



AGENDA ITEM EXECUTIVE SUMMARY

Title:	Plan Commission Recommendation to approve a Special Use for a Transportation Operations Facility for 300 N. Randall Rd. – Illinois Central School Bus
Presenter:	Ellen Johnson

Please check appropriate box:

	Government Operations		Government Services
X	Planning & Development – (8/10/15)		City Council
	Public Hearing		

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

Executive Summary:

North Randall Road Partners, property owner, has applied for a Special Use for a Transportation Operations Facility for the Illinois Central School Bus (ICSB) facility at 300 N. Randall Rd. A Special Use for a Transportation Operations Facility at this location was approved in 2011 under Ordinance No. 2011-Z-17. A five year timeframe was placed upon the Special Use at that time. Therefore, the existing Special Use will terminate on August 15, 2016.

The applicant has requested the Special Use be extended a minimum of five additional years. No changes to the site are proposed as part of the request. The site will continue to be used by ICSB for office operations, dispatch, bus maintenance, and bus parking.

Plan Commission Review

The Plan Commission held a public hearing for the Special Use on 8/4/15. No members of the public spoke at the hearing. The Commission voted 6-0 to recommend approval of the Special Use for a Transportation Operations Facility, with the condition that the Special Use will terminate on August 15, 2021 (five years after the current termination date).

Should City Council approve the Special Use, staff plans to include the following condition in the ordinance:

1. The maximum number of buses located on the site shall be 175. The applicant shall notify the City if there is an increase in the number of buses.
2. The City reserves the right to require traffic observation and analysis of intersections in the vicinity of the site should bus routing change from the findings of the 2015 traffic analysis, or if the number of buses increases.

Attachments: *(please list)*

Plan Commission Resolution, Staff Report, Application for Special Use, Ordinance No. 2011-Z-17

Recommendation / Suggested Action *(briefly explain):*

Plan Commission recommendation to approve a Special Use for a Transportation Operations Facility for 300 N. Randall Rd. – Illinois Central School Bus

<i>For office use only:</i>	<i>Agenda Item Number:</i> 4b
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City of St. Charles, Illinois
Plan Commission Resolution No. 10-2015

**A Resolution Recommending Approval of an Application for Special Use for
a Transportation Operations Facility, 300 N. Randall Road, Illinois Central
School Bus Facility (North Randall Road Partners, LLC)**

Passed by Plan Commission on August 4, 2015

WHEREAS, it is the responsibility of the St. Charles Plan Commission to hold public hearings and review requests for Special Uses; and

WHEREAS, the Plan Commission has reviewed the Application for Special Use for a Transportation Operations Facility, 300 N. Randall Road, Illinois Central School Bus Facility (North Randall Road Partners, LLC); and

WHEREAS, the Plan Commission finds approval of said Application for Special Use for a Transportation Operations Facility, 300 N. Randall Road, Illinois Central School Bus Facility (North Randall Road Partners, LLC) to be in the best interest of the City of St. Charles based on the following:

FINDINGS OF FACT FOR SPECIAL USE

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

The special use will provide and attract employment to the St. Charles area. (150 plus employees) The added employment to the area will bring with it additional consumer spending to the surrounding businesses. Randall Road and Main Street will provide the use with the appropriate road infrastructure to reach its destinations quickly and efficiently. We believe that the school bus schedule will not negatively impact the surrounding community given the internal roadway allowing direct, ease of access to the main arterial roads. The buses should leave around 6:30 - 7:30AM and return throughout the morning till they leave around 1:30 - 2:30 PM to pick up students from school. These are ideal non heavy traffic times and we expect no inconvenience.

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

The existing facility has all the utilities necessary, drainage and retention also in place. Ownership has constructed a roadway on the existing easement to allow for access to their respective outlets.

C. Effect on Nearby Property: That the Special Use will not be injurious to the use and

enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood.

The transportation facility shall not be harmful in any way to the surrounding properties. The parcel at 300 N Randall will be used for office operations, maintenance of the school buses and parking. In an effort to relive any congestion issues, ownership has constructed an internal roadway that will allow the school buses to exit the property with minimum impact upon neighboring properties at North and 17th Street. This exit follows a similar use to the manufacturing facility to the East. They will have very limited time of ingress / egress, once in the morning and once in the afternoon.

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

We are in the fourth year of Ordinance No. 2011-Z-17 "Special Use for a Transportation Operations Facility" and do not believe that the normal and orderly development and improvement of the surrounding properties have been impeded. Ownership shall leave the 32,000 square foot building and associated parking lot available for future retail development along Randall Road.

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

The operation of the transportation facility will not be detrimental to the public health, safety, comfort or general welfare. The use will consist of an office, maintenance of the school buses and parking facility. We do not believe that the proximity of surrounding properties will classify the buses starting, stopping, etc. as noisy. The previous use of the property was a supplier of construction materials with forklifts and larger delivery trucks. We are not aware of any health and safety issues that they had.

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

The special use will conform to all existing Federal, State and Local codes.

NOW, THEREFORE, be it resolved by the St. Charles Plan Commission to recommend to the City Council approval of an Application for Special Use for a Transportation Operations

Resolution No. 10-2015

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Facility, 300 N. Randall Road, Illinois Central School Bus Facility (North Randall Road Partners, LLC), subject to the following condition:

1. That the Special Use shall expire on August 15, 2021.

Roll Call Vote:

Ayes: Wallace, Kessler, Holderfield, Macklin-Purdy, Pretz, Spruth

Nays:

Absent: Doyle, Frio, Schuetz

Motion Carried: 6-0

PASSED, this 4th day of August 2015.

Chairman
St. Charles Plan Commission

Community & Economic Development
 Planning Division

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



Staff Report

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

FROM: Ellen Johnson, Planner

RE: Special Use for a Transportation Operations Facility – 300 N. Randall Rd. (Illinois Central School Bus)

DATE: August 5, 2015

I. APPLICATION INFORMATION:

Project Name: 300 N. Randall Rd.

Applicant: North Randall Road Partners, LLC

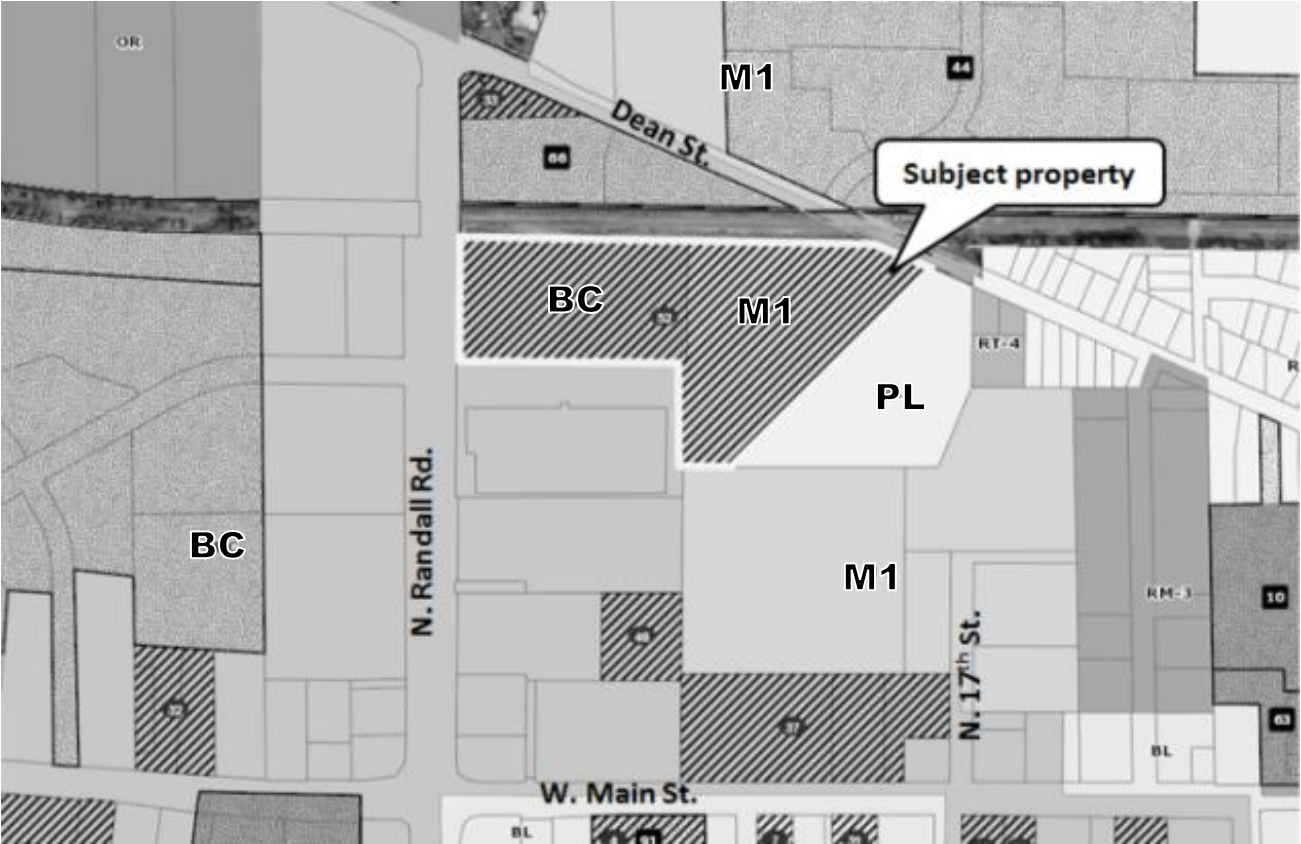
Purpose: Continue use of the subject property as a Transportation Operations Facility for Illinois Central School Bus Company

General Information:		
Site Information		
Location	300 N. Randall Rd.	
Acres	10.7 acres	
Applications	1) Special Use for a Transportation Operations Facility	
Applicable Ordinances and Zoning Code Sections	17.04 Administration 17.14 Business and Mixed Use Districts 17.16 Office/Research, Manufacturing & Public Lands Districts Ordinance No. 2011-Z-17	
Existing Conditions		
Land Use	Transportation Operations Facility	
Zoning	BC- Community Business (west half of property) M-1 Special Manufacturing (east half of property) Special Use for Transportation Operations Facility	
Zoning Summary		
North	BC- Community Business/PUD M-1 Special Manufacturing/PUD	Randall Crossing PUD Foundry Business Park PUD
East	PL- Public Land	St. Charles Township Facility
South	BC- Community Business	Commercial uses
West	BC- Community Business	Vacant land
Comprehensive Plan Designation		
Corridor/Regional Commercial & Industrial/Business Park		

Aerial Photo



Surrounding Zoning



II. BACKGROUND

The subject property is the current site of the Illinois Central School Bus (ICSB) dispatch facility and bus storage yard. Prior to the ICSB facility, the property was used as a lumberyard.

In 2011, Ordinance No. 2011-Z-17 “An Ordinance Granting a Special Use for a Transportation Operations Facility (300 N. Randall Road)” was approved. This ordinance granted Special Use approval for a Transportation Operations Facility to operate at the subject property. The ordinance stipulates that the Special Use will terminate five years from the date of approval (August 15, 2016), but states that the applicant may re-apply for the Special Use at that time.

Proposal

North Randall Road Partners, LLC, property owner, has filed an application for a Special Use for a Transportation Operations Facility to allow the use to continue past the August 15, 2016 termination date. ICSB has open contracts with school districts that extend past this deadline. The applicant has requested the Special Use be extended a minimum of five years. No changes to the site are proposed as part of the Special Use request.

III. STAFF ANALYSIS

A. USE

The applicant proposes to continue use of the subject property as a Transportation Operations Facility. ICSB will use the facility for office operations, dispatch, bus maintenance, and bus parking. Approximately 270 people work out of the facility. A total of 175 buses and 38 company cars and vans are housed on the property.

“Transportation Operations Facility” is defined in the Zoning Ordinance as follows:

A facility which may include outdoor facilities and buildings, where buses, trains, taxicabs or other livery vehicles are stored and/or dispatched, where loading and unloading of passengers and freight may be carried on regularly.

The zoning of the subject property is split in two: the eastern portion is zoned BC Community Business District and the western portion is zoned M-1 Special Manufacturing District. Transportation Operations Facility is a Special Use in both districts and therefore requires Special Use approval to permit the use on the property.

B. OPERATIONS, SITE ACCESS & CIRCULATION

ICSB has contracts with the following school districts for the upcoming school year: Batavia Public School District 101, West Chicago Elementary School District 33, Community High School District 94 (West Chicago), Benjamin School District 25 (West Chicago), and Kaneland Community Unit School District 302. ICSB does not serve St. Charles Community Unit School District 303.

Buses leave the ICSB facility between 6:30 and 7:30 a.m. to take students to school and return throughout the morning. Buses leave again between 1:30 and 2:30 p.m. to pick up students from school and return later in the afternoon.

Buses utilize the following access points to enter and exit the subject property (see attached diagram):

- Right in, right out access to Randall Rd. from the ICSB facility entrance (300 N. Randall Rd.).
- Right in, right out access to Randall Rd. from 220 N. Randall Rd., south of the subject property. Buses are routed to this access point via a network of internal cross-access drives that run behind the commercial properties fronting Randall Rd. and W. Main St.
- Full access to W. Main St. from N. 17th St., accessed via the network of internal cross-access drives.

Traffic Study

A traffic study was conducted in May 2015 by HLR, Inc. to analyze how the facility has impacted the intersections in the surrounding area. Video recording was taken during the hours of 6:30 – 7:30 a.m. when buses typically leave the site, 8 – 9 a.m. when buses typically return to the site, 1:30 – 2:30 p.m. when buses leave to pick up students and 3:30 – 4:30 when buses return.

The following intersections were analyzed: Randall Rd. & Rt. 64; Randall Rd. & Dean St.; Randall Rd. & the ICSB driveway; Randall Rd. & 220 Randall Rd.; and Rt. 64 & 17th St.

Findings:

- The volume of buses has increased by about 50% over the past few years of operation.
 - Most of the additional bus volume leaves the ICSB site to the north on Randall Rd., turns left on Dean St., connects to Peck Rd. and comes back eastbound on Rt. 64.
 - Fewer buses exit from 17th St. to Rt. 64.
- For buses returning to the site, volume is more evenly distributed among right turns off Rt. 64 onto 17th St. and right turns off Randall Rd. at 220 N. Randall and the ICSB facility entrance.
- The increase in northbound left turns from Randall Rd. onto Dean St. could indicate that more time is needed to allow vehicles to make this left turn. However, capacity analyses indicate A or B Levels of Service. KDOT staff indicated they were not aware of any issues or concerns regarding the operation of this intersection.
- No capacity issues were identified in the study. The report states, “The surrounding intersections have accommodated the additional bus traffic with little or no noticeable impacts. If problems arise, it should be possible to mitigate them by re-timing the affected intersections.”

C. CONDITIONS OF APPROVAL FROM EXISTING SPECIAL USE ORDINANCE

The following conditions were placed upon approval of the Special Use in 2011, as specified in Ordinance No. 2011-Z-17. An update on each condition is provided in italics:

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

The site plan indicated creation of a parking lot behind the existing building for bus parking as well as extension of the internal cross-access road that runs behind the adjacent commercial properties to the subject property, in order to route buses to the access point at 220 N. Randall Rd. and 17th St. These improvements were completed by December 31, 2011.

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

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

The facility currently contains approximately 175 buses. According to the 2015 traffic study, there does not appear to be more than 100 buses that enter and exit the site during peak hour operation.

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

The Special Use will terminate on August 15, 2016. Because the ICBS has contracts that extend past that date, the applicant has requested an extension of the Special Use. The applicant has requested a minimum of five additional years for the Special Use.

4. Traffic and Access:

- a. The traffic signal at IL Rt. 64 and Randall Rd. shall be re-timed as discussed in the HLR Technical Memorandum dated July 28, 2011. The applicant shall be responsible for any costs associated with analyzing and retiming the signals.

The referenced memo called for re-timing of the traffic signal for westbound left turns from Rt. 64 onto southbound Randall Rd. in order to avoid a projected poor Level of Service rating. File information indicates the traffic signal was re-timed in August 2011. However, the 2015 traffic study noted that virtually no buses currently make westbound left-turns at Rt. 64 and Randall Rd.

- b. Buses entering the site from Randall Rd. shall enter at the 220 N. Randall Rd. entrance.

According to the 2015 traffic study, more buses enter the site from Randall Rd. at the ICSB facility entrance than at 220 N. Randall Rd.

- c. Buses exiting the site shall primarily exit onto 17th St. and IL Rt. 64

According to the 2015 traffic study, buses exit the site primarily from the ICSB facility entrance onto northbound Randall Rd.

- d. The applicant shall make a good faith effort to petition the Illinois Commerce Commission to have the rail crossings on Randall Rd. and Dean St. posted as “Exempt.” The applicant shall be responsible for any costs associated with petitions for the “Exempt” status.

In September 2011, the Illinois Commerce Commission authorized the posting of “Exempt” signage at the railroad crossing on Randall Rd. and Dean St. so that buses did not need to stop at the crossing. The railroad has been abandoned and the crossing has been removed.

- e. The applicant shall grant a public access easement over the “Future” access drive onto Dean St. as shown on the Site Plan. This access easement may be relocated to an alternative location on the site if necessary, subject to the review and approval of the City.

A public access easement has been granted over the “Future” access drive, which is to connect the internal access drive and the subject property to Dean St. (Recorded as document #2013K043447.)

- f. Traffic observation and analysis of intersections in the vicinity of the site shall be conducted on an annual basis during each school academic year, prior to school summer break (approx. during April or May of 2012, 2013, 2014 and 2015). Based on the results of the analysis, the City may direct changes to the bus routing or require other improvements to ensure safe and efficient traffic flow in the vicinity of the site. The applicant shall be responsible for any costs associated with the analysis and any recommended improvements.

Traffic studies were conducted in May 2012, May 2013, and May 2015. No capacity issues were identified in any of the studies, nor were any changes or improvements recommended.

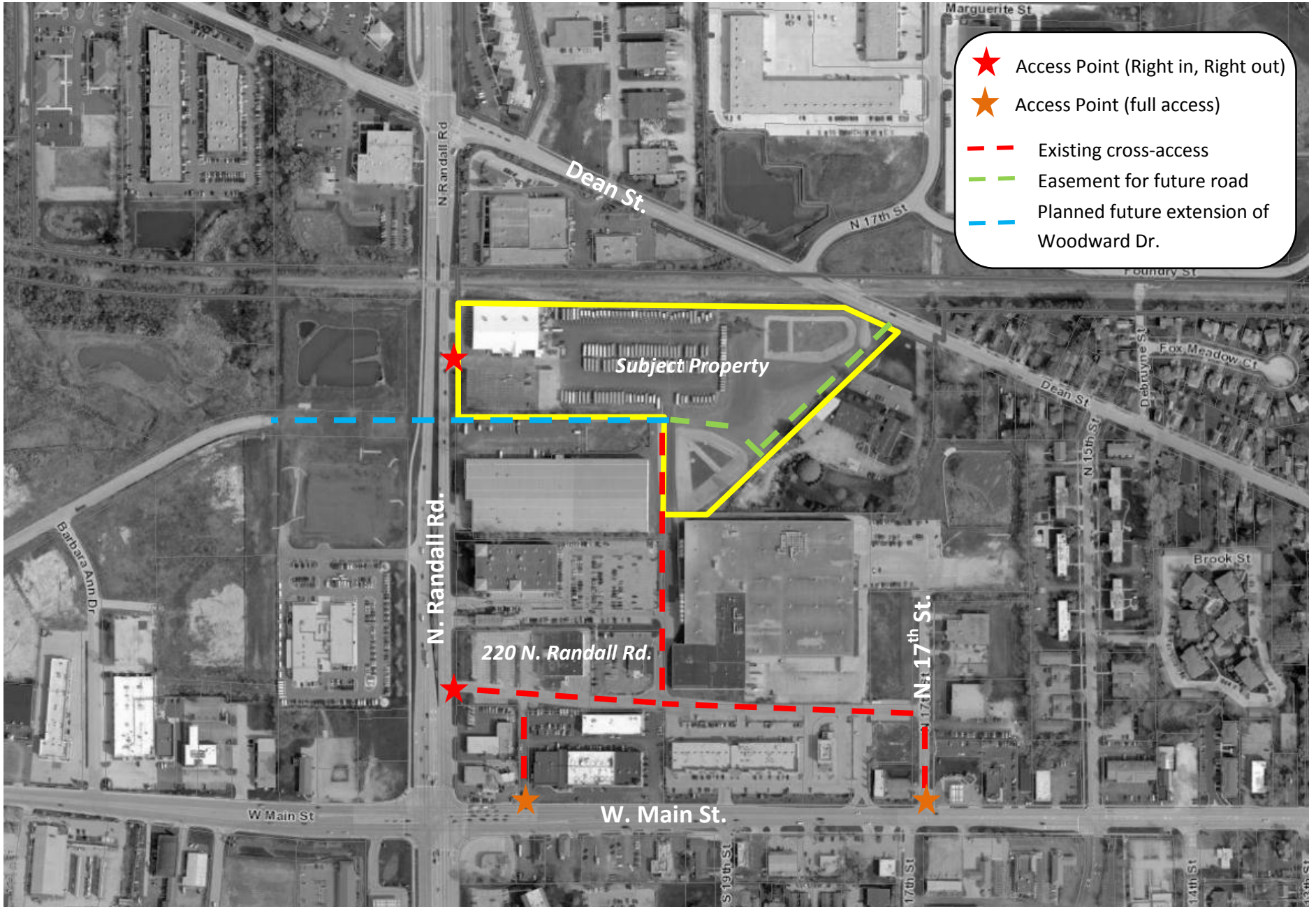
IV. PLAN COMMISSION RECOMMENDATION

The Plan Commission held a public hearing on the Special Use for Transportation Operations Facility on 8/4/15. The Commission voted 6-0 to recommend approval of the Special Use, with the condition that the Special Use will terminate on August 15, 2021 (five years after the current termination date).

V. ATTACHMENTS

- Diagram of Access Locations
- Application for Special Use; received 6/3/15
- ICSB Traffic Impact Study Memorandum from HLR; dated 6/11/15
- Ordinance No. 2011-Z-17
- Plat of Easement over future access to Dean St.

Access & Routing Options for ICSB Facility



CITY OF ST. CHARLES

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



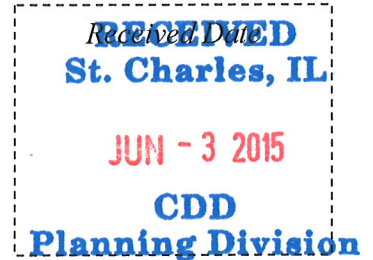
COMMUNITY & ECONOMIC DEV./PLANNING DIVISION

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

SPECIAL USE APPLICATION

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

For City Use	
Project Name:	<u>300 N. Randall Rd.</u>
Project Number:	<u>2011 -PR- 010</u>
Application Number:	<u>2015 -AP- 017</u>



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

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

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

1. Property Information:	Location:	<u>300 N. RANDALL ROAD, ST. CHARLES, IL 60184</u>	
	Parcel Number (s):	<u>0928351001 0928351021</u>	
	Proposed Name:	<u>300 NORTH RANDALL ROAD</u>	
2. Applicant Information:	Name	<u>NORTH RANDALL ROAD PARTNERS, LLC</u>	Phone <u>630 587 5595</u>
	Address	<u>409 ILLINOIS AVE, SUITE 1C</u> <u>ST. CHARLES, IL 60184</u>	Fax <u>630 587 0700</u>
			Email <u>DAVE@PCWINVEST.COM</u>
3. Record Owner Information:	Name	<u>NORTH RANDALL ROAD PARTNERS, LLC</u>	Phone <u>SAME</u>
	Address	<u>SAME</u>	Fax <u>SAME</u>
			Email <u>SAME</u>

Please check the type of application:

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

- Other Special Use (from list in the Zoning Ordinance):** TRANSPORTATION OPERATIONS FACILITY
 - Newly established Special Use
 - Amendment to an existing Special Use Ordinance #: _____
CURRENT ORDINANCE # 2011-Z-17

Information Regarding Special Use:

Comprehensive Plan designation of the property: CORRIDOR REGIONAL COMMERCIAL

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

What is the property's current zoning? BC, M-1 AND SPECIAL USE

What is the property currently used for? TRANSPORTATION OPERATIONS FACILITY

If the proposed Special Use is approved, what improvements or construction are planned?
NONE - USE OF EXISTING FACILITIES

For Special Use Amendments only:

Why is the proposed change necessary?

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

Note for existing buildings:

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

Attachment Checklist:

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

APPLICATION FEE:

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

REIMBURSEMENT OF FEES AGREEMENT:

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

REIMBURSEMENT OF FEES INITIAL DEPOSIT:

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

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

PROOF OF OWNERSHIP and DISCLOSURE:

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

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

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

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

PLAT OF SURVEY:

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

FINDINGS OF FACT:

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

LIST OF PROPERTY OWNERS WITHIN 250 FT.:

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

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


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

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

❑ **ENDANGERED SPECIES REPORT:**

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

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

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

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

❑ **PLANS:**

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

Copies of Plans:

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

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

A plan or plans showing the following information:

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

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

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

 5-29-15
Record Owner Date

Applicant or Authorized Agent Date

FINDINGS OF FACT – SPECIAL USE

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

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



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

300 NORTH RANDALL ROAD
Project Name or Address

5/29/15
Date

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

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

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

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

SEE ATTACHED
EXHIBIT ①

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

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

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

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

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

EXHIBIT ①

North Randall Road Partners, LLC

Findings of Fact Sheet-Special Use
Project Name: 300 North Randall Road

- A. The special use will provide and attract employment to the St. Charles area. (150 plus employees) The added employment to the area will bring with it additional consumer spending to the surrounding businesses. Randall Road and Main Street will provide the use with the appropriate road infrastructure to reach its destinations quickly and efficiently. We believe that the school bus schedule will not negatively impact the surrounding community given the internal roadway allowing direct, ease of access to the main arterial roads. The buses should leave around 6:30 - 7:30AM and return throughout the morning till they leave around 1:30 – 2:30 PM to pick up students from school. These are ideal non heavy traffic times and we expect no inconvenience.
- B. The existing facility has all the utilities necessary, drainage and retention also in place. Ownership has constructed a roadway on the existing easement to allow for access to their respective outlets.
- C. The transportation facility shall not be harmful in any way to the surrounding properties. The parcel at 300 N Randall will be used for office operations, maintenance of the school buses and parking. In an effort to relive any congestion issues, ownership has constructed an internal roadway that will allow the school buses to exit the property with minimum impact upon neighboring properties at North and 17th Street. This exit follows a similar use to the manufacturing facility to the East. They will have very limited time of ingress / egress, once in the morning and once in the afternoon.
- D. We are in the fourth year of Ordinance No. 2011-Z-17 “Special Use for a Transportation Operations Facility” and do not believe that the normal and orderly development and improvement of the surrounding properties have been impeded. Ownership shall leave the 32,000 square foot building and associated parking lot available for future retail development along Randall Road.
- E. The operation of the transportation facility will not be detrimental to the public health, safety, comfort or general welfare. The use will consist of an office, maintenance of the school buses and parking facility. We do not believe that the proximity of surrounding properties will classify the buses starting, stopping, etc. as noisy. The previous use of the property was a supplier of construction materials with forklifts and larger delivery trucks. We are not aware of any health and safety issues that they had.
- F. The special use will conform to all existing Federal, State and Local codes.



Memorandum

To: Russell Colby
Planning Division Manager, City of St Charles

From: Alexander S. Garbe, PE, PTOE

Date: 6/11/2015

Re: Illinois Central School Bus Operations Facility Traffic Impact Study

The Illinois Central School Bus (ICSB) operations facility opened in 2011 near the corner of Randall Road & IL Route 64 in St. Charles. This facility serves as a storage, service, and dispatch center for school buses travelling to/from Batavia, Geneva, and West Chicago. The City of St. Charles has asked Hampton, Lenzini & Renwick, Inc. (HLR), to perform an analysis to determine how the facility has impacted the surrounding area intersections. The findings of this analysis are presented in this technical memorandum.

Analysis

HLR hired Quality Counts to conduct video recordings at five key intersections near the ICSB site during four times of interest. The morning times of interest are 6:30 – 7:30 am and 8:00 – 9:00 am. The earlier period is when buses typically will be leaving the facility to begin the pick-up of students. The later period is when the buses typically return after dropping students off at school. The afternoon times of interest are 1:30 – 2:30 pm and 3:30 – 4:30 pm. These times again represent when the buses leave to collect students and when they return from their routes, respectively. The counts were taken in May 2015 before school was let out for the summer. The intersections analyzed were Randall Road & IL Route 64, Randall Road & Dean Street, Randall Road & the ICSB driveway, Randall Road & the Play It Again Sports driveway, and IL Route 64 & 17th Street. The recorded videos were observed to identify any potential issues with the additional bus traffic caused by the site. The videos were also observed to count turning movements of all school buses. The school bus counts are shown in Exhibit 1 attached to this memo.

Findings

After observing the recorded video, it was determined that there are no issues of concern with the bus traffic around the ICSB site. No excessive delay was observed at any intersections during the peak times.

When reviewing the bus count data, it was clear that the volume of buses has increased over the past few years of operation by roughly 50%. There has also been a shift in the distribution of the bus traffic. The additional bus volume mostly leaves the ICSB site to the north on Randall Road, makes a left turn on Dean Street, and then comes back eastbound on IL Route 64. The buses that had used the westbound left-turn lane at Randall Road and IL Route 64 have all but disappeared. Fewer buses exit using the southbound left from 17th Street to IL Route 64. As for buses returning to the site, the volume is more evenly distributed among the westbound right-turn at 17th Street and IL Route 64 and the northbound right-turns on Randall Road at the ICSB driveway and at the Play It Again Sports driveway.

Of the shifting bus volumes, only the increase in northbound left-turns at Randall Road and Dean Street seems to be concerning. About 65 buses make this movement during both the am and pm departure times. The potential concerns include servicing the bus traffic with reasonable delay while minimizing impact to other movements and avoiding queuing of buses from the left-turn lane into the northbound through lanes.

HLR reviewed data from the Kane County Division of Transportation (KDOT) that shows the utilization of each movement of their signalized intersections compared to the time available to those movements. The data showed full utilization of the time available to the northbound left for 20 to 30 minutes on a typical weekday at times aligning with the departure periods.

This utilization could indicate that more time is needed for the movement. However, capacity analyses prepared by HLR using Highway Capacity Software (HCS), which utilizes the current methodologies outlined in the Highway Capacity Manual for analyzing the capacity of signalized intersections, indicated A or B Levels of Service (LOS) for the northbound left with the buses added. The LOS found equates to about 10 to 15 seconds of delay per vehicle.

Further, HLR contacted KDOT staff to get their opinion of the operation of this intersection. KDOT staff indicated they were not aware of any issues or concerns regarding the operation of Randall Road and Dean Street. Should an operational concern arise at this intersection, sufficient capacity was found to support an increase in the available green time to the northbound left-turn movement.

Conclusions & Recommendations

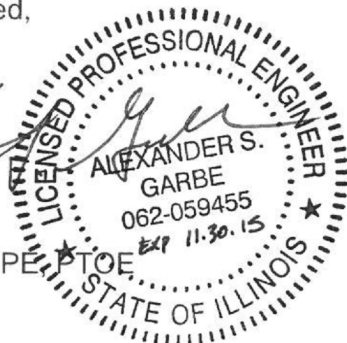
Overall, the results of the analysis reveal no capacity issues associated with this site. The surrounding intersections have accommodated the additional bus traffic with little or no noticeable impacts. If problems arise, it should be possible to mitigate them by re-timing the affected intersections.

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

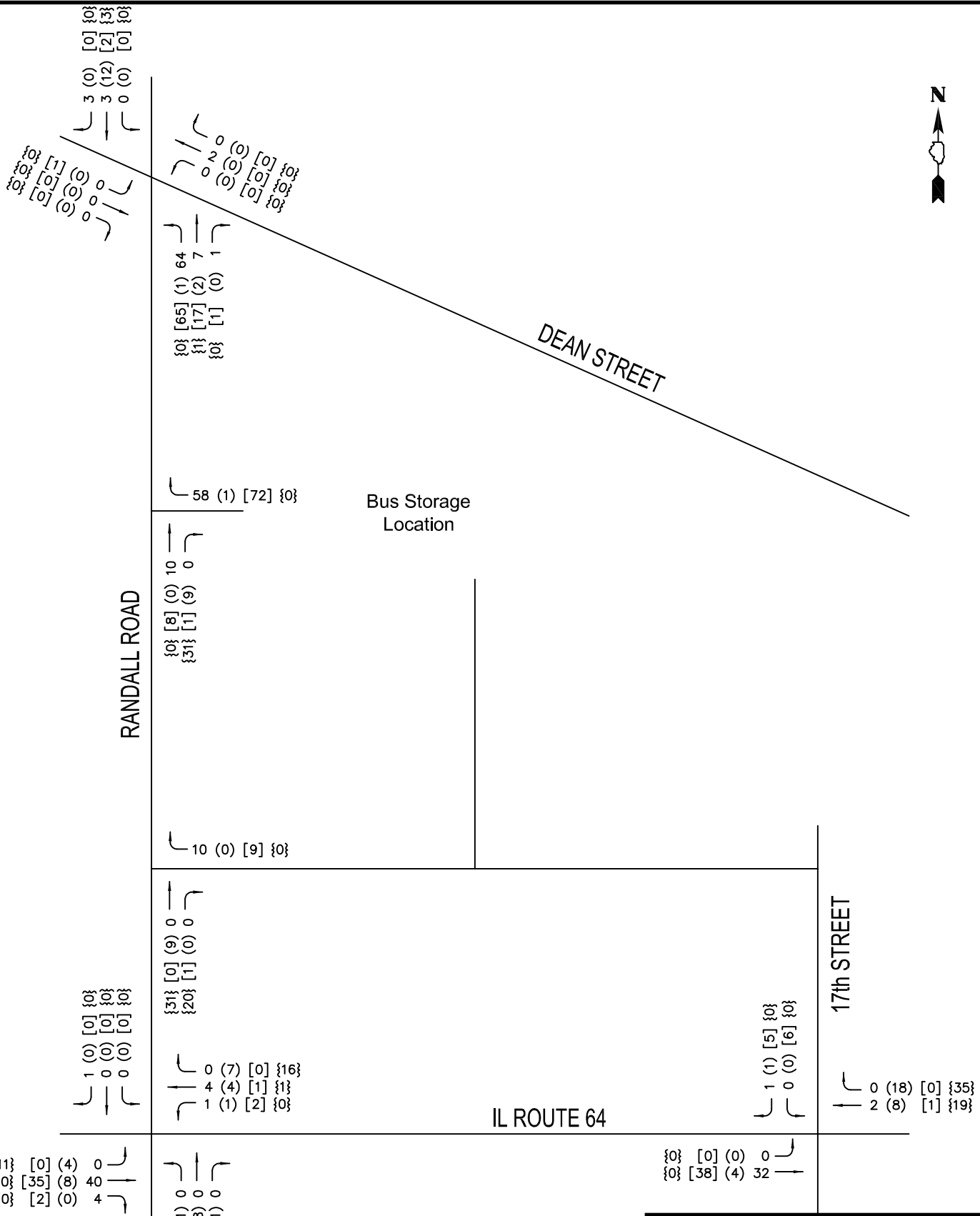
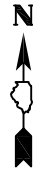
Respectfully submitted,



Alexander S. Garbe, PE



Attachment: Exhibit 1 – School bus counts



LEGEND

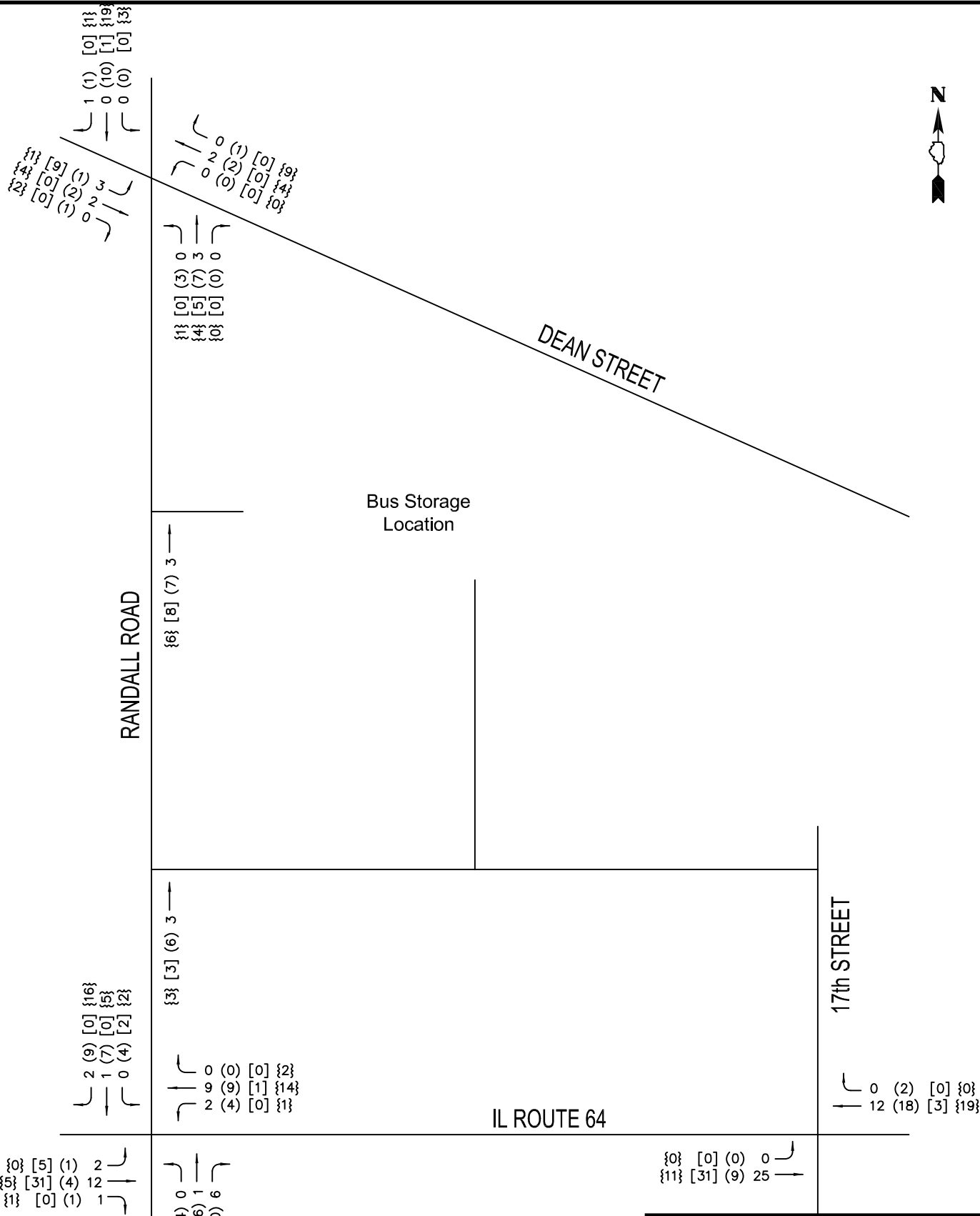
- ## 6:30 - 7:30 am
- (##) 8:00 - 9:00 am
- [##] 1:30 - 2:30 pm
- {##} 3:30 - 4:30 pm

Exhibit 1a
ICSB Traffic Impact Study
ICSB Buses

Hampton, Lenzini and Renwick, Inc.
Civil & Structural Engineers · Land Surveyors · Environmental Services

HLR ELGIN · SPRINGFIELD · ROMEOVILLE
www.hlrengineering.com

184.000959 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION



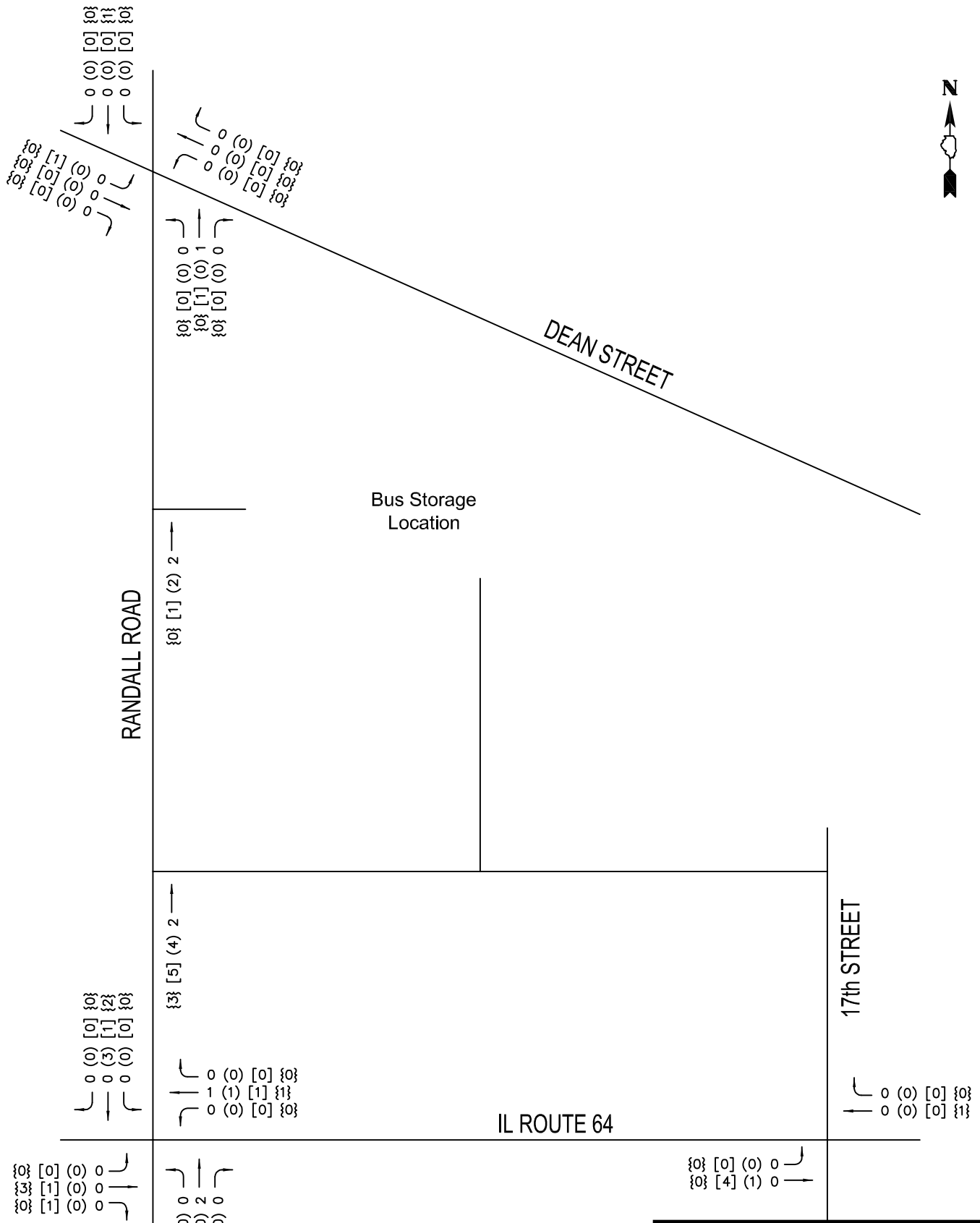
LEGEND

- ## 6:30 - 7:30 am
- (##) 8:00 - 9:00 am
- [##] 1:30 - 2:30 pm
- {##} 3:30 - 4:30 pm

Exhibit 1b
ICSB Traffic Impact Study
District 303 Buses

Hampton, Lenzini and Renwick, Inc.
Civil & Structural Engineers · Land Surveyors · Environmental Services
 ELGIN · SPRINGFIELD · ROMEOVILLE
 www.hlrengineering.com

184.000959 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION



LEGEND

- ## 6:30 - 7:30 am
- (##) 8:00 - 9:00 am
- [##] 1:30 - 2:30 pm
- {##} 3:30 - 4:30 pm

Exhibit 1c
ICSB Traffic Impact Study
Other School Buses

Hampton, Lenzini and Renwick, Inc.
Civil & Structural Engineers · Land Surveyors · Environmental Services

HLR ELGIN · SPRINGFIELD · ROMEOVILLE
 www.hlrengineering.com

184.000959 ILLINOIS PROFESSIONAL DESIGN FIRM LS / PE / SE CORPORATION

City of St. Charles, Illinois

Ordinance No. 2011-Z-17

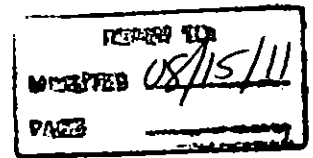
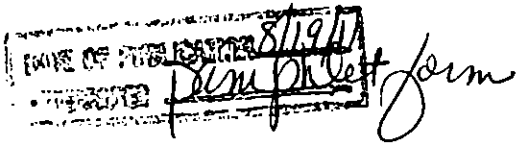
**Ordinance Granting a Special Use for a Transportation
Operations Facility (300 N Randall Road)**

**Adopted by the
City Council
of the
City of St. Charles
August 15, 2011**

**Published in pamphlet form by
authority of the City Council
of the City of St. Charles,
Kane and Du Page Counties,
Illinois, August 19, 2011**

Nancy Garrison
City Clerk





**City of St. Charles, IL
Ordinance No. 2011-Z-17**

**An Ordinance Granting a Special Use for a Transportation Operations Facility
(300 N. Randall Road)**

WHEREAS, on or about June 29, 2011, Gerard Keating of North Randall Road Partners LLC ("the Applicant") filed a petition to grant a Special Use for a Transportation Operations Facility on the real estate legally described in Exhibit "A" attached hereto (hereinafter referred to as "Subject Property") and,

WHEREAS, on or about August 2, 2011, Gerard Keating of North Randall Road Partners LLC ("the Applicant") filed a second petition to grant a Special Use for a Transportation Operations Facility on a portion of the subject property, legally described in Exhibit "B" attached hereto (" the 220 N. Randall Rd property"); and,

WHEREAS, Notice of Public Hearing on said petitions was published on or about July 1, 2011, in a newspaper having general circulation within the City, to-wit, the Kane County Chronicle newspaper, all as required by the statutes of the State of Illinois and the ordinances of the City; and,

WHEREAS, pursuant to said notice, the Plan Commission conducted a public hearing on or about July 19, 2011 and August 2, 2011, on said petitions in accordance with the statutes of the State of Illinois and the ordinances of the City; and,

WHEREAS, at said Public Hearing, the Applicant presented testimony in support of said petitions and all interested parties had an opportunity to be heard; and,

WHEREAS, the Plan Commission recommended approval of the Application for a Special Use for Transportation Operations Facility for the Subject Property, excluding the 220 N. Randall Road property, on or about August 2, 2011; and,

WHEREAS, the Planning and Development Committee of the City Council recommended approval of the Application for a Special Use for Transportation Operations Facility for the Subject Property, excluding the 220 N. Randall Road property on or about August 8, 2011; and,

WHEREAS, the City Council of the City of St. Charles has received the recommendations of the Plan Commission and Planning and Development Committee and has considered the same; and,

WHEREAS, the City Council of the City of St. Charles hereby makes the following findings of fact for special use:

FINDINGS OF FACT FOR SPECIAL USE:

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

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

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

The site is served by adequate utilities.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

NOW, THEREFORE, BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF ST. CHARLES, KANE AND DUPAGE COUNTIES, ILLINOIS, as follows:

1. That a Special Use is hereby granted with respect to the property legally described in Exhibit "A", excluding that portion of the subject property legally described in Exhibit "B" (the 220 N. Randall Road property) for a Transportation Operations Facility, in substantial compliance with the Site Plan dated 7/14/11 attached hereto and incorporated herein as "Exhibit C", subject to compliance with such conditions, corrections, and modifications as may be required by the Director of Community Development and the Director of Public Works to comply with the requirements of the St. Charles Municipal Code, and further subject to the conditions, requirements and restrictions hereinafter provided, all of which must be satisfied prior to establishment of the use or issuance of building permit.

2. That the Subject Realty may be developed and used only in accordance with all ordinances of the City now in effect or hereafter amended or enacted, and in accordance with the following specific conditions and restrictions:

- All improvements shown on the site plan shall be completed by December 31, 2011.
- The maximum number of buses located on the site shall be based upon the data used in the Traffic Analysis. (A total of 150 buses on site, approximately 125 in regular operation, approximately 100 buses leaving the site during peak hour operation). The applicant shall notify the City if the number of buses is to be increased and the City reserves the right to require a further traffic analysis based on the increased number of buses. The applicant will be responsible for completing any improvements identified in a future traffic analysis as a condition of the increase of buses.
- The Special Use shall terminate five years from the date of the Special Use approval by the City Council, but the applicant may re-apply for the Special Use at that time.

- Traffic and Access:
 - The traffic signal at IL Route 64 and Randall Road shall be re-timed as discussed in the HLR Technical Memorandum dated July 28, 2011. The applicant shall be responsible for any costs associated with analyzing and retiming the signals.
 - Buses entering the site from Randall Road shall enter at the 220 N. Randall Road entrance (after the access drive connecting to 300 N. Randall Road is constructed)
 - Buses exiting the site shall primarily exit onto 17th Street and IL Route 64.
 - The applicant, in cooperation with the City and County, shall make a good faith effort to petition the Illinois Commerce Commission to have the rail crossings on Randall Road and Dean Street posted as “Exempt”. The applicant shall be responsible for any costs associated with petitions for the “Exempt” status.
 - The applicant shall grant a public access easement over the “Future” access drive to Dean Street as shown on the Site Plan. This access easement may be relocated to an alternate location on the site if necessary, subject to the review and approval of the City.
 - Traffic observation and analysis of intersections in the vicinity of the site shall be conducted on an annual basis during each school academic year, prior to school summer break (approximately during April or May of 2012, 2013, 2014 and 2015). Based on the results of the analysis, the City may direct changes to the bus routing or require other improvements to ensure safe and efficient traffic flow in the vicinity of the site. The applicant shall be responsible for any costs associated with the analysis and any recommended improvements.

3. That this Ordinance shall become effective from and after its passage and approval in accordance with law.

PRESENTED to the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this 15th day of August, 2011.

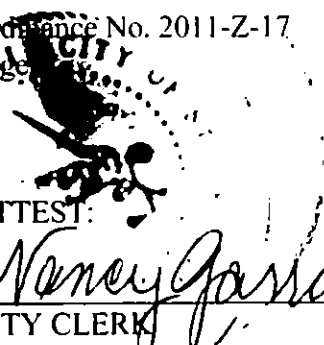
PASSED by the City Council of the City of St. Charles, Kane and DuPage Counties, Illinois this 15th day of August, 2011.

APPROVED by the Mayor of the City of St. Charles, Kane and DuPage Counties, Illinois this 15th day of August, 2011.

Ordinance No. 2011-Z-17

Page 1

ATTEST:


Nancy Garrison
CITY CLERK

COUNCIL VOTE:

AYES: 8

NAYS: 2

ABSENT:

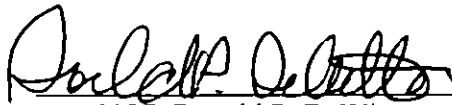

MAYOR Donald P. DeWitte

EXHIBIT "A"

SUBJECT PROPERTY

PARCEL 1:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTHERLY LINE OF WEST MAIN STREET (ILLINOIS STATE ROUTE NO. 64) BEING 40.0 FEET NORMALLY DISTANT NORTHERLY FROM THE PRESENT CENTER LINE OF SAID STREET, WITH THE EASTERLY LINE OF SAID SOUTHWEST QUARTER; THENCE NORTH 89 DEGREES 57 MINUTES 40 SECONDS WEST ALONG SAID NORTHERLY LINE OF SAID WEST MAIN STREET 1932.11 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED TO EDWARD HINES LUMBER COMPANY BY DEED RECORDED AS DOCUMENT 8800278; THENCE NORTH 0 DEGREES 02 MINUTES 20 SECONDS EAST AT RIGHT ANGLES TO SAID NORTHERLY LINE ALONG THE EASTERLY LINE AND EASTERLY LINE EXTENDED OF SAID TRACT CONVEYED BY DOCUMENT 880278, 901.52 FEET; THENCE SOUTH 89 DEGREES 57 MINUTES 40 SECONDS EAST AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE 132.15 FEET FOR THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 57 MINUTES 40 SECONDS WEST ALONG THE LAST DESCRIBED COURSE AND SAID COURSE EXTENDED 142.15 FEET TO THE CENTER LINE OF A RAILROAD SPUR TRACK; THENCE NORTH 0 DEGREES 02 MINUTES 20 SECONDS EAST AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE ALONG SAID CENTER LINE 209.23 FEET; THENCE NORTHWESTERLY ALONG SAID CENTER LINE BEING ALONG A TANGENTIAL CURVE TO THE LEFT HAVING A RADIUS OF 478.34 FEET AN ARC DISTANCE OF 91.32 FEET TO THE SOUTHERLY LINE OF A TRACT OF LAND CONVEYED TO THE ST. CHARLES LUMBER AND FUEL COMPANY BY DOCUMENT 1043417; THENCE SOUTH 89 DEGREES 57 MINUTES 40 SECONDS EAST ALONG SAID SOUTHERLY LINE 18.69 FEET TO THE SOUTHEASTERLY CORNER OF SAID TRACT; THENCE NORTH 0 DEGREES 02 MINUTES 20 SECONDS EAST ALONG THE EASTERLY LINE OF SAID TRACT 342.54 FEET TO THE SOUTHERLY LINE OF THE RIGHT OF WAY OF THE CHICAGO AND NORTHWESTERN TRANSPORTATION COMPANY LANDS; THENCE SOUTH 89 DEGREES 11 MINUTES 37 SECONDS EAST ALONG SAID SOUTHERLY RIGHT OF WAY LINE 559.23 FEET TO THE SOUTHWESTERLY LINE OF DEAN STREET; THENCE SOUTH 66 DEGREES 13 MINUTES 41 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE 170.42 FEET TO A POINT WHICH IS 130.00 FEET NORTH 66 DEGREES 13 MINUTES 41 SECONDS WEST FROM THE WESTERLY LINE OF LOT 9 OF WILIAM BALIS SUBDIVISION, AS MEASURED ALONG THE SOUTHWESTERLY LINE OF DEAN STREET; THENCE SOUTH 45 DEGREES 51 MINUTES 57 SECONDS WEST, 812.89 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

PARCEL 2:

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE INTERSECTION OF THE NORTHERLY LINE OF STATE BOND ISSUE ROUTE 64 AND THE NORTH AND SOUTH CENTER LINE OF SECTION 28; THENCE

WESTERLY ALONG SAID NORTHERLY LINE OF STATE BOND ISSUE ROUTE 64 A DISTANCE OF 1932.11 FEET TO A POINT, SAID POINT BEING THE SOUTHEAST CORNER OF A TRACT OF LAND CONVEYED BY THE IOWA DEVELOPMENT COMPANY TO THE EDWARD HINES LUMBER COMPANY BY A WARRANTY DEED DATED DECEMBER 10, 1958 AND RECORDED IN BOOK 1941 ON PAGE 247 AS DOCUMENT 880278 IN THE OFFICE OF THE RECORDER OF DEEDS OF KANE COUNTY, ILLINOIS; THENCE NORTHERLY ON THE EASTERLY LINE OF THE AFORESAID TRACT CONVEYED BY DOCUMENT 880278, AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE A DISTANCE OF 1201.52 FEET TO THE POINT OF BEGINNING; THENCE CONTINUING NORTHERLY ON THE LAST DESCRIBED COURSE A DISTANCE OF 343.21 FEET TO THE SOUTHERLY RIGHT OF WAY OF THE CHICAGO GREAT WESTERN RAILWAY COMPANY; THENCE WESTERLY ALONG SAID SOUTHERLY RIGHT OF WAY LINE OF THE CHICAGO GREAT WESTERN RAILWAY COMPANY AT AN ANGLE OF 89 DEGREES 09 MINUTES TO THE LEFT OF THE LAST DESCRIBED COURSE A DISTANCE OF 656.58 FEET; THENCE SOUTHERLY ALONG THE EASTERLY RIGHT OF WAY OF COUNTY HIGHWAY NO. 34 AT AN ANGLE OF 90 DEGREES 23 MINUTES TO THE LEFT OF THE LAST DESCRIBED COURSE OF 85.4 FEET; THENCE SOUTHERLY ALONG SAID EASTERLY RIGHT OF WAY LINE OF COUNTY HIGHWAY NO. 34, ON A CURVE TO THE LEFT, A RADIUS OF 49,070.7 FEET, A DISTANCE OF 267.46 FEET; THENCE EASTERLY AT AN ANGLE OF 90 DEGREES 28 MINUTES TO THE LEFT OF A PROLONGATION OF THE PENULTIMATE DESCRIBED COURSE A DISTANCE OF 658.64 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.

Address of property: 300 N. Randall Road
St. Charles, Illinois 60174
Permanent Index No. 09-28-351-021 and 09-28-351-001

Parcel 3:

Part of Southwest Quarter of Section 28, Township 40 North, Range 8 East of the Third Principal Meridian, bounded and described as follows:

Commencing at the intersection of the North and South Centerline of said Section 28 with the Northerly Right-of-Way Line of State Highway Route No. 64, being 40 feet normally distance North from the Centerline of said Highway; thence North 89 degrees 57 minutes 40 seconds West along said Northerly Right-of-Way Line, a distance of 2358.01 feet to the Southwest Corner of Main Street Commerce Condominium, as recorded as Document No. 1999K506411 in the Recorder's Office of Kane County, Illinois; thence North 0 degrees 15 minutes 33 seconds East along the West Line of said Main Street Commerce Condominium, a distance of 11.95 feet to the Point of Beginning of the hereinafter described tract of land; thence North 86 degrees 29 minutes 43 seconds West along said Northerly Right-of-Way Line, a distance of 27.29 feet to the East Line of Ehlico Foundation Subdivision, a subdivision as recorded in the Recorder's Office of Kane County, Illinois; thence North 0 degrees 15 minutes 33 seconds East along the East Line of said Subdivision and the East Line of the property described in Document No. 2002K093870, as recorded in said Recorder's Office, a distance of 290.28 feet to the Northeast Corner of said property described in Document No. 2002K093870, said point being 11.86 feet North of the Northeast Corner of said Subdivision; thence North 89 degrees 57 minutes 40 seconds West parallel with the North Line of said Subdivision and along the North Lien of said property described in Document No. 2002K093870, a distance of 192.17 feet to the Easterly Right-of-Way Line of a public road designated Randall Road; thence North 0 degrees 35 minutes 44 seconds West along said Easterly Right-of-Way Line, a distance of 237.65 feet to the South Line of the property described in Book 2409 at page 301 in said Recorder's Office; thence South 89 degrees 57 minutes 40 seconds East along said South Line and the South Line of the property described in Document No. 2003K79543 as recorded in said Recorder's Office, a distance of 646.78 feet; thence South 0 degrees 02 minutes 20 seconds West perpendicular to the last described course and along the West Line of the property described in Document No. 2003K215043 and Document No. 2003K208516 as recorded in said Recorder's Office, a distance of 249.50 feet to the Northeast Corner of Main Street Commerce Condominium recorded as said Document No. 1999K50611; thence North 89 degrees 57 minutes 40 seconds West parallel with the Centerline of said State Highway Route 64 and along the North Line of said Main Street Commerce Condominium, a distance of 424.78 feet to the Northwest Corner of said Main Street Commerce Condominium; thence South 0 degrees 15 minutes 33 seconds West parallel with the East Line of said Ehlico Foundation Subdivision and along the West Line of said Main Street Commerce Condominium, a distance of 280.07 feet to the Point of Beginning, containing 3.819 acres, more or less, subject to all easements, agreements, city codes and/or ordinances of record if any, all situated in the City of St. Charles, the County of Kane and the State of Illinois.

PIN(s): 09-28-351-049 and 09-28-351-048
Commonly Address: 220 N. Randall Rd., St. Charles, IL

EXHIBIT "B"

**220 N. RANDALL ROAD
PROPERTY**

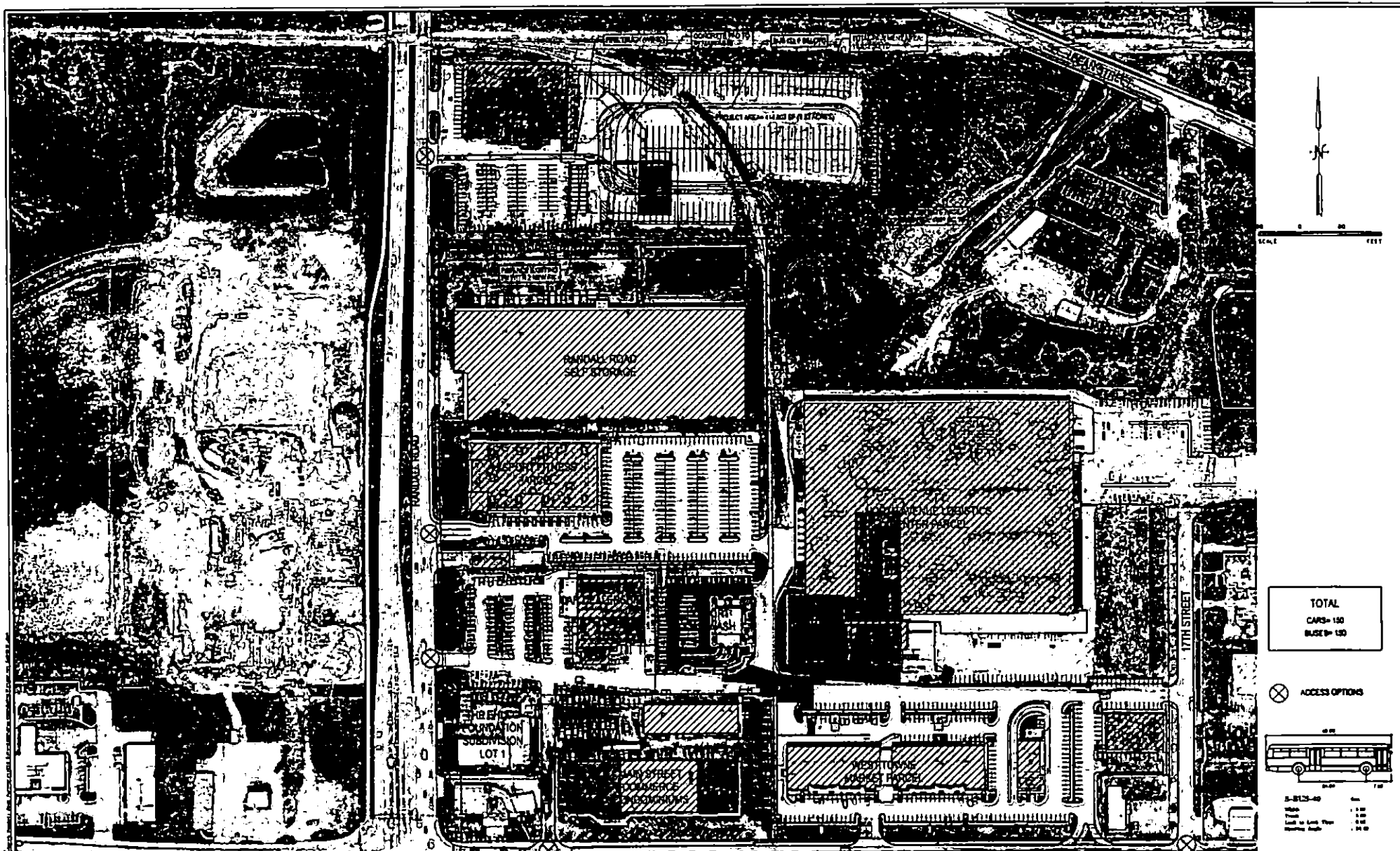
Part of Southwest Quarter of Section 28, Township 40 North, Range 8 East of the Third Principal Meridian, bounded and described as follows:

Commencing at the intersection of the North and South Centerline of said Section 28 with the Northerly Right-of-Way Line of State Highway Route No. 64, being 40 feet normally distance North from the Centerline of said Highway; thence North 89 degrees 57 minutes 40 seconds West along said Northerly Right-of-Way Line, a distance of 2358.01 feet to the Southwest Corner of Main Street Commerce Condominium, as recorded as Document No. 1999K506411 in the Recorder's Office of Kane County, Illinois; thence North 0 degrees 15 minutes 33 seconds East along the West Line of said Main Street Commerce Condominium, a distance of 11.95 feet to the Point of Beginning of the hereinafter described tract of land; thence North 86 degrees 29 minutes 43 seconds West along said Northerly Right-of-Way Line, a distance of 27.29 feet to the East Line of Ehico Foundation Subdivision, a subdivision as recorded in the Recorder's Office of Kane County, Illinois; thence North 0 degrees 15 minutes 33 seconds East along the East Line of said Subdivision and the East Line of the property described in Document No. 2002K093870, as recorded in said Recorder's Office, a distance of 290.28 feet to the Northeast Corner of said property described in Document No. 2002K093870, said point being 11.86 feet North of the Northeast Corner of said Subdivision; thence North 89 degrees 57 minutes 40 seconds West parallel with the North Line of said Subdivision and along the North Lien of said property described in Document No. 2002K093870, a distance of 192.17 feet to the Easterly Right-of-Way Line of a public road designated Randall Road; thence North 0 degrees 35 minutes 44 seconds West along said Easterly Right-of-Way Line, a distance of 237.65 feet to the South Line of the property described in Book 2409 at page 301 in said Recorder's Office; thence South 89 degrees 57 minutes 40 seconds East along said South Line and the South Line of the property described in Document No. 2003K79543 as recorded in said Recorder's Office, a distance of 646.78 feet; thence South 0 degrees 02 minutes 20 seconds West perpendicular to the last described course and along the West Line of the property described in Document No. 2003K215043 and Document No. 2003K208516 as recorded in said Recorder's Office, a distance of 249.50 feet to the Northeast Corner of Main Street Commerce Condominium recorded as said Document No. 1999K50611; thence North 89 degrees 57 minutes 40 seconds West parallel with the Centerline of said State Highway Route 64 and along the North Line of said Main Street Commerce Condominium, a distance of 424.78 feet to the Northwest Corner of said Main Street Commerce Condominium; thence South 0 degrees 15 minutes 33 seconds West parallel with the East Line of said Ehico Foundation Subdivision and along the West Line of said Main Street Commerce Condominium, a distance of 280.07 feet to the Point of Beginning, containing 3.819 acres, more or less, subject to all easements, agreements, city codes and/or ordinances of record if any, all situated in the City of St. Charles, the County of Kane and the State of Illinois.

PIN(s): 09-28-351-049 and 09-28-351-048
Commonly Address: 220 N. Randall Rd., St. Charles, IL

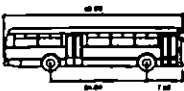
EXHIBIT "C"

SITE PLAN



TOTAL
CAPS=150
BUSES=150

⊗ ACCESS OPTIONS



40 FT
8 FT
12 FT

ESI ESI CONSULTANTS, LTD
1000 N. RANDALL ROAD
ST. CHARLES, IL 62225
TEL: 636-443-3383

NORTH RANDALL ROAD PARTNERS LLC
P.O. BOX 8976
ST. CHARLES, IL 62217A
636-443-3383

NO.	DESCRIPTION	DATE	BY	REVISION
1	ISSUED FOR PERMITS	10/20/11	ESI	
2	REVISED PER PERMITS	11/15/11	ESI	
3	REVISED PER PERMITS	12/15/11	ESI	
4	REVISED PER PERMITS	01/15/12	ESI	
5	REVISED PER PERMITS	02/15/12	ESI	
6	REVISED PER PERMITS	03/15/12	ESI	
7	REVISED PER PERMITS	04/15/12	ESI	
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100	REVISED PER PERMITS	01/15/20	ESI	

RANDALL ROAD PROPERTIES
ST. CHARLES, KANE COUNTY, IL

ICSB BUS STORAGE FACILITY

DATE: 10/20/11

State of Illinois)
)
) ss.
Counties of Kane and DuPage)

Certificate

I, NANCY GARRISON, certify that I am the duly elected and acting Municipal City Clerk of the City of St. Charles, Kane and DuPage Counties, Illinois.

I further certify that on August 15, 2011, the Corporate Authorities of such municipality passed and approved Ordinance No. 2011-Z-17, entitled

"Ordinance Granting a Special Use for a
Transportation Operations Facility (300 N Randall
Road),"

which provided by its terms that it should be published in pamphlet form.

The pamphlet form of Ordinance No. 2011-Z-17, including the Ordinance and a cover sheet thereof was prepared, and a copy of such Ordinance was posted in the municipal building, commencing on August 19, 2011, and continuing for at least ten days thereafter. Copies of such Ordinance were also available for public inspection upon request in the office of the municipal clerk.

DATED at St. Charles, Illinois, this 15th day of August 2011.



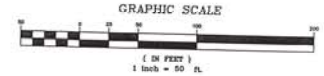
Nancy Garrison
Municipal Clerk

PLAT OF EASEMENT

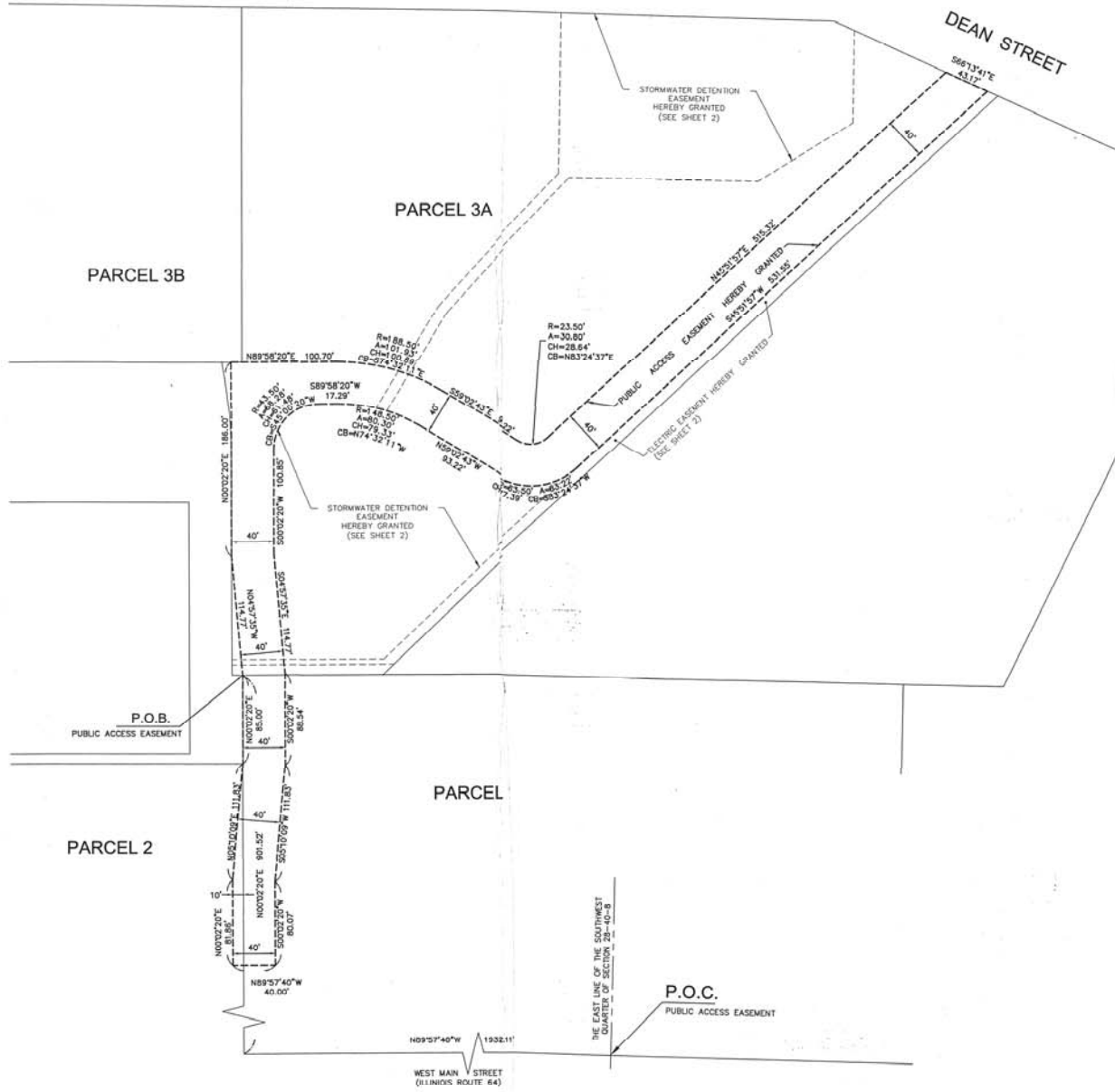
LEGAL DESCRIPTION

PUBLIC ACCESS EASEMENT

THAT PART OF THE SOUTHWEST QUARTER OF SECTION 28, TOWNSHIP 40 NORTH, RANGE 8 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS COMMENCING AT THE INTERSECTION OF THE NORTHERLY LINE OF WEST MAIN STREET (ILLINOIS STATE ROUTE NO 64) BEING 40.0 FEET NORMALLY DISTANT NORTHERLY FROM THE PRESENT CENTER LINE OF SAID STREET, WITH THE EASTERLY LINE OF SAID SOUTHWEST QUARTER, THENCE NORTH 89 DEGREES 57 MINUTES 40 SECONDS WEST ALONG SAID NORTHERLY LINE OF SAID WEST MAIN STREET 1932.11 FEET TO THE SOUTHWEST CORNER OF A TRACT OF LAND CONVEYED TO EDWARD HINES LUMBER COMPANY BY DEED RECORDED AS DOCUMENT BR00278, THENCE NORTH 0 DEGREES 02 MINUTES 20 SECONDS EAST AT RIGHT ANGLES TO SAID NORTHERLY LINE ALONG THE EASTERLY LINE AND EASTERLY LINE EXTENDED OF SAID TRACT COVERED BY DOCUMENT BR00278 A DISTANCE OF 901.52 FEET TO THE POINT OF BEGINNING, THENCE NORTH 04 DEGREES 57 MINUTES 35 SECONDS WEST, 114.77 FEET TO THE CENTER LINE OF A RAILROAD SPUR TRACK, THENCE NORTH 00 DEGREES 02 MINUTES 20 SECONDS EAST ALONG SAID CENTERLINE AND THE NORTHERLY EXTENSION OF SAID CENTERLINE, 100.00 FEET, THENCE NORTH 89 DEGREES 58 MINUTES 20 SECONDS EAST, 100.20 FEET TO A POINT OF CURVATURE, THENCE EASTERLY ALONG A CURVE CONCAVE SOUTHWESTERLY, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 188.50 FEET, A CHORD BEARING OF SOUTH 74 DEGREES 32 MINUTES 11 SECONDS EAST, A CHORD LENGTH OF 100.69 FEET, AN ARC LENGTH OF 101.93 FEET TO A POINT OF TANGENCY, THENCE SOUTH 59 DEGREES 02 MINUTES 43 SECONDS EAST, TANGENT TO THE LAST DESCRIBED COURSE, 83.22 FEET TO A POINT OF CURVATURE, THENCE SOUTHEASTERLY, EASTERLY AND NORTHEASTERLY ALONG A CURVE CONCAVE NORTHERLY, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 23.50 FEET, A CHORD BEARING OF NORTH 83 DEGREES 24 MINUTES 37 SECONDS EAST, A CHORD LENGTH OF 28.64 FEET, AN ARC LENGTH OF 30.80 FEET TO A POINT OF TANGENCY, THENCE NORTH 45 DEGREES 51 MINUTES 57 SECONDS EAST, TANGENT TO THE LAST DESCRIBED COURSE, 315.32 FEET TO THE SOUTHWESTERLY LINE OF DEAN STREET, THENCE SOUTH 66 DEGREES 13 MINUTES 41 SECONDS EAST ALONG SAID SOUTHWESTERLY LINE, 43.17 FEET, THENCE SOUTH 40 DEGREES 51 MINUTES 57 SECONDS WEST, 231.55 FEET TO A POINT OF CURVATURE, THENCE SOUTHWESTERLY, WESTERLY AND NORTHWESTERLY ALONG A CURVE CONCAVE NORTHERLY, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 63.50 FEET, A CHORD BEARING OF SOUTH 83 DEGREES 24 MINUTES 37 SECONDS WEST, A CHORD LENGTH OF 77.39 FEET, AN ARC LENGTH OF 83.22 FEET TO A POINT OF TANGENCY, THENCE NORTH 59 DEGREES 02 MINUTES 43 SECONDS WEST, TANGENT TO THE LAST DESCRIBED COURSE, 17.29 FEET TO A POINT OF CURVATURE, THENCE WESTERLY, SOUTHWESTERLY ALONG A CURVE CONCAVE SOUTHWESTERLY, TANGENT TO THE LAST DESCRIBED COURSE, HAVING A RADIUS OF 43.50 FEET, A CHORD BEARING OF SOUTH 45 DEGREES 00 MINUTES 20 SECONDS WEST, A CHORD LENGTH OF 81.48 FEET, AN ARC LENGTH OF 68.28 FEET TO A POINT OF TANGENCY, THENCE SOUTH 00 DEGREES 02 MINUTES 20 SECONDS WEST, 114.77 FEET, THENCE SOUTH 00 DEGREES 02 MINUTES 20 SECONDS WEST, 88.34 FEET, THENCE SOUTH 00 DEGREES 10 MINUTES 09 SECONDS WEST, 111.83 FEET, THENCE SOUTH 00 DEGREES 02 MINUTES 20 SECONDS WEST, 80.07 FEET, THENCE NORTH 89 DEGREES 57 MINUTES 40 SECONDS WEST, AT RIGHT ANGLES TO THE LAST DESCRIBED COURSE, 40.00 FEET, THENCE NORTH 00 DEGREES 02 MINUTES 20 SECONDS EAST, 81.88 FEET, THENCE NORTH 00 DEGREES 10 MINUTES 09 SECONDS EAST, 80.00 FEET TO THE POINT OF BEGINNING, IN THE CITY OF ST. CHARLES, KANE COUNTY, ILLINOIS.



2013K043447
SANDY WEGMAN
RECORDED - KANE COUNTY, IL
RECORDED #152913 11/31 AM
REC FEE: 7.00
PAGES: 4



AREA SUMMARY
PUBLIC ACCESS EASEMENT
56,604 SQUARE FEET OR 1.300 ACRES

NO.	DATE	BY WHOM	BOOK	PAGE	REMARKS
1	11/30/11	PL	NA		DECKED BY DW
2		DR	NA		DRAWN BY WMA
3		PL	NA		FILED BY WMA
4		PL	NA		FILED BY WMA
5		PL	NA		FILED BY WMA

PROJECT: Roadside Road Properties
CLIENT: CITY OF ST. CHARLES
KANE COUNTY, ILLINOIS

COMPASS SURVEYING LTD
ALTA SURVEYS • TOPOGRAPHY • CONSULTING STATIONS
2011 GARDNER WOODS PARKWAY, STE 100
ATOKA, IL 62602
PHONE: (618) 250-0000 FAX: (618) 250-1000

SCALE: 1" = 30'
3 OF 4

PROJECT NO.: 11.0180