers to be able to turn left onto Dean at certain times, and to the overall traffic congestion on Randall, Dean, 15th, 17th, and 64. If this area is known to be a traffic nightmare, customers will avoid the entire area north of Route 64. We know our customers will avoid areas that have traffic challenges, we fear that the increased traffic from the school buses will have a similar impact to our businesses as the road construction several years ago did. During that time, 2 of our businesses closed and another was seriously hurt by the loss of customers.

The business that currently reside at our location have been in the City of St. Charles for many years, and strive to be good corporate citizens. We welcome development in the areas surrounding us. However we feel that the overall affect of this particular development on the neighborhood surrounding, the affect on future development, and the public inconvenience caused by the traffic greatly outweigh the benefits of allowing this site to be developed into a busing facility for any length of time.

Thank you for your time,

Kelly Vohs

President, 2015 Dean St. Condo Association

Owner, Best Vac

**Kids Connection Renee
Gust**
<kids_connection@sbc
global.net>

07/29/2011 03:47 PM

To <rtungare@stcharlesil.gov>,
<cjohnson@stcharlesil.gov>, <rrogina@stcharlesil.gov>,
<wturner@stcharlesil.gov>, <dstellato@stcharlesil.gov>,
<rpaleyitner@stcharlesil.gov>,
<ccarrignan@stcharlesil.gov>,
<aldrmartin@stcharlesil.gov>,
<jkrieger@stcharlesil.gov>,
<ebessner@stcharlesil.gov>, <mlewis@stcharlesil.gov>

cc

Sub Zoning for bus garage on Randall Road
ject

Hello, my name is Renee Gust, owner of Kids Connection, Inc. I am sending this email as a concerned business owner located at 2011 Dean Street, Suite A. My business is a part-day preschool servicing over 150 students per week in over 6,400 s.f. Our families have various pick-up and drop-off times throughout the morning and afternoon. We also service children year-round.

As a business owner since 2003 and the Business Development Award Winner (2009) from the St. Charles Chamber I urge you to please review how this will negatively affect Dean Street. I welcome all businesses to St. Charles, however hundreds of buses added to our area is of great concern.

I am concerned not only for traffic flow but safety. Allowing a bus garage on Randall Road with only north bound street exit is perplexing to me. Dean Street is a nice traffic flow alternative to North Avenue/Main Street, but to add buses throughout the am and afternoon times does not make sense. Bus garages are usually not on main streets. How will this truly affect traffic pulling in and out of our businesses? How many varied times each day will bus traffic be in the area? Has safety and traffic flow been studied for this type of project/zoning?

Please, please reconsider any interest that is being made to this business/zoning consideration. Please physically track how this will impact local businesses, traffic flow and safety.

Please contact me with any questions. I plan to attend the August 2nd meeting as a Dean Street business owner representative.

Thank you for your time and dedication to our community!

Renee Gust

Owner/Director

Kids Connection, Inc.

630.587.9400 phone

630.513.8343 fax

www.kidsconnection.info

2011 Dean St., Suite A

St. Charles, IL 60174

**Plan Commission
Exhibit R**

Bob Parks
<BobParks@strategicenhancement.com>
08/01/2011 02:27 PM

To "rtungare@stcharlesil.gov" <rtungare@stcharlesil.gov>
cc
Subj Siegel Building Re-Zoning
ect

Aug. 1, 2011

Re: Siegel Building Re-Zoning

Ms. Rita Tungare:

As an owner of an office building on the corner of Dean and Randall and a board member for the Randallwood Condo Association, I am strongly opposed to the proposed zoning change for the Siegel Building from commercial to industrial. The addition of 150 school buses, twice a day, to the traffic at Dean and Randall will cause major congestion and significant safety issues. All of the businesses that have entrances to their parking lots within a hundred yards of this intersection will be financially affected. When the buses are using the intersection, the resulting congestion will restrict access to our offices, hurting our businesses and reducing our property values.

This is a facility that belongs in Geneva or Batavia and should not be exported to St. Charles.

I would ask that you put this letter in to the public record for the planning commission.

Thank you,

Robert Parks
President
Strategic Enhancement Group, Inc.
2210 Dean Street, Unit G
St. Charles, IL 60175

Ernest isadore

<stchaspodassoc@sbcglobal.net>

08/02/2011 11:56 AM

To <rtungare@stcharlesil.gov>, <cjohnson@stcharlesil.gov>, <rrogina@stcharlesil.gov>, <wturner@stcharlesil.gov>, <dstellato@stcharlesil.gov>, <jmonken@stcharlesil.gov>, <rpaleyitner@stcharlesil.gov>, <ccarrigan@stcharlesil.gov>, <aldrmartin@stcharlesil.gov>, <jkrieger@stcharlesil.gov>, <ebessner@stcharlesil1.gov>, <mlewis@stcharlesil1.gov>
cc <barkvohs@sbcglobal.net>

Subj Opposition for proposed Seigles zoning change
ect

To whom it may concern,

We have been notified by Dr. Horton of Randallwood of the proposed zoning change for the Seigles property on Randall Road. **We are opposed to this zoning change** and Dr. Ernest V. Isadore will be attending the meeting tonight at 7pm to voice his opposition. We have had a medical practice in Randallwood for over 25 years and feel this proposal would negatively impact the area in question. There are already traffic concerns in the area and this would definitely create more problems.

There was no notification to any businesses in Randallwood of the proposed change. We first heard about this last week.

St.Charles Podiatry Associates.

Ernest V. Isadore D.P.M.

Thomas J. Boysen D.P.M.

Margaret Wiley-Office Manager. 630-377-5001

Re: Mercedes-Bus Company Development Meeting - Aug 8 7pm.



August 4, 2011

RECEIVED
St. Charles, IL

AUG - 5 2011

CDD
Planning Division

Mrs. Rita Tungare
Director of Community Development
Two East Main Street
St. Charles, IL 60174

Via Fax 630-377-4440
RE: 220 N. Randall Rd.

Dear Ms. Tungare:
Olcott Plastics supports the development of the proposed project.

We believe it will be beneficial to the area.

Additionally, we fully endorse the developers of this area as capable, honorable and considerate parties to deal with.

We hope the city approves this project as it will improve our area.

Sincerely,


Joseph M. Brodner
President