

**MINUTES
CITY OF ST. CHARLES, IL
ST. CHARLES PLAN COMMISSION
TUESDAY, JULY 19, 2011 – 7:00 P.M.**

Members Present: Todd Wallace, Chairman
 Tim Kessler, Vice Chairman/Secretary
 Sue Amatangelo
 Brian Doyle
 Curt Henningson
 Thomas Pretz
 Tom Schuetz

Members Absent: None

Also Present: Rita Tungare, Community Development Director
 Russell Colby, Planning Division Manager
 Matthew O'Rourke, Planner
 Chris Aiston, Economic Development Director
 Michael Mertes, Economic Development Coordinator
 Sonntag Court Reporter

1. Call to order

A meeting of the St. Charles Plan Commission was called to order at 7:00 p.m. by Chairman Wallace.

2. Roll Call

3. Presentation of Minutes

A motion was made, seconded and unanimously passed by voice vote to accept the minutes of the July 5, 2011 meeting.

CONTINUED PUBLIC HEARING

4. General Amendment (City of St. Charles)

Application for General Amendment to Chapter 17.28 "Signs" and Chapter 17.30 "Definitions" pertaining to advertising on bus shelters.

The attached transcript prepared by Sonntag Reporting Service, Ltd., is by reference hereby made a part of these minutes.

A motion was made and seconded to continue the public hearing to Tuesday, August 2, 2011 at 7:00pm in the Council Chambers.

Minutes – St. Charles Plan Commission

Tuesday, July 19, 2011

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Voice Vote:

Ayes: Amatangelo, Schuetz, Henningson, Wallace, Kessler, Doyle, Pretz

Nays: None

Absent: None

Motion Carried.

PUBLIC HEARING

5. 220 N. Randall Rd. and 300 N. Randall Rd. (North Randall Road Partners)

Application for Special Use to allow for a Transportation Operations Facility for a School Bus Company

-Site Plan dated 7/14/11

The attached transcript prepared by Sonntag Reporting Service, Ltd., is by reference hereby made a part of these minutes.

A motion was made and seconded to continue the public hearing to Tuesday, August 2, 2011 at 7:00pm in the Council Chambers.

Voice Vote:

Ayes: Schuetz, Kessler, Amatangelo, Pretz, Doyle, Henningson

Nays: Wallace

Absent: None

Motion Carried.

MEETING

6. Culvers Restaurant – East Main Retail Subdivision (Midwest Construction of Northern Illinois, Inc)

Application for Special Use to permit a Drive-Through Restaurant Facility

The attached transcript prepared by Sonntag Reporting Service, Ltd., is by reference hereby made a part of these minutes.

A motion was made and seconded to recommend approval to City Council for an Application for Special Use for a Drive-Through Restaurant Facility for a Culvers Restaurant in the East Main Retail Subdivision per the Findings of Fact and, in accordance with Section 17.24.100.C “Reduction in Required Spaces”, that the number of required of stacking-spaces be reduced from 15 to 7 (with a total of 9 stacking-spaces including the two shown south of or after the point of service).

Voice Vote:

Minutes – St. Charles Plan Commission

Tuesday, July 19, 2011

Page 3

Ayes: Wallace, Schuetz, Kessler, Amatangelo, Pretz, Doyle, Henningson

Nays: None

Absent: None

Motion Carried.

7. 220 N. Randall Rd. and 300 N. Randall Rd. (North Randall Road Partners)

Application for Special Use to allow for a Transportation Operations Facility for a School Bus Company

A motion was made and seconded to table this item.

Voice Vote:

Ayes: Wallace, Schuetz, Kessler, Amatangelo, Pretz, Doyle, Henningson

Nays: None

8. Meeting Announcements:

Plan Commission Tuesday, August 2, 2011 at 7:00pm in the Council Chambers

Plan Commission Tuesday, August 16, 2011 at 7:00pm in the Council Chambers

Plan Commission Tuesday, September 6, 2011 7:00pm at Century Station

9. Additional Business

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S59992C

STATE OF ILLINOIS)
) SS.
COUNTY OF KANE)

BEFORE THE CITY OF ST. CHARLES PLAN COMMISSION

In Re the Matter of:)
)
Regular Meeting)

REPORT OF PROCEEDINGS had at the hearing of
the above-entitled matter, before the City of
St. Charles Plan Commission, taken in the offices
of the City of St. Charles, 2 East Main Street,
St. Charles, Illinois, on July 19, 2011, at the
hour of 7:00 p.m.

RECEIVED
St. Charles, IL

JUL 29 2011

CDD
Planning Division

1 **PRESENT:**

2 **MR. TODD WALLACE, Chairman;**

3 **MR. TIM KESSLER, Vice Chairman;**

4 **MS. SUE AMATANGELO, Member;**

5 **MR. BRIAN DOYLE, Member;**

6 **MR. CURT HENNINGSON, Member;**

7 **MR. TOM PRETZ, Member; and**

8 **MR. TOM SCHUETZ, Member.**

9 **ALSO PRESENT:**

10 **MS. RITA TUNGARE, Community Development Director;**

11 **MR. RUSSELL COLBY, Planning Division Manager; and**

12 **MR. MATTHEW O'ROURKE, Planner.**

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REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

3

1 CHAIRMAN WALLACE: This meeting of
2 the St. Charles Plan Commission will come to
3 order.

4 Tim, roll call.

5 VICE CHAIRMAN KESSLER: Amatangelo?

6 MEMBER AMATANGELO: Here.

7 VICE CHAIRMAN KESSLER: Schuetz?

8 MEMBER SCHUETZ: Here.

9 VICE CHAIRMAN KESSLER: Doyle?

10 MEMBER DOYLE: Here.

11 VICE CHAIRMAN KESSLER: Pretz?

12 MEMBER PRETZ: Yes.

13 VICE CHAIRMAN KESSLER: Henningson?

14 MEMBER HENNINGSON: Here.

15 VICE CHAIRMAN KESSLER: Wallace?

16 CHAIRMAN WALLACE: Here.

17 VICE CHAIRMAN KESSLER: Kessler,

18 here.

19 CHAIRMAN WALLACE: All right.

20 Item No. 3 is presentation of the minutes of the
21 July 5th, 2011, meeting.

22 Is there a motion to approve?

23 MEMBER AMATANGELO: So moved.

24 VICE CHAIRMAN KESSLER: Second.

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

4

1 CHAIRMAN WALLACE: It's been moved
2 and seconded.

3 All in favor?

4 (The ayes were thereupon heard.)

5 CHAIRMAN WALLACE: Opposed?

6 (No response.)

7 CHAIRMAN WALLACE: The motion passes.

8 MEMBER PRETZ: I'm going to abstain.
9 I wasn't at the last meeting.

10 CHAIRMAN WALLACE: All right. Then
11 six in favor.

12 MEMBER DOYLE: I also abstained.

13 CHAIRMAN WALLACE: Okay. So we have
14 five in favor and none against and two abstains?

15 MEMBER DOYLE: Yes.

16 CHAIRMAN WALLACE: Okay. That motion
17 passes.

18 All right. Next on the written agenda is
19 the continued public hearing; however, prior to
20 that, staff has suggested that we consider Item 6
21 on the agenda first, which is Culver's
22 Restaurant, East Main Retail Subdivision, Midwest
23 Construction Northern Illinois, Inc., Application
24 for a Special Use to Permit a Drive-Through

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

5

1 Restaurant Facility.

2 Is there a motion to amend the agenda
3 accordingly?

4 VICE CHAIRMAN KESSLER: So moved.

5 MEMBER AMATANGELO: Second.

6 CHAIRMAN WALLACE: It's been moved
7 and seconded.

8 All in favor?

9 (The ayes were thereupon heard.)

10 CHAIRMAN WALLACE: Opposed?

11 (No response.)

12 CHAIRMAN WALLACE: That motion
13 passes.

14 Next on the agenda is Item No. 6, Culver's
15 Restaurant.

16 All right. Go ahead.

17 MR. O'ROURKE: As you said,
18 Mr. Chairman, this is an application for a
19 special use to permit a drive-through facility in
20 relation to a Culver's located at the northwest
21 corner of Route 64 and the light at Pheasant Run
22 Resort.

23 Essentially this is a 4,297-square-foot
24 Culver's with a total of 55 parking stalls.

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

6

1 Staff does want to point out that, in
2 addition to the special use, they are requesting
3 a reduction in the amount of drive-through
4 stacking spaces which is allowed through the
5 Zoning Ordinance.

6 The Ordinance would require that they have
7 15 stacking spaces. The plan shows that there
8 are 9 total stacking spaces, 7 of which are shown
9 kind of in the traditional layout, which would be
10 from the point of service and before, and then
11 there's two which are unique to the Culver's
12 facility, which are kind of after the point of
13 service, but it's for customers waiting to pick
14 up their orders.

15 Staff has detailed in their report the
16 various findings in relation to if this proposal
17 conforms with the Zoning Ordinance, and we've
18 submitted details in our analysis there, and we
19 feel that it does.

20 With that, staff is proposing or
21 recommending approval of the drive-through
22 application for a special use, and also
23 recommending approval of the stacking space
24 reduction, and we have provided findings of fact

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

7

1 that go along with that recommendation.

2 CHAIRMAN WALLACE: Okay. Any
3 discussion on this item or a motion?

4 VICE CHAIRMAN KESSLER: I would
5 make a motion to recommend approval to the
6 City Council for the application for special use
7 to permit a drive-through restaurant facility,
8 and for the reduction in the number of stacking
9 spaces in the drive-through.

10 CHAIRMAN WALLACE: Incorporating
11 staff's findings of fact?

12 VICE CHAIRMAN KESSLER: Incorporating
13 staff's findings of fact.

14 CHAIRMAN WALLACE: All right.

15 MEMBER AMATANGELO: Second.

16 CHAIRMAN WALLACE: It's been moved
17 and seconded.

18 Discussion on the motion?

19 (No response.)

20 CHAIRMAN WALLACE: None.

21 Tim, roll call.

22 VICE CHAIRMAN KESSLER: Amatangelo?

23 MEMBER AMATANGELO: Yes.

24 VICE CHAIRMAN KESSLER: Schuetz?

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

8

1 MEMBER SCHUETZ: Yes.

2 VICE CHAIRMAN KESSLER: Doyle?

3 MEMBER DOYLE: Yes.

4 VICE CHAIRMAN KESSLER: Pretz?

5 MEMBER PRETZ: Yes.

6 VICE CHAIRMAN KESSLER: Henningson?

7 MEMBER HENNINGSON: Yes.

8 VICE CHAIRMAN KESSLER: Wallace?

9 CHAIRMAN WALLACE: Yes.

10 VICE CHAIRMAN KESSLER: Kessler, yes.

11 CHAIRMAN WALLACE: All right. That
12 passes unanimously and that concludes Item No. 6
13 on your agenda.

14 * * * * *

15 CHAIRMAN WALLACE: Item No. 7 is
16 220 North Randall Road and 300 North Randall
17 Road. We dealt with this last time.

18 Are we going to handle this by continuing
19 this agenda item or tabling the agenda item?

20 MR. COLBY: You can just table it.

21 CHAIRMAN WALLACE: Okay. All right.
22 Is there a motion to table this item?

23 MEMBER AMATANGELO: So moved.

24 VICE CHAIRMAN KESSLER: Second.

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

9

1 CHAIRMAN WALLACE: It's been moved
2 and seconded.

3 Any discussion on the motion?

4 (No response.)

5 CHAIRMAN WALLACE: All right. Tim,
6 roll call.

7 VICE CHAIRMAN KESSLER: Amatangelo?

8 MEMBER AMATANGELO: Yes.

9 VICE CHAIRMAN KESSLER: Schuetz?

10 MEMBER SCHUETZ: Yes.

11 VICE CHAIRMAN KESSLER: Doyle?

12 MEMBER DOYLE: Yes.

13 VICE CHAIRMAN KESSLER: Pretz?

14 MEMBER PRETZ: Yes.

15 VICE CHAIRMAN KESSLER: Henningson?

16 MEMBER HENNINGSON: Yes.

17 VICE CHAIRMAN KESSLER: Wallace?

18 CHAIRMAN WALLACE: Yes.

19 VICE CHAIRMAN KESSLER: Kessler, yes.

20 CHAIRMAN WALLACE: All right. That
21 motion passes unanimously, and that concludes
22 Item No. 7 on your agendas.

23 Item 8, meeting announcements.

24 Our next meeting, as previously discussed,

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

10

1 is August 2nd, seven o'clock, here, and we have
2 August 16th at seven o'clock, and September 6th,
3 seven o'clock, at Century Station.

4 Staff, do you anticipate not having
5 sufficient business for any of the next
6 three meetings, or are we going forward as
7 scheduled?

8 MR. COLBY: I think at this time we
9 can't say. We haven't noticed anything new for
10 August 16th or September 6th, but it is still
11 possible.

12 CHAIRMAN WALLACE: Okay. All right.
13 So we probably -- we'll know that by the next
14 meeting.

15 Okay. All right. Any additional business
16 from Plan Commission members?

17 MEMBER AMATANGELO: Mr. Chairman,
18 just a reminder that I will not be attending the
19 August 2nd meeting.

20 CHAIRMAN WALLACE: All right.

21 MEMBER AMATANGELO: A question.

22 CHAIRMAN WALLACE: Yes.

23 MEMBER AMATANGELO: Maybe more for
24 staff, in the event that this is on the agenda

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

11

1 and I'm not here, is there an opportunity to
2 voice my thoughts?

3 MR. COLBY: Yes. You can submit your
4 comments in writing as a part of the hearing.

5 MEMBER AMATANGELO: Thank you.

6 CHAIRMAN WALLACE: There you go.

7 All right. Any additional business from
8 the Plan Commission members?

9 (No response.)

10 CHAIRMAN WALLACE: All right. Staff?

11 MS. TUNGARE: Nothing.

12 CHAIRMAN WALLACE: Members of the
13 public?

14 (No response.)

15 CHAIRMAN WALLACE: All right. That
16 concludes Item 9.

17 Item 10 is adjournment.

18 Is there a motion?

19 VICE CHAIRMAN KESSLER: Move to
20 adjourn.

21 MEMBER AMATANGELO: Second.

22 CHAIRMAN WALLACE: It's been moved
23 and seconded.

24 All in favor?

REPORT OF PROCEEDINGS -- 07/19/2011
REGULAR MEETING

12

1 (The ayes were thereupon heard.)

2 CHAIRMAN WALLACE: Opposed?

3 (No response.)

4 CHAIRMAN WALLACE: This meeting of
5 the St. Charles Plan Commission is adjourned at
6 9:19 p.m.

7 Thank you, everyone.

8 (Which were all of the
9 proceedings had in the
10 above-entitled matter at
11 9:19 p.m.)

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2 STATE OF ILLINOIS)

) SS.

3 COUNTY OF KANE)

4
5 BEFORE THE CITY OF ST. CHARLES PLAN COMMISSION

6 In Re the Matter of:)

7 General Amendment (City of)
St. Charles) Application for)
8 General Amendment to)
Chapter 17.28 "Signs" and)
9 Chapter 17.30 "Definitions")
Pertaining to Advertising on)
10 Bus Shelters.)

11 CONTINUED REPORT OF PROCEEDINGS had at the
12 hearing of the above-entitled matter, before the
13 City of St. Charles Plan Commission, taken in the
14 offices of the City of St. Charles, 2 East Main
15 Street, St. Charles, Illinois, on July 19, 2011,
16 at the hour of 7:04 p.m.

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18 RECEIVED
19 St. Charles, IL

20 JUL 29 2011

21 CDD
22 Planning Division
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1 **PRESENT:**

2 MR. TODD WALLACE, Chairman;

3 MR. TIM KESSLER, Vice Chairman;

4 MS. SUE AMATANGELO, Member;

5 MR. BRIAN DOYLE, Member;

6 MR. CURT HENNINGSON, Member;

7 MR. TOM PRETZ, Member; and

8 MR. TOM SCHUETZ, Member.

9 **ALSO PRESENT:**

10 MS. RITA TUNGARE, Community Development Director;

11 MR. RUSSELL COLBY, Planning Division Manager; and

12 MR. MATTHEW O'ROURKE, Planner.

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REPORT OF PROCEEDINGS -- 07/19/2011
GENERAL AMENDMENT (CITY OF ST. CHARLES)

33

1 CHAIRMAN WALLACE: Next we have a
2 continued public hearing.

3 First, we have an Item 4, which is General
4 Amendment, City of St. Charles, Application for
5 General Amendment to Chapter 17.28, "Signs," and
6 Chapter 17.30, "Definitions," Pertaining to
7 Advertising on Bus Shelters.

8 Russ.

9 MR. COLBY: Yes.

10 The Plan Commission held a hearing on this
11 item on July 5th and requested some additional
12 information.

13 Staff is in the process of gathering that
14 information and is asking that the hearing be
15 continued to August 2nd.

16 CHAIRMAN WALLACE: All right. Is
17 there a motion to continue the public hearing
18 accordingly?

19 MEMBER AMATANGELO: So moved.

20 VICE CHAIRMAN KESSLER: Second.

21 CHAIRMAN WALLACE: All right. It's
22 been moved and seconded.

23 Discussion on the motion?

24 (No response.)

REPORT OF PROCEEDINGS -- 07/19/2011
GENERAL AMENDMENT (CITY OF ST. CHARLES)

34

1 CHAIRMAN WALLACE: Tim, roll call.
2 I'm sorry.
3 Brian, did you have something?
4 MEMBER DOYLE: No.
5 CHAIRMAN WALLACE: I thought you were
6 about to start talking.
7 MEMBER DOYLE: No.
8 CHAIRMAN WALLACE: Sorry.
9 Okay. Tim, roll call.
10 VICE CHAIRMAN KESSLER: Amatangelo?
11 MEMBER AMATANGELO: Yes.
12 VICE CHAIRMAN KESSLER: Schuetz?
13 MEMBER SCHUETZ: Yes.
14 VICE CHAIRMAN KESSLER: Doyle?
15 MEMBER DOYLE: Yes.
16 VICE CHAIRMAN KESSLER: Pretz?
17 MEMBER PRETZ: Yes.
18 VICE CHAIRMAN KESSLER: Henningson?
19 MEMBER HENNINGSON: Yes.
20 VICE CHAIRMAN KESSLER: Wallace?
21 CHAIRMAN WALLACE: Yes.
22 VICE CHAIRMAN KESSLER: Kessler, yes.
23 CHAIRMAN WALLACE: All right. That
24 concludes Item No. 4 on your agendas.

REPORT OF PROCEEDINGS -- 07/19/2011
GENERAL AMENDMENT (CITY OF ST. CHARLES)

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1 (Whereupon, at 7:05 p.m., the
2 above-entitled matter was
3 continued to Tuesday,
4 August 2, 2011, at 7:00 p.m.)
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STATE OF ILLINOIS)

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) SS.

COUNTY OF KANE)

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BEFORE THE CITY OF ST. CHARLES PLAN COMMISSION

6

In Re the Matter of:)

7

)

220 North Randall Road and)

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300 North Randall Road)

(North Randall Road Partners))

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Application for Special Use to)

Allow for a Transportation)

10

Operations Facility for a)

School Bus Company.)

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REPORT OF PROCEEDINGS had at the hearing of

13

the above-entitled matter, before the City of

14

St. Charles Plan Commission, taken in the offices

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of the City of St. Charles, 2 East Main Street,

16

St. Charles, Illinois, on July 19, 2011, at the

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hour of 7:05 p.m.

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St. Charles, IL

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JUL 29 2011

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CDD
Planning Division

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1 **PRESENT:**

2 MR. TODD WALLACE, Chairman;

3 MR. TIM KESSLER, Vice Chairman;

4 MS. SUE AMATANGELO, Member;

5 MR. BRIAN DOYLE, Member;

6 MR. CURT HENNINGSON, Member;

7 MR. TOM PRETZ, Member; and

8 MR. TOM SCHUETZ, Member.

9 **ALSO PRESENT:**

10 MS. RITA TUNGARE, Community Development Director;

11 MR. RUSSELL COLBY, Planning Division Manager; and

12 MR. MATTHEW O'ROURKE, Planner.

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REPORT OF PROCEEDINGS -- 07/19/2011
SPECIAL USE (NORTH RANDALL ROAD PARTNERS)

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1 CHAIRMAN WALLACE: Next on the agenda
2 is Item No. 5, which is a new public hearing,
3 220 North Randall Road and 300 North Randall
4 Road, North Randall Road Partners Application for
5 Special Use to Allow for a Transportation
6 Operations Facility for a School Bus Company.

7 For those of you who are not familiar with
8 our procedures, the Plan Commission is
9 commissioned by the City Council to hold public
10 hearings for applications that are presented for
11 certain things. In this case, it's an
12 application for a special use.

13 Procedurally, what the Plan Commission will
14 do is, we will gather evidence in the form of
15 testimony and other evidence from the Applicant,
16 questions and comments from members of the
17 public, as well as questions and comments from
18 Plan Commission and staff.

19 The order of things will be: The Applicant
20 will present first, the Plan Commission will ask
21 questions of the Applicant, and then any members
22 of the audience who wish to will also be able to
23 ask questions of Applicant.

24 After that, anyone else who wishes to

REPORT OF PROCEEDINGS -- 07/19/2011
SPECIAL USE (NORTH RANDALL ROAD PARTNERS)

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1 present testimony or evidence may do so, and
2 then, also, be subject to questions.

3 Following that, if the Plan Commission or --
4 I'm sorry -- if the Applicant has any type of
5 rebuttal testimony, they can do that; and we'll
6 finish up with any Plan Commission questions or
7 comments.

8 At the end of Item No. 4, the appropriate
9 motion would be either to continue or to close
10 the public hearing.

11 If the Plan Commission feels that they have
12 enough evidence in order to make a decision on
13 this application, then there will be a motion to
14 close the public hearing, and Item No. 7 on the
15 agenda is action on this item, so the Plan
16 Commission will be able to take action tonight
17 that would be to recommend either approval or
18 denial of this application to the City Council.

19 Following our recommendation, this item
20 would go to the City Council Planning and
21 Development Committee, at which time the
22 City Council will decide what to do with this
23 application.

24 Any questions with procedure?

REPORT OF PROCEEDINGS -- 07/19/2011
SPECIAL USE (NORTH RANDALL ROAD PARTNERS)

5

1 (No response.)

2 CHAIRMAN WALLACE: All right. The --
3 and if the Plan Commission decides that they have
4 not received enough testimony or evidence to make
5 a decision, we can continue the public hearing,
6 at which time we would also continue Item No. 7,
7 since we wouldn't able to take action on it,
8 there being an open public hearing, so if that
9 were the case, we would continue it until
10 August 2nd to take action at that time.

11 Anyone who is planning on giving testimony
12 or asking any questions or making any comments on
13 this item needs to be sworn in since this is a
14 public hearing.

15 So at this time anyone who plans to do so,
16 I would ask that you stand and raise your right
17 hand.

18 (10 witnesses were thereupon duly
19 sworn.)

20 CHAIRMAN WALLACE: All right. You
21 may be seated.

22 And when you come up to give testimony or
23 ask any questions, first of all, I ask that you
24 not speak unless you're recognized by me. The

REPORT OF PROCEEDINGS -- 07/19/2011
SPECIAL USE (NORTH RANDALL ROAD PARTNERS)

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1 reason for that is, we have a Court Reporter in
2 the room, and he can only take one person's words
3 at a time, so for his sake I will direct when
4 people are to speak, but everyone will be given a
5 chance to ask whatever questions or give whatever
6 comments they wish.

7 Also, when you do speak, I would ask that
8 you approach the lectern up here and speak into
9 the microphone so that everyone can hear.

10 Prior to asking questions or giving any
11 comments, please state your full name and your
12 address and spell your last name for the record.

13 Any questions on anything?

14 (No response.)

15 CHAIRMAN WALLACE: All right. We
16 have -- let's see. We have exhibits. We have
17 exhibits for this application which I will read
18 into the record.

19 Plan Commission Exhibit A is dated
20 June 29th, 2011. It's a Special Use Application
21 with Findings of Fact attached.

22 Plan Commission Exhibit B is dated
23 July 15th, 2011, a staff memorandum to the
24 Plan Commission from Russell Colby.

REPORT OF PROCEEDINGS -- 07/19/2011
SPECIAL USE (NORTH RANDALL ROAD PARTNERS)

7

1 Plan Commission Exhibit C is dated
2 July 15th, 2011, an HLR Technical Memorandum.

3 Plan Commission Exhibit D is dated
4 July 5th, 2011, a letter from Illinois Central
5 School Bus to St. Charles City Officials.

6 Plan Commission Exhibit E is dated
7 November 14th, 2006, an intergovernmental
8 agreement between the City of St. Charles and the
9 County of Kane regarding access and improvements
10 to Randall Road from Illinois 64 to Dean Street.

11 Plan Commission Exhibit F is dated
12 July 19, 2011, a supplement to staff memo from
13 Russell Colby.

14 Plan Commission Exhibit G is a phasing
15 narrative and phasing plan.

16 Plan Commission Exhibit H is an e-mail from
17 Kurt Nika, Kane County Division of
18 Transportation, dated July 19, 2011.

19 Any questions or objections to any of the
20 exhibits?

21 (No response.)

22 CHAIRMAN WALLACE: All right. For
23 the benefit of -- Russ, do you have any
24 information to give us before we go to the

REPORT OF PROCEEDINGS -- 07/19/2011
SPECIAL USE (NORTH RANDALL ROAD PARTNERS)

8

1 Applicant?

2 MR. COLBY: I do not.

3 CHAIRMAN WALLACE: Okay. All right.

4 Is the Applicant ready?

5 MR. CORCORAN: Yes.

6 CHAIRMAN WALLACE: You can go ahead
7 and give the presentation and use whatever you
8 have up here, and then we'll go to the questions
9 right after that.

10 MR. CORCORAN: Okay. My name is
11 Ryan Corcoran. My address is 409 Illinois Avenue,
12 Suite 1-D, in St. Charles 60174. My last name is
13 spelled C-o-r-c-o-r-a-n.

14 Thanks for being with us tonight and taking
15 time out of your evening.

16 Do we have the ability to get the site plan
17 on the overhead there?

18 MR. COLBY: Yes.

19 MR. CORCORAN: Thank you.

20 So we're very excited to present this
21 special use tonight.

22 It has taken -- it has taken a lot of
23 effort, a lot of phone calls, a lot of cold calls
24 on my behalf and others to go and find a retail --

REPORT OF PROCEEDINGS -- 07/19/2011
SPECIAL USE (NORTH RANDALL ROAD PARTNERS)

9

1 or a tenant that would fit into both sites.

2 What we have is two -- two sites along
3 Randall Road that have become vacant in the
4 recent history here, and we've found somebody to
5 actually occupy this -- one of the sites and
6 bring us through this interim time of difficulty
7 to -- to tenant these spaces, so we feel that
8 this is the best opportunity to -- to -- to take
9 through this -- through this site, and we're --
10 we're excited to present it. We feel that it
11 will be good for both the City and for the
12 partnership.

13 Ownership is North Randall Road
14 Partnership. They consist of Phil Corcoran,
15 Chuck Wolande, and Gerard Keating. They have
16 been integral to the development of this -- this
17 area of Randall and -- Randall and 64 in regards
18 to the redevelopment at the old General Mills
19 site into the retail parcel of West Towne Market,
20 which -- which, as a retail parcel, is doing
21 fairly well. There is still a vacancy in there
22 that we've been actively trying to fill.

23 In any case, the other component to this is
24 Illinois Central School Bus. They are the tenant

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1 that would like to come into this site.

2 They are a fairly new -- well, they're
3 about a seven-year-old company that has obtained
4 contracts to do these -- to -- to do school buses
5 for different school systems in the area --
6 West Chicago, Batavia, some of Geneva, and
7 recently they've -- I was able to find this
8 tenant -- and they expressed their interest in
9 the site which we are very thankful for.

10 My company, Corcoran Commercial Real Estate,
11 has marketed this property over 2 1/2 years. We
12 started out trying to market to big-box retail,
13 whether that be a Best Buy type of a business,
14 any -- and at the time that we started this,
15 development was still kind of underway. There
16 was still money out there to be able to do these
17 kind of developments.

18 We've progressed from big-box retail,
19 calling everybody that was expanding, to car
20 dealerships. Every type of car dealership that
21 you -- that you've got out there to try and
22 fulfill this.

23 Unfortunately, we've run into difficulty --
24 a difficult time, and there doesn't seem to be

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1 the desire to go out there and expand right now.

2 So historically over those couple of years
3 of trying to market this property, we've only had
4 some successes with industrial-type businesses,
5 given the type of building that we're looking at.

6 This is the 300 North Randall Road
7 property, which used to be Siegle's, Stock
8 Lumber. It's basically a building supplies site,
9 which I'm sure we're all familiar with.

10 The building itself has a lot of columns.
11 It doesn't really lend too much of a retail
12 atmosphere as it sits today, and, so, therefore,
13 we haven't -- my firm, as well as another
14 brokerage firm, has not been able to secure that
15 type of a tenant.

16 The building, as it sits today -- we've
17 brought a couple of pictures in here for you, and
18 what -- what we're finding and what you see here,
19 the weeds are growing up through -- through the
20 pavement. The roof needs to be replaced. We're
21 getting waterfall coming through -- through the
22 roof, and we're just finding the entropy is
23 starting to break down this site.

24 Given that it's such an old site, we've

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1 got -- we've got eyesore outbuildings that -- and
2 fence lines and other such items, as you can see
3 from these pictures, that it truly has created an
4 eyesore as you come into the St. Charles area,
5 and most people are out there -- there's quite a
6 few people that route down and through and to
7 this arterial route of Route 64 and into our
8 town.

9 So one of the -- one of the major items
10 that -- that we feel this use is good for, this
11 provides a platform for the partnership to get a
12 tenant in there that will bring them through this
13 economic time until there is a driving force in
14 development in the area.

15 It will also allow the partnership to
16 update this site, clean up -- clean up the
17 building, clean up the parking, make this a --
18 and do a -- do a stepping stone into what our
19 master plan is for this site and this area for --
20 for St. Charles.

21 We hope that this stepping stone will bring
22 us from Point A to Point B -- Point A being --
23 right now it's a very rough time to occupy --
24 to -- to occupy this building -- to get a tenant

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13

1 for this building.

2 The bigger sites right now, we're finding
3 that they -- they aren't expanding very much.

4 Point B is a market turnaround, and we look
5 forward to working with the City of St. Charles
6 in determining when and how things have turned
7 around, housing starts are moving forward,
8 developers are out there, and there's money to be
9 spent to create an environment and there's
10 tenants to occupy these spaces.

11 With the tenant Illinois Central in this
12 space, just by receiving the rent and having
13 somebody in there to take us through this time,
14 ownership will be able to make improvements with
15 this site, do the -- the roadway that's internal
16 to the site, make steps towards completing that
17 master plan.

18 Illinois Central should create somewhere
19 around 150 jobs plus in the area. Those jobs
20 are -- people are going to be spending money in
21 our retail businesses and in our town hopefully,
22 and with that -- with that said, we're able to
23 occupy a building that has been very difficult to
24 do, as well as leave a secondary site, which is

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14

1 220 North Randall Road, which -- which was the
2 old Mercedes dealership before they built across
3 the street.

4 This leaves us room to further bring in
5 retail tenants to the area; possibly a car
6 dealership, we hope. It's -- it's a
7 plug-and-play tenant. It's something that
8 somebody could come in and occupy that next week.

9 With that being said, I'd like to -- I'd
10 like to hand it over to Tony Malone, who can
11 explain historically -- Tony, by the way, is the
12 engineer on the project that has been with us for
13 many years, with both the City, of working out
14 their agreements, and -- and on this site, and he
15 can explain what that master plan was, the -- the
16 easement and the agreements with the property
17 owners and the City of St. Charles and Kane
18 County.

19 Thank you.

20 MR. MALONE: Thank you.

21 My name is Anthony Malone. I am a vice
22 president and project manager of this project for
23 ESI Consultants, Ltd., and we're located at
24 1900 North Mill Street in -- in -- in Naperville.

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15

1 The zip code there is 60563.

2 The project at the bottom of the sheet that
3 you see on your sheets has "Randall Road
4 Properties." That was the original master plan
5 back in 2005, when -- when those of you that were
6 on the Commission at that time may remember us
7 coming in with this drawing and incorporated --
8 as Ryan said, incorporated -- the 300 North
9 Randall Road site incorporated the XSport
10 Fitness; it incorporated what is now the former
11 dealership, the Mercedes dealership, and the --
12 and the parking lot/car wash that XSport has to
13 the east of that facility; and it also
14 incorporated West Towne Market, which was a
15 project that had just come in and been developed
16 during that time.

17 The importance of having all of these
18 members -- I'm sorry. Also included is the old
19 former General Mills site, as well, and the
20 reason why it was important to have all of these
21 individuals and companies come aboard was because
22 we needed to have as many access points -- which
23 are designated by the -- by the symbol with the
24 circle and the cross in it -- as many access

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1 points out of this facility -- this area as we
2 could, and so everybody was trying to get into
3 XSport, they're trying to get onto -- onto
4 Route 64.

5 You may remember that the Randall Road
6 improvements were being made, you know, we talked
7 about that time, and they were going to be the
8 lack of curb cuts in the median there, so the
9 difficulty of trying to get on 64 was -- was an
10 issue that everybody wanted to try and take
11 care of.

12 So what was coming up at that time was that
13 they had an access easement between all of those
14 communities -- all of those -- all of those
15 companies that I just talked to you about, so we
16 had on -- on -- on -- the car wash on --
17 on the car dealership side, there was an easement
18 that goes across the south part of that parcel,
19 there's an easement that continues on across the
20 north side of the West Towne Market parcel,
21 and -- and that comes out to 17th Street, where
22 it gets out onto 64 at that point.

23 It also included a north/south road that
24 was behind these lots, between the -- between the

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1 former General Mills site and the others along
2 Randall Road to get up to the vicinity of where a
3 road was going to be, was going to be looked at,
4 a tie-in to Randall Road, where there could be
5 maybe a future signal here -- and we'll get into
6 that, where there's an agreement between the
7 City and the County for that to happen -- so it
8 would line-up with where Woodward Drive would
9 come across from the west and then continue on
10 from that point. We can go on and tie into
11 Dean Street.

12 So that gave the area a pretty good diverse
13 way of getting out, but not putting too much
14 traffic in any one single spot.

15 The -- the -- so that gave us the easements
16 for the internal, but there was the external that
17 the City has with -- with the County, where there
18 were -- where agreements, also, that took it a
19 little bit further, and they weren't just
20 verbal -- verbal between a developer --
21 developers and the City, it was more constituted
22 into an agreement between the County so that
23 these could -- could be more visualized as coming
24 up in the future, so that the intersection right

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1 here, the -- the traffic signal here on -- on
2 Randall, was -- was brought into that agreement,
3 as was the -- the access onto Dean Street.

4 The one onto Randall was a lot more defined
5 as to the location because of where it has to tie
6 into Woodward and one over here on Dean, so the
7 location of the street onto Dean has not really
8 been totally defined as to where it's going to
9 be yet.

10 With -- with that being said, I'm going to
11 go ahead and turn your attention back to Ryan,
12 who is going to go into the -- more of the
13 improvements or whatever else he was talking
14 about on this site.

15 MR. CORCORAN: Just before we get
16 into the improvements that are going -- that we'd
17 like to occur at the -- at the site there, I
18 believe I should say that -- that the partnership
19 understands -- and I believe they understand what
20 the -- what the City ultimately wants here -- and
21 that's -- that's somewhat of a retail corridor
22 that the people can come and visit St. Charles at
23 that -- at Randall and 64.

24 With that being said, we -- we need to get

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19

1 there first, and this -- this is truly what's
2 going to help us do that.

3 Internal to -- internal to the site we're
4 building a road that's part of what Tony had
5 described there, and -- and furthering the
6 project of that -- of that intergovernmental
7 agreement, as well as easements that are there.

8 It doesn't get us all the way there. We
9 wish that it could. We wish we could complete
10 those roads, but, unfortunately, a use such as
11 this doesn't -- is prohibitive costwise to get
12 all the way there, but it does get us partway
13 there.

14 At the end of the lease -- lease term which
15 we have out there with Illinois Central of five
16 years, the partnership is more than willing to
17 sit down and discuss with the City what exactly
18 are the driving forces out there and what's --
19 making changes that are going to be driving the
20 demand to this area and -- and further -- further
21 retail.

22 In regards to the proposed improvements, as
23 I described, the road currently stops right
24 behind XSport Fitness, and what we will be doing

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20

1 and what we propose to do is -- is complete this
2 roadway into the site, which is a 40-foot road
3 with curbs, and buses will be able to access this
4 roadway from an asphalted lot. There's
5 currently -- there's -- there's concrete in here.
6 This is currently asphalted but we are looking to
7 finish up the asphalt of this lot.

8 Unfortunately, at first it looked like a
9 perfect parking lot; that is, as you would see at
10 the Kane County fairground. It's gravel. You
11 can park on it, but we've come to understand
12 that, by code, you have to asphalt it and make
13 this an impervious roadway.

14 Besides -- besides constructing that,
15 which -- which includes a lot of grading, a lot
16 of gravel, a lot of asphalt, we're looking at
17 restoration of that existing building.

18 I think -- I think, with -- with redoing
19 this building, we're going to avoid having kids
20 graffiti tag the building, having my maintenance
21 guy go out there and constantly rolling over the
22 graffiti.

23 We're going to replace windows, take siding
24 that's bad -- take that down, repaint the

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21

1 building, restripe the parking lot.

2 Internal to -- and how that building would
3 be used by Illinois Central is, there will be
4 two drive-in doors on the back side of the
5 property so you won't see it from Randall Road or
6 the sides, and they will do minor maintenance
7 work, so maybe an oil change or a tire change.
8 Anything beyond that, if it gets too involved,
9 they're going to take the business off-site to
10 another location within the Chicago area to do
11 that.

12 So we'll be constructing within the site,
13 by code, the -- the -- the correct fire code
14 to -- to separate out where the maintenance is
15 done compared to where those offices are at, and
16 the building will really act as a dispatch office
17 for the people that are coordinating the school
18 buses out there.

19 The parking should be for about 150 cars up
20 front, 150 buses in back. These are both long
21 and short buses, and on the back side there.
22 They'll need a 1,000-gallon fuel island to -- to
23 refuel the buses.

24 We -- we plan on a detention facility that

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1 is already existing, make changes to that for --
2 for rainwater, and we'll add a second detention
3 facility located back by Dean Street to
4 accommodate that asphalt surface that we're
5 putting in there.

6 We plan to remove the existing outbuildings
7 that they stored all of the wood in. That's what
8 you see when you're looking at the site beyond
9 the fence, and -- and, really, that -- that major
10 obstacle is -- is -- is a bad viewpoint of this
11 property, so we -- we plan to take that down.
12 That will be internal parking there, as well.

13 There will be fencing up there, and I
14 believe that we can put, you know, slats to hide
15 anything back there, make it look really seamless
16 and nice.

17 Besides the removal of the existing
18 buildings, we should be removing the railroad
19 spur which has been abandoned that's on our site,
20 and the unloading dock that that spur used to
21 use, as well.

22 In regards to more of the -- the grading
23 and the dirt pile that's back there, ultimately,
24 we'll be removing some of that excess spoil pile

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1 that -- that is behind the site, as well.

2 Now, I'd like to -- Tony, our engineer, has
3 drawn out the phasing plan of how our interim
4 construction would operate in regards to
5 temporarily utilizing the vacant Mercedes
6 building as the dispatch office and the partial
7 parking lot for their cars, and where -- where we
8 would park the buses on the current existing
9 asphalt and concrete at the 300 site.

10 So the evolution is, we would go from
11 utilizing that 220 building in a very temporary
12 basis as construction of the roadway begins and
13 ends and ultimately would roll with over into
14 that 300 North Randall Road site there
15 completely, leaving the 220 building open to
16 retail.

17 I'll turn it over to Tony.

18 MR. MALONE: The next -- next slide.

19 As you can imagine, with school starting
20 very shortly and the need to bring 150 buses in
21 as soon as possible, construction could be a
22 challenge because the -- the challenge is is that
23 there needs to be 150 buses on here during
24 construction.

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1 So with that being said, as -- as Ryan
2 had pointed out, we have the opportunity to have
3 106 parking spaces down at the 220 site. That
4 allows us to have a little more room in the -- at
5 the 300 site to put some buses out here where
6 there ultimately will be parking for cars.

7 We also -- what we've done is -- you know,
8 the track will be gone. These buildings will be
9 gone for -- before construction will happen for
10 what I'm talking about here, so with that
11 happening, this -- this whole area to the north
12 will be available for us to park buses.

13 In order to -- in order to allow the
14 additional, we have to have a temporary
15 aggregate-based area on the east side of the
16 existing aggregate that's out there to allow us
17 to get all 150 on this site while we're
18 constructing the area that's hatched.

19 So we would be constructing the road under
20 Phase I, beginning the construction. We would
21 have about half of it done. The first phase
22 would be about three to four weeks, so we'd have
23 about half the road construction done and we
24 would have all the area to the south within

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1 this -- this limit, which would be from the
2 existing concrete that's out there on the west
3 side of this area, over to where the ultimate
4 would be for the area for our parking lot.

5 During the second phase, we would be
6 finishing up the road, the north-south road.

7 I should have mentioned that while we'll be
8 working on the detention during the first phase,
9 finishing up the second phase at the same time,
10 we'll be using the asphalt that we've just put
11 down on the south side of the site. We will have
12 to, once again, extend that temporarily with some
13 aggregate in order to get additional buses to
14 park further to the -- to the -- to the east. We
15 would continue to park the buses in the -- in the
16 parking lot that -- that we talked about under
17 Phase I, as well.

18 Under Phase III, the road will be done.
19 The parking lot for both the two phases that we
20 just talked about will be done. The aggregate
21 will be all gone, as you see in the area that was
22 used for temporary -- to expand the parking lot,
23 and we'll be working on -- on the area putting
24 the fuel island in, which is a little square you

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1 can see on your drawing right above where the
2 hand is, and -- and doing a little regrading in
3 this area. The intent is to leave the concrete
4 as is as much as possible as the hard surface for
5 permanent use.

6 The buildings, as Ryan said, would also be
7 gone, and so -- so during the fourth phase we'll
8 be able to have all the parking lot pretty much
9 done and just clean up whatever little area
10 that -- where those building -- where those
11 buildings stand to get it to final, then restripe
12 the parking for cars that we had originally shown
13 for buses for the first three phases, and the
14 project would be done.

15 Schedulewise, each of the phases --
16 Phases I through Phase -- Phase II would be about
17 three to four weeks apiece, so we anticipate --
18 we're anticipating -- maybe a little
19 optimistically, but that's obviously what we try
20 to do -- is starting August 19th. That would
21 mean the first phase would be done mid-September.
22 We would then start immediately on the second
23 phase, so that when we start -- you know,
24 starting mid-September, being done either late

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1 September or early October, the third phase would
2 be one to two weeks, as would the fourth phase,
3 and so we're looking at -- at everything being
4 done very near the end of October.

5 If you take it -- if you take the extremes
6 of each of the -- each of the phases, if you were
7 to use four for the first two and two for the
8 second two, you could take it to -- to the first
9 part of November. We're really thinking, with
10 any luck at all, we can be done by the end of
11 October.

12 A very important part I want to go over
13 with you now is, how would we do the bus -- bus
14 routes during these phases, so I'm going to turn
15 this back over to Phase I and just kind of talk
16 to you about that a little bit.

17 As we talked about under Phase I, the buses
18 would be up front here, as well as all up here to
19 the north. This road -- the north/south road
20 would not be completed at that time, so all
21 traffic would have to leave onto Randall Road.

22 They would take a right on Randall Road, go
23 up to the light on Dean Street, and take a right
24 on Dean Street, go down to 15th Street, where

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1 there's a light, and take 15th Street back down
2 to 64.

3 They would then take -- most of them would
4 take a right on 64 to get down -- back down to
5 the intersection of 64 and Randall, where they
6 would -- most of them will be taking a left to go
7 down to where they have their contracts in -- in
8 Geneva and Batavia.

9 Under the second phase, the same route
10 would have to take place because, once again,
11 this -- this road to the south would not be
12 taken -- would not be there yet, and so for both
13 that six- to eight-week period we were talking
14 about, that would be the route that most of
15 the -- most of the trucks -- most of the buses
16 would be taking.

17 We have a representative here from ICSB
18 that can go into how the dispatchers cycle the
19 buses so not everybody is coming out at the same
20 time, so you don't have 150 buses and a train
21 going through this area, so at the end of this
22 we'll -- we'll bring her up for that.

23 During the third phase, thankfully, we'll
24 all see that the road is open, and so what

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1 happens then is is that buses will be going out
2 this route and they will be going down to the
3 intersection of this internal road system, going
4 out to 17th Street, where the majority of them
5 would be taking a right, and then taking a left
6 on -- onto Randall Road.

7 There will be a few buses that will want
8 to take a right on 17th Street, but those are
9 very few.

10 And then during the fourth phase,
11 basically, we're just following the same phase
12 for Phase III, so that would be the final route
13 that day in and day out, used as the parking
14 area, that that would be the route that they take
15 here.

16 So the real change for the temporary route
17 that we talked about going up to Dean Street and
18 down is really for that six- to eight-week period
19 during Phases I and II so this north/south route
20 can be -- can be constructed.

21 Okay. With that, I'll turn it back over to
22 you unless there's any questions.

23 With that, we'd like to open it up for
24 questions.

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1 CHAIRMAN WALLACE: All right.

2 Thank you.

3 Questions from members of the Plan
4 Commission?

5 VICE CHAIRMAN KESSLER: I have a
6 couple.

7 CHAIRMAN WALLACE: Go ahead.

8 VICE CHAIRMAN KESSLER: Tony, can I
9 ask you how you -- did I hear you say that -- is
10 it going to be a light at that future road, the
11 proposed light at that future road that would
12 connect to where Woodward crosses?

13 MR. MALONE: Someday, with respect to
14 the intergovernmental agreement between the
15 County and the City, all the intent is that, if
16 at all possible, there would be a light at that
17 intersection, that is correct.

18 VICE CHAIRMAN KESSLER: Okay.

19 MR. MALONE: Unfortunately, right now
20 we're not at that stage.

21 VICE CHAIRMAN KESSLER: Okay. The
22 parking.

23 So when it's all finally done, you're only
24 proposing that much of the site being used for

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1 parking because, obviously, there's still more
2 site there?

3 MR. MALONE: The intent was to try to
4 get all of the parking on the existing impervious
5 surface to -- to, obviously, be more economical.
6 So all the -- for as much as possible park --
7 parking there.

8 Yes, there is some room for growth, but
9 that's not in the plan today. That would have to
10 be talked about.

11 VICE CHAIRMAN KESSLER: Does the bus
12 company know that this is just a five-year lease
13 and this is just an interim thing?

14 MR. MALONE: They signed it.

15 VICE CHAIRMAN KESSLER: Okay.

16 MR. MALONE: I wasn't involved in
17 that but they apparently signed it.

18 VICE CHAIRMAN KESSLER: The fuel,
19 will that be above a below ground?

20 MR. MALONE: It's planned to be above
21 ground. That's why it's limited to 1,000 gallons.

22 VICE CHAIRMAN KESSLER: You know, I'm
23 bringing it up so you don't run into any
24 surprises.

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1 Is there any issue with doing, you know,
2 light mechanical work in the building? Is there
3 anything that has to be done infrastructurewise
4 with gas traps or anything like that?

5 MR. COLBY: There would be some
6 improvements required to the building for that
7 use to take place in the building. It would not
8 meet the building code requirements that apply
9 for that use and they would be required to do
10 that.

11 VICE CHAIRMAN KESSLER: Okay. All
12 right. And then, finally, just confirmation,
13 and I know that -- the big issue is using
14 Dean Street, Dean Street can't handle all that
15 traffic, and I'm telling you it can't.

16 That's just a temporary measure for the
17 proposed six to eight weeks -- six- to eight-week
18 construction period?

19 MR. MALONE: That is correct.

20 VICE CHAIRMAN KESSLER: All right.
21 And you said something else and I want to make
22 sure I understand.

23 Coming out on 17th Street, the routing --
24 this is the ultimate goal -- the routing would

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1 be -- those vehicles would probably be making a
2 right turn to go to Randall.

3 Are left turns going to be allowed there?
4 Somebody mentioned a right-in/right-out.

5 If there's a right-in/right-out, it
6 wouldn't have that?

7 MR. MALONE: At this location right
8 here on 17th, right now it's a full.

9 VICE CHAIRMAN KESSLER: Right.
10 There is no right-in/right-out, but is
11 there going to be one? Did I hear that?

12 MR. COLBY: No. That is not correct.
13 That intersection would remain as --

14 VICE CHAIRMAN KESSLER: They could
15 make left turns out of there?

16 MR. COLBY: Yes.

17 VICE CHAIRMAN KESSLER: Okay. All
18 right. That's all I have.

19 CHAIRMAN WALLACE: All right. Any
20 other questions?

21 MEMBER SCHUETZ: I have a couple of
22 questions.

23 Kind of a takeoff on Tim's, as far as the
24 circulation.

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1 When you're done with the final phase, they
2 will always enter and exit out of 17th Street
3 onto 64; is that correct?

4 MR. MALONE: I'd like to have Bonnie
5 talk about that. She's with the ICSB and has a
6 lot better idea of this. I don't want to put
7 words in her mouth, if that's okay.

8 MEMBER SCHUETZ: Okay.

9 CHAIRMAN WALLACE: Were you sworn at
10 the beginning?

11 MS. ECHELBARGER: Yes.

12 CHAIRMAN WALLACE: Okay. If you can
13 just pull the microphone down towards you. There
14 you go.

15 MS. ECHELBARGER: Bonnie Echelbarger.

16 THE COURT REPORTER: Could you spell
17 that, please.

18 MS. ECHELBARGER: E-c-h-e-l-
19 b-a-r-g-e-r, Illinois Central School Bus.

20 What was I answering? I don't know.

21 MEMBER SCHUETZ: Enter and exit out
22 of 17th Street when the final phase is finished,
23 you know, in the morning and the afternoon, et
24 cetera.

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1 MS. ECHELBARGER: Well, we're trying
2 not to, you know, go out onto Randall any more
3 than we have to. We may have some coming in
4 there at the end of the day in the afternoon,
5 but, of course, in the morning there's no left
6 turn out of there so we won't.

7 And it won't be a stream of buses at any
8 one time trying to come in or not. They all have
9 different routes and different pickup times and
10 different school drop-offs, so they all leave at
11 different times so --

12 MEMBER SCHUETZ: But it will be a
13 two-hour time frame in the morning and two hours
14 in the afternoon; is that correct?

15 MS. ECHELBARGER: That's correct.
16 But for a lot of those -- the two hours in the
17 morning and two hours in the afternoon they're
18 out on routes. They're, you know, picking up
19 children and taking them home or taking them to
20 school, taking them home at the end of day so --

21 MEMBER SCHUETZ: So Tim had asked, if
22 you take a right out of 17th Street and you're
23 going west on 64, they will be able to take --
24 they will be taking a left on 64, as well?

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1 MS. ECHELBARGER: Yes, you can. Some
2 of them -- the majority of them are going to
3 actually go back out.

4 CHAIRMAN WALLACE: Hold on. Hold on.
5 Go ahead.

6 VICE CHAIRMAN KESSLER: No. The
7 light is at 15th Street, two blocks east.

8 MEMBER SCHUETZ: So how would they
9 take a left out of there?

10 MS. ECHELBARGER: You can go left or
11 right from that intersection.

12 CHAIRMAN WALLACE: It's not a
13 signalized intersection. They're just saying
14 that they will make a left turn.

15 VICE CHAIRMAN KESSLER: Lefts are
16 okay.

17 MEMBER SCHUETZ: That concerns me.

18 MR. CORCORAN: I have something else.

19 CHAIRMAN WALLACE: Sure. Go ahead.

20 MR. CORCORAN: There -- there --
21 there may be some buses -- not -- obviously, not
22 a majority -- traveling east -- going -- or
23 trying to go east on 64.

24 Another possible option is to route those

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1 out of 220 because at 220, the old Mercedes
2 building, there's three lanes. It's easy for
3 them to take a right out of there, route to
4 Dean Street, and then to the light, as well.

5 What Bonnie communicated to me was, this is
6 all a staggered dispatch and they all have to be
7 at a certain place at a certain time, so
8 congestion is a major issue for them, as well, so
9 her -- her -- what they had envisioned was that
10 this was going to be a flow-through process, that
11 they would have to ensure -- that's part of
12 their -- their dispatch office goals, in -- in --
13 as far as that routing out and into the site are
14 concerned.

15 CHAIRMAN WALLACE: What -- what time
16 of day -- I'm sorry. I know this is in the staff
17 report -- but what time of day would a majority
18 of the buses be leaving?

19 MR. CORCORAN: Leaving is before
20 6:00 a.m. There's some that are leaving before
21 6:00 a.m., and then it goes from six o'clock to
22 8:30, I believe.

23 MS. ECHELBARGER: Yeah, at the
24 latest.

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1 MR. CORCORAN: At the latest, very
2 latest, so a majority of these buses are hitting
3 the high-traffic times, as the traffic report
4 had -- had indicated, so that there would --
5 did -- did not -- the -- the traffic report had
6 indicated that they didn't foresee any congestion
7 in that regard.

8 CHAIRMAN WALLACE: Just one question
9 that I had on the traffic report.

10 Is there someone from HLR that is here?
11 Actually, it's not really so much a question for
12 HLR as it is for the Applicant.

13 One of the things that the traffic report
14 stated that the buses during the -- during the
15 Stage 1 period would need to turn, come -- come
16 north on Randall Road, turn right into the
17 220 building, turn right out of the 220 and into
18 the 300.

19 Are buses going to be routed by the
20 220 building and then out and then down to the
21 300 building?

22 MR. CORCORAN: That's kind of the
23 purpose of this internal roadway.

24 In regards to turning right into the site,

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1 coming back to the site, I think that it's safer,
2 in the sense that we're looking at three lanes of
3 traffic.

4 Everybody that's taken a -- a left or a
5 right going on Randall north knows that that
6 third lane is really the safest lane, and if
7 you're taking a right, you've got that third lane
8 there. There are markers around and everybody
9 can see if it's behind them, and they can make
10 that -- that right-hand turn smoothly into the
11 site.

12 Now, when you're -- when you -- when you
13 take that right into the site, you have this
14 internal roadway that -- the purpose of this plan
15 was -- was to provide the ability to go right
16 down through and to -- right into the parking lot
17 effortlessly, smoothly.

18 CHAIRMAN WALLACE: But during --
19 during the initial stage -- that's Stage 1 -- is
20 the turn going to be down --

21 MR. CORCORAN: Down here.

22 CHAIRMAN WALLACE: -- down here?

23 They're not -- during that initial stage,
24 they aren't going to be turning in one parking

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1 lot, coming out, and then turning into the other
2 parking lot?

3 MR. CORCORAN: No. That roadway
4 wouldn't be there quite yet.

5 CHAIRMAN WALLACE: Okay. That's --
6 that's the way that the traffic study read, which
7 didn't make much sense to me, but I was just
8 curious as to whether there was a reason for
9 that.

10 MR. CORCORAN: I believe we can speak
11 to -- speak to that.

12 CHAIRMAN WALLACE: Do you want to --
13 do you want to talk to that?

14 MR. GARBE: Yes.

15 CHAIRMAN WALLACE: Were you sworn in
16 at the beginning?

17 MR. GARBE: Yes.

18 CHAIRMAN WALLACE: Okay.

19 MR. GARBE: Alexander Garbe,
20 G-a-r-b-e, with Hampton, Lenzini and Renwick,
21 380 Shepard Drive -- S-h-e-p-a-r-d -- in Elgin.

22 Just to clarify what -- what you're looking
23 at, Mr. Wallace. What we were indicating was
24 that, for the few buses that would be using the

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1 dispatch -- the temporary dispatch and
2 maintenance area -- well, temporary maintenance
3 at the old dealership, those few buses would be
4 making that right in in front of the dealership,
5 eventually having to make the right out to go
6 north up to the storage facility.

7 CHAIRMAN WALLACE: Okay.

8 MR. GARBE: That's all I had.

9 CHAIRMAN WALLACE: If 150 buses go
10 in --

11 MR. GARBE: The majority --

12 CHAIRMAN WALLACE: They're coming
13 back out and going in.

14 MR. GARBE: The majority are going
15 directly to the storage.

16 CHAIRMAN WALLACE: Okay. Got it.
17 All right.

18 Sue?

19 MEMBER AMATANGELO: Ryan, I think
20 this is for you.

21 Can you tell me where these buses are being
22 housed right now?

23 MR. CORCORAN: They are -- they are
24 off-site. I actually would have to refer to

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1 Illinois Central to find out. I don't know
2 exactly where they're coming from right now or
3 where they're at right now.

4 MS. ECHELBARGER: Right now, all of
5 the buses are being housed in Channahon and
6 Wilmington waiting until we can know where we can
7 park them.

8 MEMBER AMATANGELO: And what is
9 the -- a couple years back we had right on -- is
10 it Peck Road over there? There was a new
11 facility that was built.

12 This is not a part of that or is this --
13 tell me the difference.

14 CHAIRMAN WALLACE: I think it's just
15 a different company.

16 MR. COLBY: The facility that's on
17 Peck Road is a School District 303 facility that
18 they operate, and this would be a private company
19 operating separately.

20 MR. CORCORAN: To -- it's actually --
21 Sue, it's the same -- it's the same district that
22 used to park right here across the -- across the
23 street.

24 MEMBER AMATANGELO: Sure.

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1 MR. CORCORAN: They just built a new
2 facility at -- at Peck and 38 there.

3 MEMBER AMATANGELO: Thank you.

4 The proposed road -- I mean, I know time is
5 of the essence here, but is there a reason why
6 we're trying to forego the infrastructure of
7 putting together the road first before trying to
8 put the parking lot in place and trying to
9 jury-rig it so that you're here and there?

10 Is there a reason why you can't go with the
11 road first before everything else?

12 MR. CORCORAN: Tony, you might better
13 speak to this.

14 MR. MALONE: If I remember correctly,
15 I talked a little bit to Russ to see what could
16 be done before this -- before this facility --
17 and, Russ, tell me if I'm wrong -- okay? -- but
18 there are certain things that we can do and we're
19 trying to expedite, and that is tear down those
20 outbuildings that -- that Russ talked -- Ryan
21 talked about, get the track out of there, take
22 the -- take the unloading facility out and get
23 the site as clean as we possibly can before
24 construction.

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1 There is no other work on the site itself,
2 per se, that can happen until the special use has
3 been -- been approved.

4 The roadway itself -- because that's really
5 not -- you can say that roadway is for anything.
6 It's an extension of the existing system.

7 If we had the plans ready and there was a
8 contract aboard, I believe we could start that
9 tomorrow. It's just that we don't -- we're not
10 to that stage yet.

11 MEMBER AMATANGELO: Okay.

12 MR. MALONE: Is that correct, Russ?

13 MR. COLBY: Yes.

14 MEMBER AMATANGELO: So we have
15 150 buses being housed here and it's six o'clock
16 in the morning, first day of school.

17 How many buses are actually going to pull
18 out of the parking lot and make a right-hand turn
19 and make a right-hand turn onto Dean and then
20 make a right-hand turn onto 15th?

21 MS. ECHELBARGER: Okay. That -- that
22 will vary. They won't all pull out at
23 six o'clock. They'll put out at varied times --

24 MEMBER AMATANGELO: Uh-huh.

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1 MS. ECHELBARGER: -- beginning a
2 little bit before six o'clock and basically
3 pulling out until 8:30.

4 The majority of the buses will head towards
5 the West Chicago, Batavia area. Some will go
6 other directions for special education students,
7 so -- and -- and out of that 150, we have a
8 10 percent spare factor, so there will also be a
9 certain amount of buses in the lot in the event
10 of a breakdown.

11 MEMBER AMATANGELO: And those buses
12 will leave in the morning, then come back again;
13 right? And then they'll leave again around noon
14 for, say, a kindergarten --

15 MS. ECHELBARGER: Very few.

16 MEMBER AMATANGELO: -- and then come
17 back again, and then leave again in the
18 afternoon --

19 MS. ECHELBARGER: Yes.

20 MEMBER AMATANGELO: -- and then come
21 back again, and then, perhaps, for sporting
22 events beginning with the evening, and come back
23 again, or leave and then come back in the evening
24 again?

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1 MS. ECHELBARGER: Usually they have
2 an afternoon route, do their sporting or their
3 extracurricular with the kids, and just come and
4 return later.

5 MEMBER AMATANGELO: Okay. So during
6 the course of the day, how many buses would you
7 say would actually go one way or the other down
8 15th?

9 MS. ECHELBARGER: In the morning I
10 would say 125 would have to pull out, and out of
11 that 125, the lion's share -- probably 90 of
12 them -- would have to get around to get down
13 Randall.

14 MEMBER AMATANGELO: Okay. All right.
15 Thank you.

16 MS. ECHELBARGER: Okay.

17 MEMBER AMATANGELO: Let me just
18 double-check to make sure I don't have any more
19 questions here.

20 Okay. Thank you.

21 CHAIRMAN WALLACE: All right. Curt.

22 MEMBER HENNINGSON: When I took a
23 look at the proposed road coming south from your
24 site down to the road that goes east between

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1 Oberweis and the logistics building, who owns --
2 are those City roads? Who owns those?

3 MR. MALONE: They're all private.

4 MEMBER HENNINGSON: They're all
5 private?

6 MR. MALONE: That's why there's
7 easements in there between each of the different
8 parties so that they have access to use that road
9 system.

10 MEMBER HENNINGSON: So they're able
11 to let anyone use those roads?

12 MR. MALONE: That is correct. But
13 they're all private. They're all maintained by
14 the -- you know, North Randall Road Partners.
15 They are all private road.

16 MEMBER HENNINGSON: And who maintains
17 those?

18 MR. MALONE: The -- the -- the North
19 Randall Road Partners maintains them. They own
20 them.

21 MEMBER HENNINGSON: They own all of
22 the roads going all the way from 17th?

23 MR. MALONE: All the roads that we've
24 talked about here, yes. All these -- all these

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1 roads are -- are currently, correct.

2 MEMBER HENNINGSON: So the road
3 between the North Avenue Logistics and West Towne
4 Market parcel, that road --

5 MR. MALONE: This is an easement
6 here that -- that -- that West Towne Market gave
7 to allow anybody that needs to use this ultimate
8 roadway system can leave that to go out to
9 17th Street.

10 MEMBER HENNINGSON: Do they need to
11 get any special approval to have that or is
12 that --

13 MR. MALONE: The -- the easement has
14 been recorded. It is in place and it is for
15 the -- for the specific purposes for anyone to be
16 able to use it. That's about all I can -- I can
17 say about it.

18 MS. TUNGARE: That is correct.

19 CHAIRMAN WALLACE: Anything else?

20 MEMBER HENNINGSON: No.

21 CHAIRMAN WALLACE: Yes, Brian.

22 MEMBER DOYLE: I -- I want to follow
23 up on Sue's questions about the timing of the
24 commencement of the lease. This is both for the

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1 bus company as well as for you, Mr. Corcoran.

2 What -- what would be the implications if
3 you were not able to commence the lease at the
4 beginning of the school year? And, you know, I
5 mean, it seems like you're looking to put in
6 place a lease to kind of phase this in.

7 Could you explain again why you can't do
8 the work to -- to skip Phase I, in terms of the
9 impact on -- on local traffic circulation?

10 MR. CORCORAN: In terms of -- in
11 terms of the lease, it's -- obviously, it's going
12 to be contingent upon the use being put in place.

13 In terms of the roadway -- and we will
14 absolutely be trying to construct that roadway as
15 soon as we get approval to go ahead -- I believe
16 timing -- and, Russ, you can correct me --
17 is -- somewhere around August 19th is the City
18 Council meeting, should it go that far, and so as
19 soon as that -- that occurs, we plan to have
20 final engineering per our -- you know, in for
21 permits, ready to go, constructing the -- the
22 roadway as soon as possible to relieve any
23 issues.

24 I should say that we are going to -- you

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1 know, the bus company plans to, you know, route
2 according to -- you know, to get through any
3 areas that -- we don't foresee a congestion, but
4 to get through, there are other options of roads
5 besides just 15th with the light, so whatever
6 makes the most sense and has the least effect on
7 anybody during that interim and temporary time
8 period.

9 MEMBER DOYLE: Let me put a question
10 to you a slightly different way.

11 If the Commission had a fatal objection to
12 elements of the Phase I plan and said we --
13 Phases II and III are acceptable to us and we are
14 inclined to recommend them, but to include a
15 recommendation that Phase I not -- not be part of
16 the Commission recommendation, would that scuttle
17 the whole project?

18 MR. CORCORAN: In terms of just --

19 MEMBER DOYLE: If we said that you
20 can't -- you can't route buses past -- you know,
21 because -- because the railroad tracks are a
22 significant feature here that, according to State
23 law, is an impediment to the circulation here, so
24 you have to go out, right turn onto Randall.

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1 You've got the railroad track. You have to stop,
2 make a right turn onto Dean. You make -- you
3 stop at the track. You have to stop and then you
4 go to 15th and then around.

5 And there are -- and I have another
6 concern, and the first question is more of a top
7 level.

8 If you weren't able to proceed with this
9 Phase I in time for the school year, would that
10 scuttle the whole lease proposal?

11 MR. CORCORAN: We would have to have
12 that discussion with Illinois Central to see
13 where they will be at with their -- with their
14 project.

15 My feeling is that -- that it severely
16 hinders their -- their initial school year. You
17 know, perhaps they could route more of their
18 buses -- wherever they're currently at -- I don't
19 know where they're at, so I don't know the
20 logistics of it.

21 I do know that these tracks are abandoned
22 on our site. They are in the process of -- they
23 are -- there's nobody pushing forward, but
24 they're -- they're abandoned track. There's

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1 nobody using them.

2 According to the Illinois Department of
3 Transportation, if there is signage posted at the
4 roads saying that these are abandoned tracks,
5 buses are exempt from stopping, so in terms of --
6 in terms of backing up and congestion, we
7 wouldn't have that because buses wouldn't have to
8 stop.

9 MEMBER DOYLE: Is that true?

10 MR. KLING: I can probably speak to
11 that.

12 CHAIRMAN WALLACE: Were you sworn in?

13 MR. KLING: Yes.

14 CHAIRMAN WALLACE: Okay. If you can
15 just state your name, spell your last name and,
16 also, state your address for the record.

17 MR. KLING: Sure.

18 I'm Brian Kling, that's K-l-i-n-g. I'm
19 with Colliers International. I'm out of
20 Rosemont, Illinois. I'm Illinois Central's
21 representative real estate agent.

22 And just, I guess, the simplest way to
23 answer a question would be, if we don't get
24 somewhat of a warm fuzzy tonight -- and we had

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1 brought this up in our meeting -- and you guys
2 were kind enough to give us some direction in our
3 initial meeting with you -- but if we're given
4 some indication that we can't house buses on
5 there by -- by the start of the school year,
6 we're going to have to find another site.

7 MEMBER DOYLE: Okay.

8 MR. KLING: If that's direct enough.

9 MEMBER DOYLE: It helps.

10 MR. KLING: Okay.

11 MEMBER DOYLE: Okay.

12 VICE CHAIRMAN KESSLER: What about
13 the question of buses being exempt from stopping
14 at abandoned tracks?

15 Does anyone have an answer on that?

16 MS. ECHELBARGER: I do.

17 With State law, if it's not clearly marked
18 "Exempt," buses must stop. They don't stop
19 anybody around them, just behind them because
20 they have to stop, turn on their hazard lights,
21 look and listen before they cross.

22 If it is clearly marked "Exempt," they do
23 not have to stop.

24 MEMBER DOYLE: And it is not marked,

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1 right, right now?

2 MR. CORCORAN: Currently it is not
3 marked, but it is in the process of being
4 abandoned by the Union Pacific, so to push
5 forward, you just need a sign up there to say
6 "This is an abandoned track."

7 MEMBER DOYLE: That would be the UPRR
8 that would post the sign; correct?

9 MR. CORCORAN: I -- I -- I'm not sure
10 who posts the signage.

11 MEMBER DOYLE: I have a question
12 for -- I'm sorry -- for the traffic consultant.

13 On page 3 of your report for the future
14 traffic circulation, you write, "The last
15 area" -- "An area of concern is the additional
16 amount of buses possibly significantly impacting
17 the westbound approach to the intersection at
18 Route 64 and Randall," that's left-turn lanes at
19 that intersection.

20 "They will not occur at the heavier peak
21 traffic period for that intersection," and you
22 say "A further in-depth study would be required
23 to determine the extent of the impact on the
24 intersection."

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1 I wonder if you can elaborate what you mean
2 by a "significant impact" and how this Commission
3 should regard that, that finding.

4 MR. GARBE: What we're looking at --
5 what we're expecting there, with the number of
6 buses being added, there's a possibility --
7 particularly in the morning -- that the delay on
8 that approach -- the westbound approach --
9 particularly the westbound left from 64 onto
10 Randall -- would be increased quite a bit.

11 The more important concern that we're
12 interested in is also the possibility that
13 queuing vehicles might queue out the left-turn
14 lane and through lanes.

15 The data that we have right now that we're
16 basing this on is old.

17 MEMBER DOYLE: Is what?

18 MR. GARBE: Is old.

19 MEMBER DOYLE: Okay.

20 MR. GARBE: And that's why we
21 recommend further study, to do additional counts
22 there and update the traffic volumes to a new
23 capacity analysis there to make sure that's not
24 the case.

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1 There's a potential that we could address
2 it with signal timing, if there is a problem in
3 the first place, also.

4 MEMBER DOYLE: Would it be fair to
5 say right now that you can or cannot vouch for
6 the capacity of that intersection to support the
7 traffic without a -- without a more intensive
8 study?

9 MR. GARBE: Right now, we can't. We
10 cannot.

11 MEMBER DOYLE: You cannot?

12 MR. GARBE: Right.

13 MEMBER DOYLE: Okay. I have a couple
14 more questions about the long-term strategy for
15 this site and area regarding the access roads and
16 also Woodward.

17 So there are -- there are -- there's an
18 access road that is contemplated to extend to
19 Dean Street, and, also, there is a -- a new road,
20 signalized road that would connect to Woodward
21 Drive.

22 My first question is -- and this is for
23 you, Mr. Corcoran and/or for City staff -- you
24 said that -- earlier in your presentation that

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1 this plan doesn't get us all the way there in
2 terms of access roads, and you also sort of
3 eluded to your long-term strategy. You know, you
4 presented this as interim, interim plan.

5 MR. CORCORAN: A stepping stone.

6 MEMBER DOYLE: Right.

7 So what -- what will it require to warrant
8 for the County the establishment of the
9 signalized intersection at Woodward and Randall?

10 What -- what -- what things have to happen
11 in order for that signalized intersection to
12 become a reality?

13 MR. CORCORAN: Brian, in regards to
14 that signalized intersection, the light itself,
15 the construction of it, the extension of the
16 road, it all is going to take a -- a drive --
17 retail drive in that area, and I say "retail"
18 because when we're considering tenants, you know,
19 tenants such as Illinois Central don't pay -- and
20 their rent is not at the level of a retail user,
21 so retail tends to be a little bit more
22 expensive.

23 The reasoning for this is because of the
24 costs that are associated with putting a

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1 signalized light in place. It's a driving factor
2 for -- for any property owner to be able to see
3 the light at the end of the tunnel with regards
4 to the amount of money that could be brought in
5 to support the project.

6 So in regards to Illinois Central, you
7 know, they're not -- they're not exactly a retail
8 user for us. It's about survival of getting to
9 that point when demand comes.

10 We are partway there already. We have
11 completed part of that road. We have it set so
12 that it's ready to complete into Dean and at --
13 at Randall, when the -- when the rest of the area
14 and the demand occurs and is there.

15 MEMBER DOYLE: So the first -- first
16 question, follow-up question.

17 The -- as the developer -- does the
18 developer bear the cost or responsibility of --
19 of making the investments to make that signalized
20 intersection occur, as well as the extension of
21 the access road to Dean, or is that cost that is
22 shared by the City, the landowner, and the --

23 MR. CORCORAN: Rita, do you --

24 MS. TUNGARE: Well, at this point

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1 there is no specific determination on that, in
2 terms of what kind of cost sharing will be
3 involved with completion of these improvements
4 for that signalization.

5 The intergovernmental agreement is based on
6 the premise, basically, that the property owners
7 and the City have an obligation to complete those
8 improvements.

9 There's no specific timing associated with
10 that. Neither is there a specific plan for
11 cost-sharing at this point.

12 And with that, Chris, did you want to add
13 something, in terms of the inter-governmental
14 agreement to answer this question?

15 MR. TIEDT: Chris Tiedt, City of
16 St. Charles.

17 I guess, to also answer your question, the
18 intersection of what will soon be or someday will
19 be Woodward and Randall Road, a signalized
20 intersection, that's contemplated per the IGA to
21 be completed most likely when the remaining
22 outlot on that side of the property, the west
23 side of Randall Road, is developed.

24 At such a time when the resident Mercedes

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1 dealership was subdivided, when the right of way
2 was dedicated to Woodward Drive, at that time --
3 and it's kind of contemplated -- that when future
4 development occurs in that area, that that
5 roadway connection -- those remaining
6 improvements shown on the subdivision plans or
7 shown on the preliminary engineering plans for
8 the subdivision of that area would be completed.

9 MEMBER DOYLE: Okay. One more
10 question for you, Mr. Corcoran.

11 So this is in the interim plan, but this
12 stepping stone plan doesn't necessarily end at a
13 five-year lease.

14 MR. CORCORAN: It doesn't what?

15 MEMBER DOYLE: At the end of a
16 five-year lease, doesn't necessarily get your
17 company any closer to being able -- I mean,
18 this -- this -- this plan doesn't get us closer
19 to that larger strategy of the -- of the -- all
20 of the access roads being built or that
21 signalized intersection being built because there
22 are other environmental factors at play.

23 Is that --

24 MR. CORCORAN: Actually, we are -- we

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1 are further improving the site. There is the --
2 the interim roadway for -- for the property, so
3 it is completing more of the plan, and at the end
4 of, you know, that -- that term, there -- there
5 is the ability to look at where things are at at
6 that point.

7 MEMBER DOYLE: Okay. Fair enough.
8 Fair enough.

9 Thank you.

10 MEMBER HENNINGSON: I have a
11 question.

12 MEMBER SCHUETZ: Go ahead.

13 MEMBER HENNINGSON: In the memo dated
14 July 19th, it gives a pretty good description of
15 what's going on there, an access drive from
16 Woodward/Randall intersection to Dean Street, and
17 in that it indicates that the -- that the
18 extension -- the extension of the access drive to
19 Woodward/Randall largely falls in the Randall
20 Square south storage property. The Applicant
21 does not have ownership or control of this
22 property. The access road is aligned with the
23 future extension of Woodward Drive. That is
24 something we just received tonight, I believe.

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1 MEMBER DOYLE: Thank you. I didn't
2 have a chance to read it prior to the meeting.

3 CHAIRMAN WALLACE: Tom.

4 MEMBER SCHUETZ: All right. I have
5 two questions, one of them the lease.

6 Ryan, you mentioned it's a five-year lease.

7 Say, this were to pass and you would go
8 through Phase I through IV, finish, the buses
9 would be going on for a year or so, but, say --
10 from a traffic standpoint, congestion, whatever
11 might happen -- say it's a disaster.

12 What happens to the lease? Is there an out
13 when it becomes dangerous -- you know, if it
14 becomes just a nightmare on 64 for the residents
15 of St. Charles?

16 What -- what are your plans?

17 MR. CORCORAN: If it was to become a
18 nightmare for anybody heading west at 6:00 to
19 7:00 or so in the morning when the heaviest
20 traffic may occur, we -- which we don't foresee
21 at all, or Illinois Central has -- who has the
22 most experience in this feels confident that it
23 wouldn't happen; but at that point we will have a
24 lease -- I'm not sure what the procedure would be

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1 if -- if there was a danger in place, and I think
2 that's outside of -- of my purview, but I really
3 don't know what we -- what would happen
4 procedurally.

5 MEMBER SCHUETZ: It's probably unfair
6 to ask you, but maybe they could answer if
7 they've ever run into something like this. I
8 mean, I'm just wondering what could happen.

9 MR. CORCORAN: Perhaps Bonnie could
10 speak to you historically how -- how other sites
11 have been.

12 MEMBER SCHUETZ: Right.

13 MS. ECHELBARGER: I can't say that we
14 have ever run into anything like that before, but
15 if it did become an issue, Illinois Central
16 School Bus definitely wants to be good community
17 partners. We would reroute. We would do
18 something different to improve it.

19 MEMBER SCHUETZ: Do you normally have
20 your bus depots in a more rural area or in an
21 urban setting or --

22 MS. ECHELBARGER: Both. It depends
23 where -- it depends where we are, where we try
24 to be.

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1 MEMBER SCHUETZ: Okay. My second
2 question is more of a -- on the north parking lot
3 where most of the phase -- thank you.

4 On -- I'm not sure what -- where you're
5 going to park the buses initially.

6 MR. MALONE: For first phase?

7 MEMBER SCHUETZ: Pardon me?

8 MR. MALONE: First phase?

9 MEMBER SCHUETZ: Phase I, and in
10 II probably.

11 You don't park the buses in the final
12 location until Phase III or IV; correct?

13 MR. MALONE: You say "final
14 location."

15 I mean, we're parking on the existing
16 aggregate, so it's -- most of it is in the
17 location that's -- that's covered now.

18 MEMBER SCHUETZ: Right.

19 MR. MALONE: The only other one we
20 will be expanding would be this area right here,
21 would which be gravel during this phase.

22 MEMBER SCHUETZ: Okay. Southwest --
23 that southwest corner. No, further west.

24 MR. MALONE: Here?

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1 MEMBER SCHUETZ: Right there.

2 You're going to park buses there initially;
3 correct?

4 MR. MALONE: For the first
5 two phases, yes.

6 MEMBER SCHUETZ: Right. Okay.

7 Then it will be the cars of bus drivers; is
8 that correct?

9 MR. MALONE: That's correct.

10 MEMBER SCHUETZ: And there will be
11 100-plus cars there and there will be 100-plus
12 buses behind that?

13 MR. MALONE: Ultimately, there would
14 be 150 of each.

15 MEMBER DOYLE: Right. 300.

16 So will there be any consideration of
17 screening of view of the buses? I'm just
18 wondering how you -- if we'll be able to see the
19 buses from Randall.

20 MR. MALONE: Right now, the way the
21 plan is, the buses that would be in this
22 temporary location would be -- would be seen.
23 There would be --

24 MEMBER SCHUETZ: Right. That's

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1 obvious.

2 MR. MALONE: The fence would be
3 behind them. Right now is what we'll have --

4 MEMBER SCHUETZ: You said you were
5 going to take those buildings down.

6 MR. MALONE: These three buildings
7 that are there now, yes.

8 MEMBER SCHUETZ: Right.

9 And then the buses will be parked behind?

10 MR. MALONE: We'll move everything
11 behind that.

12 MEMBER SCHUETZ: Will you be able to
13 see them from Randall?

14 MR. MALONE: Ryan has talked about we
15 would try to put some slats in there to try to
16 cover them up, screening.

17 MEMBER SCHUETZ: Will there be any
18 landscaping concern? You won't be considering
19 anything?

20 MR. CORCORAN: No.

21 MR. MALONE: By the -- by the codes,
22 it's not required right now.

23 MEMBER SCHUETZ: I know.

24 MR. MALONE: We weren't looking to

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1 doing any landscaping.

2 CHAIRMAN WALLACE: Sue.

3 MEMBER AMATANGELO: I just have a
4 quick question.

5 So I can wrap myself around this, the bus
6 comes out onto Randall Road, makes a right-hand
7 turn and has to stop because for right now, until
8 it's identified as a nonfunctional, it has to
9 stop for that railroad track.

10 MR. MALONE: Yes.

11 MEMBER AMATANGELO: And we have the
12 potential for 150 buses that come out and have to
13 do that?

14 MR. MALONE: Correct.

15 MEMBER AMATANGELO: Do we see that as
16 being a traffic -- potential traffic issue? With
17 rush hour traffic going up and down Randall Road,
18 that is a very big concern of mine.

19 Where -- where are these buses going? You
20 said Batavia, West Chicago.

21 MR. MALONE: And Geneva special --
22 special schools.

23 MEMBER AMATANGELO: And Geneva
24 special schools.

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1 Okay. So -- all right. Okay. Thank you.

2 CHAIRMAN WALLACE: Tim? No. I'm
3 sorry. Tom.

4 MEMBER PRETZ: This question is for
5 the representative from Illinois Central, more
6 from a clarification because I don't think I
7 understood part of this.

8 During the morning run, 125 dispatches will
9 take place; is that -- was that what you're
10 saying?

11 MS. ECHELBARGER: On an average
12 morning, yes.

13 MEMBER PRETZ: And then, if I
14 understood, that during the course of the day,
15 they will do their run, they will come back and
16 then they'll go back for the afternoon and then
17 some special activities.

18 MS. ECHELBARGER: Right.

19 MEMBER PRETZ: On a single day, a
20 Monday through Friday, approximately how many
21 dispatches do you envision?

22 MS. ECHELBARGER: Well, all of the
23 schools that we serve, some of them have
24 different calendars because they are special

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1 needs schools, so everybody doesn't go at the
2 same time every day.

3 The majority, like I said, about 125 buses
4 will leave in the morning and they'll be
5 staggered from a little before 6:00 until about
6 8:30. The majority of those will leave between
7 6:30 and 7:30.

8 They go do routes. They pick up children;
9 deliver them to school. Some of those buses come
10 back and some will continue to work.

11 They'll do early middays or kindergartens,
12 things like that, so they don't all necessarily
13 come back in the morning; they go on into the
14 midday. Some do come back and then the process
15 is repeated at the end of the day.

16 MEMBER PRETZ: So is it safe to say
17 that it would be in excess of 200 per day?

18 MS. ECHELBARGER: Yes.

19 MEMBER PRETZ: Thank you.

20 The other thing is, I have a concern as it
21 relates to -- and just for clarification, again,
22 17th Street has no signal; correct?

23 VICE CHAIRMAN KESSLER: Correct.

24 MR. COLBY: That is correct.

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1 MEMBER PRETZ: And Phase IV is the
2 use of 17th Street, which means that in -- in --
3 and there will be left turns going out onto North
4 Avenue; correct?

5 VICE CHAIRMAN KESSLER: Uh-huh.

6 MR. COLBY: Yes. That's my
7 understanding.

8 MEMBER PRETZ: That's all I have.

9 VICE CHAIRMAN KESSLER: Were you
10 about to say something?

11 CHAIRMAN WALLACE: Do you have a
12 couple more questions?

13 MEMBER DOYLE: I do have a couple of
14 additional questions.

15 CHAIRMAN WALLACE: Okay. Go ahead.

16 MEMBER DOYLE: Regarding the
17 extension of Woodward Drive to Dean -- I'm sorry.
18 I don't remember, Mr. Malone.

19 You indicated that the -- the location of
20 the connection is not specific.

21 I'm looking at Exhibit B-2 of the IGA,
22 which has a depiction of Woodward Drive
23 connecting with 17th Street, which is the -- the
24 Sportsplex frontage road.

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1 Your project plan shows the future road
2 connecting with Dean Street on the other side of
3 the railroad tracks but not -- not aligned with
4 that frontage road.

5 So one question I have for you, there is a
6 little space here between -- I'm sorry. I can't
7 quite read the -- the caption here for this.

8 Is it a retention area?

9 MR. MALONE: Yes.

10 Right here?

11 MEMBER DOYLE: Yes.

12 Is it conceivable, is it viable for the
13 future road to -- with your site plan -- to go
14 north to Dean Street on the west side of that
15 retention area, east of the park -- of the
16 parking lot that's impacted, so that it would
17 still connect Dean Street that -- at 17th Street?

18 MR. MALONE: There's two concerns
19 that the developer group has with -- with having
20 that location here, and the Sportsplex, we'll
21 call it -- I don't know what the exact name is --
22 and that is is that right now it couldn't be done
23 because the railroad tracks that we've talked
24 about haven't been made exempt and you can't park

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1 on the tracks, and there's too much room
2 between -- between the intersection of Dean and
3 the railroad tracks.

4 Secondly, as you have heard, economically
5 right now, no one really knows what's going to
6 happen to this site overall, so the developers
7 don't want to give up a right to have a -- you
8 know, to have -- to put a road down through the
9 center of this -- what they consider to be the
10 center of the site and have all the room onto
11 the -- onto the east side be -- be an unknown.
12 It wouldn't be large enough to put a building
13 there, and so it may just be wasted -- wasted
14 land, and -- and that's the concern that they
15 have.

16 So although the -- the City has -- has
17 talked about having the road lined up and
18 everybody agrees that that may be great, the
19 developer has some concerns with that and there
20 hasn't really been an acknowledgement, to my
21 knowledge, with the developers group that they
22 have accepted that location.

23 MEMBER DOYLE: Okay. So there's a
24 point here on the memo from Russ Colby, dated

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1 today, which was brought to my attention earlier.

2 It mentions that the access drive to Dean
3 Street falls within the subject property, and it
4 says that during the hearing the Applicants can
5 address whether or not this access can be
6 constructed at this time and/or if an access
7 easement can be reserved over the property to
8 enable the access drive to be constructed later.

9 So you're maintaining an easement for
10 the -- for the location where you specify on the
11 project plan; is that correct?

12 MR. MALONE: We haven't maintained an
13 easement -- there hasn't been a -- a -- there
14 hasn't be an easement for the road, per se.

15 There has been a -- an agreement between
16 the different parties that this roadway system
17 will be constructed. The actual location, as you
18 point out -- and I may be wrong. It's been seven
19 years -- I don't think that location was ever --
20 was ever given.

21 MEMBER DOYLE: It is -- has the
22 Applicant -- I'm sorry. Maybe -- Mr. Corcoran,
23 maybe you have an answer to this.

24 Are you willing to reserve, whether it's an

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1 easement or whether it's an intergovernmental
2 agreement or a -- you know, are you willing to
3 reserve space on the parcel for this future road
4 to Dean Street?

5 MR. CORCORAN: Yes, we are.

6 MEMBER DOYLE: Okay. The second
7 question.

8 Did you consider, as an alternative
9 circulation route, constructing that future road
10 earlier, perhaps in lieu of the -- the back road
11 that you have specified, and routing buses out
12 onto Dean Street, either left onto Dean Street to
13 Randall and left on Randall, which, again,
14 crosses -- crosses the tracks, or out onto
15 Dean Street, right to 15th, you know, and then
16 around that -- that circuit?

17 MR. CORCORAN: Yes. We -- we have.
18 We've considered most of the routes there.

19 One of the things that has been a driving
20 factor is putting both in and has been cost
21 prohibitive.

22 As it stands, the owners aren't -- are
23 looking to put in excess of a million dollars to
24 construct this as it is, and that's quite a chunk

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1 to bite off right there.

2 So after our discussions with City
3 officials and such, it was decided that the
4 17th exit would be fairly easy, considering the
5 staggered buses taking a right onto 64, and the
6 minimal amount of buses that end up going --
7 going east on 64.

8 In the sense of routing, we've been
9 trying -- it's -- it's been an evolving concept
10 of where we're willing to work with everybody on.

11 MEMBER DOYLE: So is the access road
12 between the two subject properties necessary for
13 the business purpose? I mean, like if you didn't
14 have that access road behind -- behind the -- in
15 between 220 and 300 -- those are the addresses?

16 MR. CORCORAN: For the business
17 purpose, it's not -- they -- they need access
18 to -- to route out of -- out of the site,
19 obviously.

20 The -- the access we have provided as a --
21 so that -- so that we can alleviate any
22 congestion that would -- that may occur, if -- if
23 we had -- if we had access out there.

24 So that -- that's -- that's purely the

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1 consideration that -- that we want to provide
2 there, was a road in between and give -- that can
3 alleviate anything to Dean Street and the
4 neighborhoods that are back there.

5 MEMBER DOYLE: So if you can't do
6 both roads, why did you rule out doing the road
7 north of Dean Street as the alternate --
8 alternate future circulation route?

9 MR. CORCORAN: I think it was on the
10 basis of cost.

11 MEMBER DOYLE: So that the road
12 south --

13 MR. CORCORAN: The road -- the road
14 that goes behind XSport there, constructing that
15 was a -- was a cheaper means of providing the
16 exit, as well.

17 MEMBER DOYLE: Okay. That's all.

18 VICE CHAIRMAN KESSLER: Is it --
19 observations, Brian. I'd like to make the point.

20 The fact that you're using Dean Street as
21 an interim route is painful, but I think to
22 consider that as the ultimate circulation route
23 out of there should be prohibited because
24 Dean Street can't handle that traffic either way,

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1 either through 15th or to Randall.

2 MEMBER DOYLE: Well --

3 VICE CHAIRMAN KESSLER: The backup
4 there now is almost a quarter of a mile, and so
5 if you were going to route these out there, the
6 street couldn't handle it.

7 But that being said, I have a couple of
8 questions.

9 You know, we talked -- Tom made the
10 comment, "What happens if, you know, this turns
11 into a nightmare?"

12 And I guess my question would be for, you
13 know, Illinois Central. You know, you're, I'm
14 sure, going to do anything you can to be a good
15 neighbor.

16 Has anybody considered the route, a right
17 turn out of the site and a left turn onto Dean at
18 the Dean Street light, to Peck, and back onto
19 Randall or back onto 64 and then Randall? It's
20 not that far, number one.

21 Number two, would you ever consider -- if
22 it was too much traffic, if it was congested at
23 that 64, would you consider sending buses out
24 earlier than they need to go so perhaps they have

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1 to queue up, you know, by a school or something
2 like that so they leave earlier? I mean, these
3 are the sort of things that you would do to
4 alleviate any --

5 MS. ECHELBARGER: That's exactly what
6 we would do in the event that we would cause a
7 lot of problems.

8 We'd get them out of there a little
9 earlier, miss the traffic. We would hold them up
10 before the first stop in the morning someplace.

11 VICE CHAIRMAN KESSLER: Well, I think
12 where I'm headed with this, particularly in the
13 left turn onto Dean Street out to Peck and -- I
14 mean, that's a lot of bus traffic there now.
15 It's not as heavily traveled at that time of
16 morning that's going away from the traffic
17 because at that time of the day the traffic is
18 going -- it would be a reverse commute.

19 And, secondly, I like the plan keeping
20 the traffic on the site. I don't want the
21 traffic going on Dean. I think you could make
22 left turns -- by the way, the left turns at
23 17th Street are not difficult because you're
24 two blocks from the light, and once that light

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1 goes red, you don't have any traffic. There --
2 there's large gaps, at times there's no traffic,
3 so left turns won't be difficult there, but
4 keeping this bus traffic out of town as much as
5 possible.

6 My only hang-up would be, as you said, in
7 the -- in the traffic study, we're not sure
8 what's going to happen at 64 and Randall, but,
9 then again, that -- that begs the question: Why
10 can't you take Dean out to Peck and back around?
11 You can actually take Peck all the way to 38 and
12 get back on if you're heading to Batavia, so you
13 wouldn't -- you could avoid St. Charles
14 altogether.

15 So I think that there are, you know, other
16 alternatives for your routing, and I like the
17 fact that you're keeping it on-site. I'm not
18 thrilled about the idea of putting a connection
19 road there and routing it onto Dean Street.
20 Dean Street is difficult, at best, right now.

21 And, finally, I realize that this is an
22 interim plan. I mean -- you know, with the
23 owners of the property, that they want to do
24 something to improve the property, I mean,

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1 anything is going to look better than that.

2 It saddens me. I worked there 20 years
3 ago. It never looked like that.

4 But, anyway, if that's what it's going to
5 take to get it cleaned up and get some more of
6 these internal roads, I'd like you to consider
7 those alternate routes away from.

8 MS. ECHELBARGER: Yes, sir.

9 MEMBER SCHUETZ: I just have a quick
10 comment, if I may. I have a quick comment.

11 Tim brings up an idea.

12 Have you considered multiple routes? It
13 seems like you're only exiting 17th Street and
14 then coming onto 64 and taking a left and going
15 south on Randall.

16 Could you -- some of the buses go west,
17 some go down 17th, and, you know, split it up.

18 Has any consideration been given to do
19 that?

20 MS. ECHELBARGER: Yes. But what we
21 routed so far just shows that most of them will
22 be heading that way, but certainly we -- we will
23 split them up for -- not only for, you know, the
24 city itself, but for ourselves to be able to get

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1 where we want to need to go, and if we did need
2 to leave earlier and stage before we started
3 picking kids up or -- or go to the schools
4 earlier in the afternoon, we would do that.

5 MEMBER SCHUETZ: Are you familiar
6 with Peck Road?

7 MS. ECHELBARGER: Yes. I bring it
8 into work every day.

9 MEMBER SCHUETZ: Oh.

10 CHAIRMAN WALLACE: All right. Curt?

11 MEMBER HENNINGSON: I did have
12 another question.

13 The -- the employees that you have, when
14 they come in the morning, do they stay there all
15 day or do they come and go for their routes?

16 MS. ECHELBARGER: Well, I'm not
17 familiar with our new employees yet because the
18 school year hasn't started, but, historically,
19 they come in, they do their route; they go home;
20 they shop in the area stores; they do get
21 groceries; they do all those things. They have
22 the middle of the day for that.

23 And then we have a certain percent -- not
24 so big -- that stay and they play cards; they

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1 visit with one another. It's sort of their
2 social time, as well as their job.

3 CHAIRMAN WALLACE: All right. All
4 right. At this point I'd like to go to -- Curt,
5 you had one other thing?

6 MEMBER HENNINGSON: Yes. I had one
7 other question, and probably for the staff.

8 This plan will undoubtedly cause a lot of
9 traffic on Dean Street initially, perhaps, for a
10 long time.

11 Have the residents on Dean and the
12 residents on 15th Street been notified?

13 MR. COLBY: The notices for the
14 hearing were sent to all the property owners
15 within 250 feet, so there wouldn't have been a
16 number of -- of properties along Dean Street,
17 residential property that would have received the
18 notice, but the -- the notice area only went as
19 far as 250 feet from the property line, so it
20 would not have included any property along
21 15th Street.

22 MEMBER HENNINGSON: I think it's
23 important for the owners of those properties to
24 know that this is happening.

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1 CHAIRMAN WALLACE: All right. At
2 this point I'm going to -- we're going to come
3 back to the Plan Commission for comments, but I
4 want to go to the public for any questions, just
5 questions of what's been presented so far, and
6 after we get done with the questions and then, if
7 you want to give any comment, we can do it at
8 that point, but I just ask that you leave your --
9 reserve this first part for questions of the
10 Applicant on anything that's been presented.

11 Does anyone have any questions? Sir.

12 MR. TITINER: Here or --

13 CHAIRMAN WALLACE: Yes.

14 Step up to microphone.

15 Were you sworn this evening?

16 MR. TITINER: Yes.

17 CHAIRMAN WALLACE: Okay. If you
18 could state your name and spell your last name
19 and state your address.

20 MR. TITINER: Gary Titiner,
21 T-i-t-i-n-e-r, GT Flooring, address, 2015 Dean
22 Street, Unit 1.

23 Just a couple of questions for
24 clarification in no specific corridor.

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1 1,000 gallons of gas is going where?

2 Unfortunately, this diagram is clipped right
3 where our building starts.

4 MR. MALONE: It's very hard to see,
5 but we need to put it right there.

6 MR. TITINER: Okay. Will there be
7 any security -- or like a safety because there's
8 the tracks? And I'm about -- I don't know --
9 about 2 centimeters over that way up there so, I
10 mean, I'm concerned of the safety of a thousand
11 gallons of gas near the building.

12 MR. MALONE: It's a double-walled
13 tank. It meets all of the requirements by the
14 fire marshal, State Fire Marshal. It has, you
15 know, monitors it has to have on it, so it's as
16 safe as they can be. You know, it's
17 state-of-the-art, stuff like that.

18 MR. TITINER: Question 2. In the
19 lease, is there any right of first refusal for
20 Illinois Central to buy the property if they want
21 to stay there forever?

22 MR. CORCORAN: No. We don't have a
23 purchase agreement in place.

24 MR. TITINER: This one is a little

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1 confusing, but I keep hearing different numbers,
2 so I -- as ugly as Phase I and Phase II and
3 Phase III could be, I'm concerned about when it's
4 done, and I've heard three things. I'm not sure
5 which one is right.

6 Are they -- Phase IV is done. The buses
7 leave. They're going behind and all the way down
8 towards 64? Or some are actually going on
9 Randall? I'm -- I just keep hearing different
10 things. I want to make sure I'm clear.

11 When everything is done, is every single
12 bus going behind that XSport and down and taking
13 a right or a left -- God help them -- onto 64?

14 MR. CORCORAN: The goal here, as
15 Bonnie had mentioned, they're willing to --
16 they're -- their -- their scheduling and their
17 dispatch, their goal will be to have, you know,
18 multiple options, route options, and to exploit
19 those to minimize any issues that -- that would
20 occur.

21 MR. TITINER: Okay. And they keep
22 talking about the window in the morning for
23 125 cars and buses -- I forget however many it
24 is -- between 6:00 and 8:30, and the majority

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1 between 6:30 and 7:30.

2 I'm more concerned with what the afternoon
3 schedule is. If it's a similar schedule, by my
4 simple math, it's a bus every 48 seconds, and
5 there's no way that doesn't get stacked up.

6 So what is the schedule in the afternoon as
7 far as concerning me?

8 MS. ECHELBARGER: Again, it depends
9 on the school dismissal time.

10 CHAIRMAN WALLACE: Please pull the
11 microphone down. Thank you.

12 MS. ECHELBARGER: It depends on
13 school dismissal time.

14 If the school dismissal is at, say,
15 two o'clock, then we leave at the appropriate
16 time to be there and stage at the schools.

17 Then we -- you know, of course, we pick
18 kids up and take them home, and in most cases
19 they do two schools in the afternoon, so they
20 return to the lot between four o'clock and
21 five o'clock, depending how long the route is.

22 MR. TITINER: I'm not -- not a huge
23 deal, but I don't know if there's any concern
24 over the amount of pollution and smoke that's

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1 going to be given out of this area from this many
2 buses, and I think that's it for -- for my
3 questions.

4 CHAIRMAN WALLACE: Okay.

5 MR. TITINER: Thank you.

6 CHAIRMAN WALLACE: All right. Any
7 further questions from members of the audience?

8 (No response.)

9 CHAIRMAN WALLACE: All right. If
10 there aren't any other questions, I will take any
11 comments from -- from members of the audience
12 first, and then we'll go to Plan Commission.

13 Sir, were you sworn at the beginning?

14 MR. BRANDT: Yes, sir.

15 CHAIRMAN WALLACE: Okay.

16 MR. BRANDT: Greg Brandt, Brandt
17 Builders. I'm helping the Illinois Central
18 School Bus on their land and property
19 acquisitions and rentals.

20 CHAIRMAN WALLACE: How do you spell
21 your last name?

22 MR. BRANDT: I'm sorry.

23 Brandt, B-r-a-n-d-t, Morris, Illinois.

24 They have approximately 58 sites across

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1 Illinois and a little bit in Minnesota, a little
2 bit in St. Louis.

3 A lot of the areas we get up in the suburbs
4 up there, the very new suburbs there -- in their
5 zoning book has places to put school buses, and I
6 believe there's four -- Bonnie, four school
7 districts here?

8 MS. ECHELBARGER: Yes.

9 MR. BRANDT: It's tough to find a
10 spot to park 150 -- actually, 10 percent stay
11 sitting as 10 percent spares there, and there
12 won't be 150 cars coming in because historically
13 you've got husband-and-wife teams and you've got
14 neighbors and you've got friends that pick each
15 other up, and we still try to accommodate a car
16 for every school bus.

17 The short of it, this ain't our ideal spot,
18 neither, but you've got a contract here, I
19 believe, in June, very short time to find a place
20 to park these buses.

21 You know, we've got several spots that are
22 ideally a lot better than, you know, some spots.
23 We've got specifically spots I deal with that are
24 a lot worse than this.

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1 It's going to take Bonnie -- if you grant
2 us this -- it may take her 30 days into school to
3 get these buses going the right direction,
4 safest, quickest possible way because they don't
5 want their buses sitting in traffic, neither.

6 So, I mean, the first day on and every day
7 after that, she will be consistently working with
8 the buses and, you know, there will be people
9 that -- Illinois Central has their own safety
10 people, and they're very safety conscious, will
11 be out trying to get these buses -- and the roads
12 that you did talk about going up, going left and
13 around, if they've got to go around three or
14 four blocks and swing to line these buses up,
15 then they'll do that.

16 And that's all I want to say, you know,
17 about Illinois Central.

18 CHAIRMAN WALLACE: All right.
19 Thank you.

20 Any other comments? Sir, did you have
21 something?

22 MR. TITINER: Again, Gary Titiner,
23 speaking for myself and for Ron Vohs from
24 BestVac.

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1 We are both retailers on the corner of
2 Randall and Dean, and we're torn because I hate
3 to get in the way of anybody making a buck, but
4 here are just our concerns for what they're
5 worth.

6 The obvious one would have been first was
7 bus congestion, which I think has been dealt with
8 pretty -- pretty well. We're -- we're -- we're
9 hearing things that if, in action, they happen as
10 they've been said, a lot of our concern goes
11 away.

12 If it doesn't, I just want to -- I want to
13 make sure our viewpoint is seen, which is now, in
14 a down -- economic down or whatever, it's
15 important for people to see us, and our concern
16 is that, if you were driving south on Randall and
17 buses are stacked up coming north, frankly,
18 you're not going to see our building, and, again,
19 I'm not concerned about 6:30 in the morning. I'm
20 still in bed and my customers probably are, too.

21 If you were going north on Randall, you
22 are coming right by us, and you can't cut in,
23 you've got to take Dean. If you're stacked
24 behind 20 buses, 10 buses, I don't know that you

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1 are or not going to decide, "I had a bad day" --
2 the kids are probably in the back of the car --
3 "I'm not buying carpet or a vacuum today," so
4 both Ron and I just lost, and that's a concern
5 for us. You've got to be able to see the store.
6 You've got to be able to look at the store.

7 We already had a "strike one" by not having
8 a cut, and "strike two," you can't take the turn
9 into Dean.

10 I'm not going to spend my time telling you
11 we should have all retail property because that's
12 what they want, and I wish that someone walked in
13 a built a Best Buy. That would be the best
14 thing.

15 I guess my concern is if -- and I'm not
16 concerned about the fact that, in theory, our
17 building and Tom Anderson's building on the
18 corner is the gateway into the city, and then the
19 next thing you see is a bunch of buses.

20 I know when our building was developed
21 before my time a lot of -- a lot of landscaping,
22 a bunch of it maybe not quite necessary, was made
23 to happen because it was the entrance to the
24 city, and even that doesn't bother us as much as

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1 the fact that we just need to make sure if -- I
2 guess the concern is the unknown.

3 The unknown is right now this would make
4 the only retail between 64 and Dean us. You had
5 others. They've left. Not your fault; it's not
6 the City's fault. The economy is what it is, but
7 it certainly is important to us, as I think it is
8 to them, to get retail in there. They will
9 certainly make more money, I would assume, than
10 renting for buses.

11 Our concern is getting lost in an island of
12 retail, where no one sees you, and then being
13 blocked by buses would be a problem.

14 So, again, we're not saying no. We're not
15 against this, in principle, we just want to make
16 sure -- we want to ensure that that congestion
17 does not happen in front of our building during
18 business hours. Again, what happens somewhere
19 else, I don't care.

20 Thank you very much.

21 CHAIRMAN WALLACE: All right.

22 Thank you. Hold on one second.

23 Any more comments?

24 Sir?

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1 MR. VOHS: My name is Ron Vohs,
2 V-o-h-s. My address is 2015 Dean Street. I own
3 BestVac. I'm also, along with Gary, own part of
4 the building on the corner, and I just want to
5 concur with what Gary said, and also bring up
6 some about, also, safety in bringing buses around
7 our shopping center, because our entrance is on
8 Dean Street and our clientele are turning left
9 and right, and the increase in buses and traffic
10 coming down there during the temporary period and
11 also afterwards could cause some problems and
12 make it difficult for our customers not only to
13 get in, but to get out.

14 And then Mr. Pretz said -- you know, talked
15 about -- or Mr. Kessler -- I can't remember
16 which -- about possibly routing buses left on
17 Dean Street, and I think, either way, if they're
18 heading north on Randall, they're blocking our
19 strip mall and causing congestion headaches which
20 people will avoid. In my opinion, it will hurt
21 our business.

22 So as long as I'm here, I just wanted to
23 talk about that aspect of customers entering our
24 shopping center and exiting on that point.

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1 CHAIRMAN WALLACE: Okay. Thank you.

2 All right. Did you have a comment?

3 MR. CORCORAN: Yes.

4 CHAIRMAN WALLACE: Go ahead.

5 MR. CORCORAN: I appreciate these
6 concerns. I think that Illinois Central does, as
7 well.

8 I just wanted to state that that -- that --
9 that northbound Randall traffic that would be in
10 front of our building would be very interim.
11 We're talking a couple of months, you know,
12 alongside the -- you know, the other 30-some-
13 thousand cars that are on Randall Road per day.

14 And -- and in regards to having Illinois
15 Central here, it's not about making money here
16 because obviously the rental cost and compared to
17 the cost of improvements to the site don't --
18 don't quite match up for us. It's about survival
19 and getting to the point where this area is -- is
20 ready to get redeveloped and to that next stage
21 so thank you.

22 CHAIRMAN WALLACE: All right.

23 Thank you.

24 Any further comments from any members of

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1 the public?

2 (No response.)

3 CHAIRMAN WALLACE: Okay. Anything
4 from Plan Commission comments?

5 MEMBER DOYLE: Yes.

6 CHAIRMAN WALLACE: Brian and then
7 Curt.

8 MEMBER DOYLE: Well, first of all,
9 I'd like to thank the Applicant and the
10 prospective tenant for all of the testimony they
11 have offered tonight. I'm impressed by the
12 discussion of all the factors here.

13 I'm looking at the findings of fact
14 document, which is our guideline, and I'm sort of
15 stuck on No. 2, Sufficient Infrastructure," and
16 the finding from the preliminary traffic analysis
17 about the potential impact on the westbound
18 approach to the intersection of 64 and Randall,
19 and I'm really wishing that we had more
20 definitive findings about what that impact will
21 be because I think it's premature to -- to me, to
22 be -- Item B, "Sufficient Infrastructure," is a
23 question mark. I'm not prepared to say this
24 parcel is -- that -- that this usage is not

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1 appropriate for this parcel or that the proposal
2 is not viable; I simply am not a hundred percent
3 certain.

4 So one implication of this one question I
5 have is -- and this is why I asked the question
6 about your timing, in terms of the start of the
7 lease and whether or not -- well, actually, my
8 question there had to do with Phase I, but it has
9 to do with Phase IV and the long term -- the
10 long-term plan because that -- that, to me, is
11 the big concern.

12 I'm -- I'm persuaded that an eight-week
13 phase or six to eight weeks for Phase I may be
14 painful, but we can sort of slog through it.

15 I also -- I think that the basic challenge
16 of this parcel and the whole area is ingress and
17 egress in terms of -- of attracting a big-box
18 store.

19 If we approve this land use and you find
20 your tenant to be a good tenant, I think it's
21 with -- it would be within your right, then, to
22 say, "Well, we want to extend the lease not just
23 5 years, but 10 or 15 years. We're saying this
24 is an appropriate land use," and so I don't think

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1 we, the Plan Commission, can just regard this
2 as "Is this appropriate for the next five years?"
3 we have to consider it as a potentially
4 indefinite land use, and so I'm thinking about
5 this long-term. I'm thinking about this in terms
6 of how this connects with Woodward Road to the
7 west and long-term plans for this site, and the
8 one thing that I'm sticking on is that -- that
9 issue with the intersection.

10 I guess my one question I have about that,
11 if -- you know, if that is the deal breaker --
12 and we've heard from the bus company that they
13 would find ways around it, they would route buses
14 different -- different directions to make certain
15 that capacity isn't overtaxed -- Rita, is there
16 some kind of memorandum of agreement that can be
17 attached to a special use with a particular
18 tenant? -- is this even within the realm of
19 possibility? -- that would stipulate that, if
20 capacity at a particular intersection is -- is
21 overburdened by the traffic caused by the
22 dispatch, that it is incumbent on the tenant to
23 find alternate routing strategies?

24 Does the City have any means by which to --

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1 by which we could substantiate that finding of
2 fact and say that -- that there are sufficient
3 resources, or if there are not, resources will be
4 distributed accordingly by the -- by the -- by
5 the -- by the tenant so that resources are not
6 overly taxed?

7 MS. TUNGARE: Yes. The Plan
8 Commission and the City Council can impose
9 conditions on the special use, and I think these
10 are very good questions that you're raising.

11 Let me address your questions one at a
12 time.

13 I think the first question here or the
14 comment that you raised was with relation to the
15 permanency, the permanent nature of the special
16 use that is being granted.

17 I want the Plan Commission to be aware that
18 you do have the right to establish a sunset or
19 expiration date on the special use, so if there
20 are concerns about this use in the long term and,
21 based on the testimony that has been provided by
22 the Applicant, that there's a lease being signed
23 for five years, if the Plan Commission feels
24 it's appropriate to grant the special use for

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1 five years and after five years the special use
2 will expire or the Applicant is required to come
3 back before the Plan Commission, through a
4 hearing process, to request an extension, that is
5 a very valid condition that the Plan Commission
6 can impose as part of the recommendation.

7 Now, the second question that you raised
8 was regarding if, in the future, the City deems
9 that there is a significant impact or there's an
10 increase in traffic, I believe we would probably
11 need to quantify that in some way. You know, it
12 needs to be a little more substantive and
13 quantifiable; otherwise, it leaves room for some
14 interpretation and ambiguity.

15 Having said that -- having said that, yes,
16 the Plan Commission could, again, impose a
17 condition about alternate routes, about the
18 Applicant using alternate routes or making
19 certain improvements.

20 If due consideration in the master plan has
21 Woodward Road and the future roadway connection
22 with Randall all the way to Dean Street, maybe
23 this continued use may not necessitate
24 construction of that complete roadway network or

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1 that roadway system based on this use, itself, or
2 the temporary nature of this use.

3 But having said that, again, it is within
4 the purview of the Plan Commission to think about
5 the access -- the north/south access drive or the
6 access easement behind all of the abutting
7 property. XSport Fitness -- what else do we have
8 there?

9 MR. COLBY: XSport car wash.

10 MS. TUNGARE: The XSport car wash.

11 VICE CHAIRMAN KESSLER: Storage.

12 MS. TUNGARE: The storage facility,
13 that north/south access driveway, and that leg
14 that connects out north/south to Dean Street, may
15 be possibly looking at whether that's a
16 possibility, if that's something that the
17 Applicant would be willing to construct to
18 alleviate any traffic concerns.

19 I know there has been some -- some -- a lot
20 of discussion related to bus routing and timing,
21 and in the spirit of due consideration to the
22 intergovernmental agreement that exists, the
23 master plan that exists, and some comments from
24 the bus company and the Applicant regarding their

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1 openness to look at alternate routes, maybe
2 that's something to throw out there, as well.

3 So, yes, the Plan Commission could impose
4 conditions, could ask for alternate routing.
5 You do have some options available, but within
6 the confines to the findings of fact, but these
7 are some examples of what the Plan Commission
8 could do.

9 MEMBER DOYLE: How -- how would such
10 an agreement work? I mean, suppose -- suppose a
11 year and a half from now, my -- you know, my
12 concern is that we don't know. My concern is
13 that we don't have a more thorough traffic
14 analysis about that, about that intersection, and
15 it's the absence of that -- of that conclusion
16 that is giving me pause here in saying, "Yes.
17 Our findings of fact are all in the affirmative"
18 and we can move forward with this, so that's a
19 concern of mine just on procedural grounds.

20 That being said, if we were to proceed and,
21 a year from now, we found that there is -- there's
22 a problematic impact on that intersection, you
23 know, a verbal agreement here that says we would
24 do that is all well and fine, but a bus company

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1 is under other pressures, you know?

2 If -- if they say, "Well, we'll route half
3 of our buses straight through Randall Road to
4 Peck Road and then south" --

5 VICE CHAIRMAN KESSLER: That's not
6 what I'm suggesting.

7 MEMBER DOYLE: But you were suggesting
8 Dean Street.

9 VICE CHAIRMAN KESSLER: You know, a
10 big difference.

11 MEMBER DOYLE: Okay. That's just an
12 example.

13 But let's say we would -- we would find
14 different routes and that -- that delays the
15 dispatch. If that delays arrival of the buses at
16 the -- at the school, then the -- the bus company
17 may have its hands tied in terms of what it can
18 do and what other pressures its business is
19 under, and so I'm just thinking out loud here.

20 I'm not drawing any conclusions at this
21 point; I'm just sort of making comments here.

22 MS. TUNGARE: Mr. Chairman, can I
23 respond to that?

24 CHAIRMAN WALLACE: Yes.

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1 MS. TUNGARE: Okay. I was just
2 informed that, based on the comment you just
3 offered, that if the Plan Commission feels
4 additional information is -- is -- is warranted
5 and -- and you would like to see further analysis
6 on the impact of that intersection, HLR could --
7 could deliver such an analysis within a short
8 period of time that possibly would not impact the
9 project schedule, and I will let Alex speak to
10 that, if -- if I misrepresented anything
11 inaccurately.

12 MR. GARBE: No. That's entirely
13 correct.

14 We -- we could take a look at that very
15 quickly. All it would take is for us to do a
16 traffic count and some analysis. We could have
17 it done in probably a week or week and a half,
18 something like that.

19 VICE CHAIRMAN KESSLER: Would you be
20 able to include the intersection at Dean and
21 Randall, as well?

22 MR. GARBE: We could that
23 intersection, yes. That would add a little bit
24 of extra time, but we could still make the time

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1 frame to the procedure, yes.

2 How would that affect the project?

3 MS. TUNGARE: They're supposed to be
4 coming back with a recommendation to the Plan
5 Commission in two weeks, which would be --
6 August 3rd?

7 MR. COLBY: August 2nd.

8 MS. TUNGARE: August 2nd.

9 And you may be able to deliver?

10 MR. GARBE: We could be ready before
11 that.

12 MEMBER HENNINGSON: Which intersections
13 are you looking at?

14 MR. GARBE: I think so far we're
15 talking about 64 and Randall and Randall and
16 Dean.

17 MEMBER DOYLE: Tim, what's -- what's
18 the interest in Randall and Dean? Is that for
19 the short-term one, the first phase?

20 VICE CHAIRMAN KESSLER: That's for
21 the long term.

22 I think that that is the -- I think that
23 that is the alternate route to the 17th right
24 onto 64, to go left on Randall.

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1 I think, instead of routing it from 17th in
2 town, the alternate could be to go north on
3 Randall Road and go left and come around on Peck
4 and to come back and make -- to head south.

5 I think it's moving it out of town and it's
6 moving it away from that intersection, but my
7 purpose in asking to have it included is to make
8 sure that it doesn't have an adverse impact on
9 that intersection, as well.

10 MEMBER DOYLE: And my one question
11 about that is, does it cross the train tracks on
12 Randall before you get to Dean?

13 VICE CHAIRMAN KESSLER: Which is
14 something that I think needs to be addressed in
15 any case. Somehow, somebody has to find out how
16 you get that exempt sign up there. I don't know.

17 Who is that? Anybody out there?

18 CHAIRMAN WALLACE: All right. And
19 just a question for staff.

20 If we were to continue the public
21 hearing to the next meeting, would that have any
22 impact on when our recommendation would go to
23 City Council?

24 MS. TUNGARE: No, it would not. It

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1 would not.

2 CHAIRMAN WALLACE: Okay.

3 MEMBER AMATANGELO: Mr. Chairman?

4 CHAIRMAN WALLACE: Sue.

5 MEMBER AMATANGELO: You know, part of
6 what we've just been discussing here today is the
7 need for speed. We want -- obviously, you want
8 to have this done as quickly as possible so that
9 you can have everything in place for the
10 beginning of the school year, as much as you can
11 as possible for the beginning of the school year,
12 and you are now going to push it back another
13 two more weeks.

14 How does that affect your project?

15 MR. CORCORAN: Well, we'd like -- we
16 would like for you guys to be able to decide
17 tonight.

18 Obviously, there's -- there's still
19 questions, but I think it would be -- we would be
20 open to possible stipulations or suggestions for
21 placing those -- those -- those factors in your --
22 in your ruling should -- should HLR come up with
23 "Okay. At this point we can handle this much
24 traffic. Beyond this, we have to find alternate

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1 routes." If we stipulate that we would do
2 that -- obviously, we would -- we would rather
3 have a ruling tonight -- it pushes the project
4 forward faster on our end to be able to get final
5 engineering done, get some of the internal
6 specifics and logistics for creating the --
7 the -- the -- and doing the work, so if we can do
8 that, we would like to.

9 MS. TUNGARE: If I can supplement
10 Mr. Corcoran's comments.

11 From a scheduling standpoint -- purely from
12 a scheduling standpoint -- regardless of whether
13 the Plan Commission makes a recommendation
14 tonight or two weeks from tonight, this project
15 will be on the same meeting for the Planning and
16 Development Committee, which would be August 8th;
17 is that correct?

18 MR. COLBY: Yes.

19 MS. TUNGARE: That is the first
20 committee meeting that the project can be
21 scheduled.

22 MEMBER AMATANGELO: Okay.

23 MS. TUNGARE: So it does not impact
24 the project schedule from that standpoint.

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1 I can appreciate the Applicant's desire to
2 maybe get a recommendation tonight, but purely
3 from a scheduling standpoint, they still end up
4 at the same Planning and Development Committee
5 meeting and the same Council meeting.

6 MEMBER AMATANGELO: And that's what
7 day, again?

8 MS. TUNGARE: August 8th.

9 MEMBER AMATANGELO: August 8th?

10 MS. TUNGARE: August 8th.

11 So coming back to Plan Commission on
12 August 2nd keeps them on the same schedule for
13 the August 8th Planning and Development Committee
14 meeting, and from staff's perspective, I think,
15 given the discussion that has occurred tonight,
16 I believe that having that additional analysis
17 done by HLR will assist staff and the Plan
18 Commission in preparing substantive findings of
19 fact and, also, substantiating any conditions
20 that the Plan Commission may choose to impose.

21 CHAIRMAN WALLACE: All right.

22 MEMBER SCHUETZ: If I could just make
23 one last comment.

24 Tim mentioned regarding that exempt on the

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1 railroad.

2 Obviously, it might behoove you to --
3 somebody -- to try to find out and move that
4 forward because, if that happens and the traffic
5 is a good report, then, you know, maybe we have
6 something to work with, but I think that's still
7 kind of a stumbling block.

8 VICE CHAIRMAN KESSLER: Well, I'd
9 like to -- I'm sorry. Go ahead.

10 MEMBER HENNINGSON: I just have a
11 brief comment.

12 I think it's important for the Applicant
13 and for the public to know that the first time
14 any of us saw this information was Friday
15 afternoon. We get it the same time the public
16 gets it, so we've -- you know, we've seen it for
17 about three days, so it is important for you guys
18 to know that.

19 VICE CHAIRMAN KESSLER: I -- I just
20 want to comment.

21 I mean, this is -- this is my neighborhood.
22 This is where I work. This is where I live.
23 This is where I travel, and I don't believe -- in
24 fact, I'm -- that's my Starbucks. I'm there

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1 almost -- well, at least twice a day, so I know
2 this infra road structure. I've worked in the
3 lumbar yard there.

4 I think the fact that the -- that the
5 developer, the owner of -- the property owner is
6 attempting to collect the traffic from that site
7 internally is the best thing we can do.

8 I think keeping that traffic, if there was
9 some way we could put in so that it wouldn't be
10 traveling on Dean Street at all, that would be a
11 good move.

12 I think for the retailers, making a right
13 turn onto Dean Street, it's going to be
14 troublesome for eight weeks, I'll tell you right
15 now, but if we could avoid it after that, keep
16 the buses off of that street completely, that
17 would be the thing to do.

18 I can tell you, also, that the traffic
19 here -- it wasn't that long ago we had a bus
20 terminal right across the roadway. Randall Road
21 can handle this and west can handle this.

22 I do believe that perhaps there is some
23 concern at 64 and Randall, but there are
24 alternate routes that they can take so that they

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1 don't have to move all of that traffic there.

2 And I can also tell you from experience
3 that making a left turn onto 17th Street, as is
4 necessary, I don't even believe there's going to
5 be that much difference, but if there is a
6 problem, I live there. I live on Main Street.
7 I can tell you it's not a problem.

8 If you wait two minutes, mark your watch
9 and wait two minutes, traffic clears every
10 two minutes.

11 MEMBER AMATANGELO: That's in a car.
12 A bus is a little bit different.

13 VICE CHAIRMAN KESSLER: Even in a
14 bus, the traffic clears. They can only get
15 one out at a time, but there is an alternative to
16 that, too, and that's my point.

17 The alternative to eastbound is to route
18 them out Peck and west. I mean, it's not that
19 far and, believe me, when you live around there
20 during flea market that's where you go. That's
21 where we go, out west. We don't try and travel
22 in that area.

23 So I think there are alternatives to this,
24 and, frankly, I've been driving by that site

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1 every day for years, and in the past few months
2 I'm wondering, "Who the heck is going to clean
3 that place up? That place is a dump."

4 And you asked, "Will you see buses there?"
5 Yeah, but you saw lumber there for 30 years and
6 now what do you see? You're always going to see
7 something there because it's down the hill.

8 If it is a temporary use, I'd like the fact
9 that we could put some kind of a limit on the
10 special use. Fine. I mean, everybody is
11 agreeing they need it for about five years. It's
12 going to help the developer to continue to
13 develop it inside. It also helps the bus company
14 with their current contract.

15 Let's put an end to it all. Set it where
16 they have to come back. Maybe we'll decide
17 they're great neighbors and we'll want them to
18 stay. Who knows? But I'd like to see the
19 additional traffic studies. I like the -- I like
20 the plan. I like this plan. I really do.

21 CHAIRMAN WALLACE: One comment that I
22 have regarding the temporary use or the sunset
23 provision.

24 I mean, I think, to a certain extent, for a

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1 use that we're contemplating to be temporary, we
2 don't want -- you don't want to beat it to death
3 with studies of how it's to affect traffic. I
4 mean, it's going to affect traffic.

5 Is it going to affect traffic to the point
6 where Route 64 and Randall is not usable? No.
7 I mean, we're talking about two major roads, and
8 we're not talking about an influx of 10,000 cars
9 a day or something like that.

10 I mean, my thought is, why don't we put in
11 a provision that it's a five-year sunset on the
12 special use, and then at that point in time these
13 things can be revisited?

14 I mean, this is a bus company that is --
15 it's a for-profit enterprise. They're going to
16 do things as efficiently as they possibly can
17 because, if they don't do it that way, they're
18 not going to be making money.

19 So I -- I don't know. It's -- it's my view
20 that micromanaging things and trying to figure
21 out every turn of every bus is just -- it's --
22 it's not within -- that's not our role, not the
23 City's role.

24 So I don't know. That's my take on it.

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1 Any other comments?

2 MEMBER DOYLE: Yes. I had one
3 additional comment.

4 I know I said this earlier, but given
5 the -- I'm sorry. I forget your name. You spoke
6 earlier. You're a Realtor for the --

7 MR. CORCORAN: Brian.

8 MEMBER DOYLE: Brian.

9 Your comment about getting warm and fuzzy.

10 I want to say that the testimony provided
11 by the prospective tenant was very, very helpful
12 tonight, and I'm particularly sympathetic to the
13 challenges, the fine insight that can meet the
14 needs of -- of this use, and I have no doubt that
15 this company would be an asset to this community
16 and that we would welcome them.

17 I just would like to make certain that
18 we've done our due diligence and crossed all our
19 t's and dotted all our i's before we make a
20 recommendation to the City Council that says our
21 findings of fact are "X," and if the -- if we're
22 receiving more information from our traffic
23 consultant that does not delay the project, then
24 I hope that that will not deter you from -- from

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1 coming back to us in two weeks and receiving a
2 final approval recommendation.

3 CHAIRMAN WALLACE: All right.

4 MEMBER PRETZ: I had one last thing.

5 CHAIRMAN WALLACE: Go ahead.

6 MEMBER PRETZ: 15th Street is going
7 to be impacted. It was brought up earlier about
8 notification to those people. I think it is
9 important that, even if it's a short duration,
10 that they are fully informed because regardless
11 of the time frame, it's going to be quite an
12 impact to them.

13 MS. TUNGARE: I can appreciate that
14 comment, but I would like to run that by legal
15 counsel.

16 In the City's processes and procedures, we
17 follow State law and State statutory obligations
18 the City has. The State law is notifying
19 property owners within 250 feet.

20 I'm not saying we cannot notify other
21 property owners -- we could do so -- but, again,
22 are we treating this project any differently than
23 others? That's something that I have to take
24 into consideration, and are we setting a

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1 precedence here by going overboard in notifying a
2 group of property owners here that we may not be
3 doing that for other properties because we
4 strictly follow State law for all other public
5 properties which come to public hearing, which is
6 250 feet?

7 CHAIRMAN WALLACE: And following up,
8 you know, on that comment, I think that you're
9 exactly right, and I think that it's one thing
10 for the -- for the City to take the step of doing
11 that on our own and potentially -- I mean,
12 potentially giving the Applicant a constitutional
13 challenge to whatever decision we may make, but
14 if the Applicant wanted to voluntarily do that,
15 I mean, I think it's certainly something the
16 Plan Commission could consider.

17 MEMBER PRETZ: That sounds fair.

18 CHAIRMAN WALLACE: Or, of course,
19 news media. I don't know if any of them are
20 here.

21 Sue?

22 MEMBER AMATANGELO: Just a general
23 comment.

24 I still believe that some of the findings

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1 of fact are lacking.

2 One in particular that -- that I brought up
3 fairly early dealt with the infrastructure, and I
4 feel like all I'm hearing tonight is that we have
5 to hurry up and do this, and we're having to
6 hurry up and do that before everything is in
7 place, and, you know, I wouldn't -- we wouldn't
8 build a subdivision until the roads were in,
9 until, you know, the -- you know, everything else
10 you needed to have in place was in place before
11 building those homes, and I just feel that --
12 personally -- that this is -- you know, we're
13 still trying to put the cart before the horse
14 here and trying to rush this through.

15 There's -- the buses are being housed
16 somewhere right now; isn't that correct? So I
17 guess I'm not understanding completely the -- the
18 urgency to have -- to try to push this through so
19 quickly without everything being in place, you
20 know, as we would with any other -- anyone else.

21 So those are just my comments. I'll leave
22 it at that.

23 Thank you.

24 CHAIRMAN WALLACE: All right. Any

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1 other comments?

2 Well -- I'm sorry.

3 Did you have a comment?

4 MS. ECHELBARGER: I do.

5 CHAIRMAN WALLACE: Sure. Go ahead.

6 MS. ECHELBARGER: The buses are
7 currently being stored in Channahon and
8 Wilmington, which is really too far away to -- to
9 do routes from.

10 That was my only comment. I'm --

11 MEMBER AMATANGELO: But they do have
12 a home right now; correct?

13 MS. ECHELBARGER: That's correct.

14 MEMBER AMATANGELO: Thank you.

15 CHAIRMAN WALLACE: All right. Any
16 other comments?

17 (No response.)

18 CHAIRMAN WALLACE: All right.

19 Anything else further from staff; anything
20 to add?

21 MS. TUNGARE: Nope.

22 CHAIRMAN WALLACE: No.

23 All right. Then, in that case, a motion
24 would be in order either to close or to continue

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1 the public hearing.

2 VICE CHAIRMAN KESSLER: Well, I would
3 make a motion to continue the public hearing to
4 the August 8th meeting.

5 CHAIRMAN WALLACE: 2nd.

6 VICE CHAIRMAN KESSLER: I'm sorry.
7 August 2nd.

8 CHAIRMAN WALLACE: Okay. It's
9 been moved to continue the public hearing to
10 August 2nd --

11 MEMBER AMATANGELO: Second.

12 CHAIRMAN WALLACE: -- at seven o'clock
13 in this room.

14 And it's seconded by Sue?

15 MEMBER AMATANGELO: Yes.

16 CHAIRMAN WALLACE: All right.

17 Discussion on the motion?

18 (No response.)

19 CHAIRMAN WALLACE: I'll just ask a
20 question of staff.

21 Do you think that prior to that time, based
22 on the discussion we've had tonight, you would be
23 ready to make a recommendation?

24 MR. COLBY: Yes.

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1 CHAIRMAN WALLACE: Okay. And -- all
2 right. That's fine.

3 VICE CHAIRMAN KESSLER: Can I ask
4 just --

5 CHAIRMAN WALLACE: Yes.

6 VICE CHAIRMAN KESSLER: If you get
7 that traffic information prior to the weekend
8 before, could we get it? All right. I won't ask.

9 CHAIRMAN WALLACE: If we can get any
10 of the information that -- that is received from
11 the traffic study as soon as possible --

12 MS. TUNGARE: We -- we will -- we
13 will try to get the packets out publicly as -- as
14 early as we can.

15 If we can get it out a few days sooner, we
16 will do that, but we will have to make that
17 information public, as well.

18 CHAIRMAN WALLACE: Oh, yeah,
19 certainly. I'm not asking that anything be given
20 the Plan Commission prior to the public. I mean,
21 it can be published as soon as possible.

22 MS. TUNGARE: We would do our best.

23 VICE CHAIRMAN KESSLER: Okay.

24 Thank you.

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1 CHAIRMAN WALLACE: All right. Any
2 other comments? questions? discussion on the
3 motion?

4 (No response.)

5 CHAIRMAN WALLACE: All right.

6 Tim, roll call.

7 VICE CHAIRMAN KESSLER: Amatangelo?

8 MEMBER AMATANGELO: Yes.

9 VICE CHAIRMAN KESSLER: Schuetz?

10 MEMBER SCHUETZ: Yes.

11 VICE CHAIRMAN KESSLER: Doyle?

12 MEMBER DOYLE: Yes.

13 VICE CHAIRMAN KESSLER: Pretz?

14 MEMBER PRETZ: Yes.

15 VICE CHAIRMAN KESSLER: Henningson?

16 MEMBER HENNINGSON: Yes.

17 VICE CHAIRMAN KESSLER: Wallace?

18 CHAIRMAN WALLACE: No.

19 VICE CHAIRMAN KESSLER: Kessler, yes.

20 CHAIRMAN WALLACE: All right.

21 That motion passes six to one, and the public
22 hearing is continued to August 2nd, 2011, at
23 seven o'clock p.m. in this room, and that
24 concludes Item No. 5 on the agenda today.

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1 Item -- and it also concludes our public
2 hearing.

3 (Whereupon, at 9:15 p.m., the
4 above-entitled matter was
5 continued to Tuesday,
6 August 2, 2011, at 7:00 p.m.)

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