



**REGULAR MEETING
PLAN COMMISSION / ZONING BOARD OF APPEALS
FEBRUARY 17, 2025 - 7:00 PM
VILLAGE HALL – BOARD ROOM**

The Plan Commission/Zoning Board of Appeals hears requests for zoning text amendments, rezoning, special uses, and variations and forwards recommendations to the Board of Trustees. The Commission also reviews all proposals to subdivide property and is charged with Village planning, including the updating of the Comprehensive Plan for Land Use. All Plan Commission actions are advisory and are submitted to the Board of Trustees for final action.

I. ROLL CALL

II. APPROVAL OF MEETING MINUTES

A. JANUARY 20, 2025 MEETING MINUTES

B. FEBRUARY 3, 2025 MEETING MINUTES

III. PUBLIC HEARINGS

A. Z-05-2024: 340 Shore Drive (Factor75); Special Use and Findings of Fact [CONTINUED FROM JANUARY 6, 2025]

Request for a special use for outside storage in accordance with Zoning Ordinance Section X.F, a special use for a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J, and a variation for trash enclosure deviations in accordance with Zoning Ordinance Section IV.I.36. The case was heard by the Plan Commission and has been remanded back from the Board of Trustees for further review. Staff included a new variation request for a deviation from the trash enclosure regulations.

B. Z-03-2025: 60 Shore Drive (Naddaf – Coda Motors); Special Use Amendment and Findings of Fact

Request for an amendment to Ordinance #A-834-02-19 and Ordinance #A-834-01-24, a special use for automobile sales, outdoor, overnight storage of retail vehicles, and a fence in a non-residential district. The petitioner requests to eliminate the requirement of a fence along the southeast boundary of its property.

IV. CORRESPONDENCE

A. Board Reports

None.

B. Building Reports

None.

V. OTHER CONSIDERATIONS

VI. PUBLIC COMMENT

In accordance with the Plan Commission/Zoning Board of Appeals Rules of Procedure, up to thirty (30) minutes shall be allocated for public comment which may be extended by the presiding officer. Each person shall be granted no more than three (3) minutes per meeting to address the Commission, unless such time limit is extended by the presiding officer.

VII. FUTURE MEETINGS

February 24 Village Board

Chairman Trzupsek is the scheduled representative.

March 3 Plan Commission

A. Z-04-2025: Zoning Ordinance Amendment for Boarding, Rooming, and Lodging Houses (Village of Burr Ridge); Text Amendment and Findings of Fact

Request to consider a request to consider text amendments to Sections IV, VI, VIII, and XIV.B of the Zoning Ordinance to classify the uses of Boarding, Rooming, and Lodging Houses.

B. Z-05-2025: Zoning Ordinance Amendment for Community Integrated Living Arrangement Homes (Village of Burr Ridge); Text Amendment and Findings of Fact

Request to consider a request to consider text amendments to Sections IV, VI, VIII, and XIV.B of the Zoning Ordinance to classify and define Community Integrated Living Arrangement (CILA) homes.

March 10 Village Board

Commissioner Petrich is the scheduled representative.

March 17 Plan Commission

A. Z-17-2024: 6900 Veterans Blvd. and 451 Commerce St. (Midwest RE Acquisitions LLC); Special Use for a Planned Unit Development with deviations from Zoning Ordinance and Subdivision Ordinance regulations, Preliminary Plan for a PUD, Preliminary Plat of Subdivision, Re-zoning, Sign Ordinance Variations, Conditional Sign Approval, and Findings of Fact [CONTINUED FROM JANUARY 20, 2025]

The petitioner requests (1) to rezone the properties from R-A/Research Assembly and L-I/Light Industrial to R-1/Single-Family Residence District and L-I/Light Industrial in accordance with Zoning Ordinance sections VI, X, and XIII.J; (2) a special use for a Planned Unit Development (PUD) in accordance with Zoning Ordinance sections VI.B.2, X.E.2, and XIII.L including deviations from Zoning Ordinance sections IV, IX, X, and XI, and Subdivision Ordinance sections VII, VIII, and IX; (3) Preliminary Plan approval for a PUD in accordance with Zoning Ordinance section XIII.L.2.c; (4) Preliminary Plat of Subdivision approval in accordance with Subdivision Ordinance section IV.B including variations from Subdivision Ordinance sections VII, VIII, and IX regulations; (5) variations from Sign Ordinance Article II section 55.07 regulations to permit greater than three tenant

PLAN COMMISSION / ZONING BOARD OF APPEALS

wall signs, multiple ground signs on a property that are in excess of 75 sq. ft. and taller than 8 ft. in height, multiple address signs per building with a logo; (6) conditional sign approval for signs with more than three colors, and ground and wall signs exceeding the maximum number allowed by one in accordance with Sign Ordinance Articles X and XI, sections 55.39 and 55.41; and (7) any additional or alternative zoning relief that may be determined by Plan Commission and Zoning Board of Appeals to be necessary for the grant of its petition.

March 24 Village Board

Commissioner Broline is the scheduled representative.

April 7 Plan Commission

No cases have been scheduled.

April 14 Village Board

Commissioner Stratis is the scheduled representative.

VIII. ADJOURNMENT

VILLAGE OF BURR RIDGE PLAN COMMISSION/ZONING BOARD OF APPEALS
MINUTES FOR REGULAR MEETING OF JANUARY 20, 2025

I. ROLL CALL

The meeting of the Plan Commission/Zoning Board of Appeals was called to order at 7:00 p.m. at the Burr Ridge Village Hall Board Room, 7660 County Line Road, Burr Ridge, Illinois by Chairman Trzupek.

ROLL CALL was noted as follows:

- PRESENT:** 6 – Parrella, Petrich, Broline, Stratis, Morton, and Trzupek
ABSENT: 2 – Irwin and McCollian

Village Administrator Evan Walter, Public Works Director/Village Engineer David Preissig, Community Development Director Janine Farrell, and Planner Ella Stern were also present.

Trustees Franzese and Smith were also present.

II. APPROVAL OF PRIOR MEETING MINUTES – JANUARY 6, 2025

A **MOTION** was made by Commissioner Morton and **SECONDED** by Commissioner Stratis to approve the minutes of the January 6, 2025 meeting.

ROLL CALL VOTE was as follows:

- AYES:** 6 – Morton, Petrich, Parrella, Petrich, Broline, and Trzupek
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0

III. PUBLIC HEARINGS

Chairman Trzupek introduced the public hearing on the agenda. Chairman Trzupek requested to swear in all those wishing to speak on such matters on the meeting agenda and a swearing in of such individuals was conducted.

- A. Z-17-2024: Z-17-2024: 6900 Veterans Blvd. and 451 Commerce St. (Midwest RE Acquisitions LLC); Special Use for a Planned Unit Development with deviations from Zoning Ordinance and Subdivision Ordinance regulations, Preliminary Plan for a PUD, Preliminary Plat of Subdivision, Re-zoning, Sign Ordinance Variations, Conditional Sign Approval, and Findings of Fact**

See attached transcript prepared by Sonya Ledanski Hyde of Veritext Legal Solutions, pages three through one hundred eighty-nine.

A **MOTION** was made by Commissioner Broline and **SECONDED** by Commissioner Petrich to continue the public hearing for zoning cases Z-17-2024 to the March 17, 2025, Plan Commission meeting.

ROLL CALL VOTE was as follows:

AYES: 6– Broline, Petrich, Parrella, Stratis, Morton, and Trzupek
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0

IV. CORRESPONDENCE

Commissioner Broline stated that during a visit to Thornton's on Route 83, the manager shared positive feedback about strong customer traffic, including from the senior center. Commissioner Broline also noted that the manager had recently completed an inventory check with low variances, which was interpreted as a sign of low crime.

V. OTHER CONSIDERATIONS

There were no other considerations.

VI. PUBLIC COMMENT

There was no public comment.

VII. FUTURE MEETINGS

Stern noted the items scheduled for the February 3, 2025, Plan Commission meeting. Stern noted that the January 24, 2025, Village Board meeting was cancelled.

VIII. ADJOURNMENT

A **MOTION** was made by Commissioner Parrella and **SECONDED** by Commissioner Petrich to adjourn the meeting at 10:46 p.m.

ROLL CALL VOTE was as follows:

AYES: 6 – Parrella, Petrich, Broline, Stratis, Morton, and Trzupek
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0.

Respectfully Submitted: _____

Ella Stern
Planner

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Village of Burr Ridge Village Hall
Plan Commission/Zoning Board of Appeals
Regular Meeting on January 20, 2025

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1 CHAIRMAN GREG TRZUPEK: Okay, are we
 2 ready to start? Okay. Good evening. Welcome to
 3 the January 20, 2025 meeting of the Village of
 4 Burr Ridge Planning Commission and Zoning Board
 5 of Appeals. It's a very noisy room, a lot of you
 6 out there. Thank you for showing up. So, please
 7 keep it down. Silence your phones. And if
 8 you're up here, make sure your mic is on and
 9 you're talking into it so we can all be heard.
 10 First thing roll call, Ella, please.
 11 SECRETARY: Commissioner Irwin?
 12 Commissioner McCollian? Commissioner Parella?
 13 COMMISSIONER ENZA PARELLA: Here.
 14 SECRETARY: Commissioner Petrich?
 15 COMMISSIONER JOE PETRICH: Here.
 16 SECRETARY: Commissioner Broline?
 17 COMMISSIONER JIM BROLINE: Here.
 18 SECRETARY: Commissioner Stratis?
 19 COMMISSIONER MIKE STRATIS: Here.
 20 SECRETARY: Commissioner Morton?
 21 COMMISSIONER RICHARD MORTON: Here.
 22 SECRETARY: And Chairman Trzupek?
 23 CHAIRMAN TRZUPEK: Here. Two is
 24 approval of prior meeting minutes from the
 25 January 6th meeting. Any discussions or

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1 questions on the January 6th meeting minutes? If
 2 not, motion to approve?
 3 COMMISSIONER?: So moved.
 4 CHAIRMAN GREG TRZUPEK: Motion second
 5 to approve the January 6th meeting minutes?
 6 Discussion on that motion? Ella, please?
 7 SECRETARY: Commissioner Morton?
 8 COMMISSIONER RICHARD MORTON: Yes.
 9 SECRETARY: Commissioner Stratis?
 10 COMMISSIONER MIKE STRATIS: Yes.
 11 SECRETARY: Commissioner Parella?
 12 COMMISSIONER ENZA PARELLA: Yes.
 13 SECRETARY: Commissioner Petrich?
 14 COMMISSIONER JOE PETRICH: Yes.
 15 SECRETARY: Commissioner Broline?
 16 COMMISSIONER JIM BROLINE: Yes.
 17 SECRETARY: Chairman Trzupek?
 18 CHAIRMAN GREG TRZUPEK: Yes. Okay,
 19 public hearings. There is one on the agenda
 20 tonight. It is A-717-2024, 6900 Veterans
 21 Boulevard and 451 Commerce Street, Midwest Ari
 22 Acquisitions LLC, special use for a planned unit
 23 development with deviations from zoning ordinance
 24 and subdivision ordinance regulations,
 25 preliminary plan for a PUD, preliminary plan of

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1 subdivision, rezoning, sign ordinance variations,
 2 conditional sign approval and findings of fact.
 3 If anybody plans to speak on a public
 4 hearing, you need to be sworn in because it's a
 5 public hearing. So, don't all move but if you
 6 plan to speak on it at all, just in case, you
 7 need to be sworn in. (indiscernible) Do you swear
 8 to tell the truth, the whole truth and nothing
 9 but the truth, so help you God?
 10 GROUP: I do.
 11 CHAIRMAN TRZUPEK: Okay, thank you.
 12 So, what we're going to do for the public
 13 hearing, we are first going to have the
 14 petitioner make their presentation; then we're
 15 going to have staff give their report; then we're
 16 going to have the public input; and then we're
 17 going to have us up here have our comments.
 18 After that, we have the option of
 19 either making a recommendation to the village
 20 board of yes or no, or continuing if we need more
 21 information. If there's a lot of people talking
 22 and this goes really, really long, we also might
 23 at some point in time just say we'll call it and
 24 we'll come back another time. We'll see how that
 25 goes.

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1 So, first off is going to be a
 2 presentation by the petitioner and Janine, do you
 3 want to introduce that?
 4 JANINE: Yes. Thank you, Chairman.
 5 So, as you stated, the petitioner is going to
 6 present first, giving an overview of their
 7 proposal. Let me see here. And then staff will
 8 make their presentation.
 9 JON POZERYCKI: Good evening,
 10 everybody. Thank you all for coming out. I'm
 11 going to kick it off to start. Do a little
 12 introduction on Bridge Industrial, and then I
 13 will pass it along to --
 14 CHAIRMAN GREG TRZUPEK: Excuse me. The
 15 first thing for everybody, we need your name and
 16 address for the record when you start out.
 17 JON POZERYCKI: Yeah. My name is Jon
 18 Pozerycki, I am the regional partner and market
 19 officer for Bridge Industrial. As I was saying,
 20 after I give a quick introduction on Bridge, I'm
 21 going to pass it over to my colleague Curt
 22 Pascoe, who is going to walk us through the
 23 presentation. From there, we will go down the
 24 list of our professionals, who will also give
 25 their presentation of our application as well.

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1 So, to start off real quick, as I
 2 mentioned, Jon Pozerycki, regional partner and
 3 market officer at Bridge Industrial. Thank you
 4 all for coming out tonight. Just a quick
 5 background of who Bridge is, we are an
 6 institutional investment manager and developer.
 7 And it's important to note that once we build
 8 this building and project, we would own this long
 9 term and manage it.

10 A little bit about Bridge. We were
 11 founded in 2000 here in Chicago. We've been
 12 around for 25 years. Originally started out as a
 13 small merchant developer. Over time, we've grown
 14 to a global investment manager. Over the last 25
 15 years, we've opened offices in major metropolitan
 16 areas including New York, New Jersey, South
 17 Florida, Los Angeles, Seattle and most recently
 18 some offices overseas in the U.K.

19 Since inception, we've built over 73
 20 million square feet of product, which we actively
 21 manage. Part of our process and our partnerships
 22 with our capital partners, we deeply rooted with
 23 pension funds and other equity partners.
 24 Currently today, we have joint venture
 25 partnerships, you know, with over \$3 billion of

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1 equity to invest. In Chicago alone, we've built
 2 and manage over 24 million square feet of product
 3 which we're representing here today. It's
 4 important to note that Bridge is an experienced
 5 developer, experienced manager. We can handle a
 6 project of this size and complexity. It's also
 7 important to note that we have the ability to do
 8 this with all equity, that we don't require debt
 9 for the redevelopment of this project, which
 10 helps shield us from any volatility in the market
 11 today.

12 So, we want you guys to know that we're
 13 here today, we're excited about this opportunity.
 14 We look forward to go through this all and
 15 presenting what we have planned, and look forward
 16 to feedback to work through together. So, with
 17 that, I will turn it over to Curt and we'll get
 18 into the presentation.

19 CURT PASCOE: Thank you, Jon. Good
 20 evening. My name is Curt Pascoe. I'm the
 21 executive vice president of development with
 22 Bridge Industrial.

23 You know, there was a large packet that
 24 was submitted to the village, staff and the
 25 commission for review, so not surprising that we

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1 have a large agenda to go through tonight. We're
 2 just going to go through a review of the existing
 3 conditions on the property, a presentation of our
 4 preliminary plan, walk through some of the
 5 financial impacts of the proposal and then turn
 6 it over to our design team to walk through their
 7 landscaping approach, the aesthetic and design
 8 approach including signage, engineering,
 9 summation of the roadway and capacity
 10 improvements, and then a detailed review of the
 11 deviations that were listed in the staff report.
 12 And then, last but certainly not least, some
 13 concessions and revisions that have been made to
 14 the plan since our pre-application conference
 15 with you in 2024.

16 And speaking of 2024, past engagement,
 17 how we got here -- in the first quarter of '24,
 18 on March 21st, we held an open house and
 19 neighborhood meeting at the CNH property. We
 20 mailed approximately 514 letters and had 80-100
 21 residents attend. Fantastic attendance. And
 22 then in April, we presented to the planning
 23 commission with the pre-app conference. Also
 24 later in April, we presented to the Storm Water
 25 Committee here in the village, and in May, made a

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1 presentation to the Ad Hoc Committee.

2 In October, the Ad Hoc Committee met
 3 again -- though, note that Bridge wasn't present
 4 at the meeting. In the fourth quarter of '24, we
 5 created a website, sent out 873 postcards. We
 6 had over 600 unique visitors to the site --
 7 again, fantastic -- and received eight emails of
 8 questions from that website. And we're here
 9 today for the preliminary presentation.

10 The proposal before includes
 11 approximately 113 total acres at the existing
 12 western terminus of Veterans Boulevard. The
 13 existing zoning is all manufacturing, a mix of
 14 research and assembly, and light industrial.
 15 Today, it contains approximately 300,000 square
 16 feet of industrial and manufacturing space and
 17 200,000 square feet of office.

18 Now, the existing use also includes
 19 about 12 acres of outdoor equipment storage and
 20 approximately 53 acres of outdoor equipment
 21 testing. At its peak, though, (indiscernible)
 22 today had upwards of 1,200 employees at the
 23 facility. It's an historic manufacturing use.

24 As we all know, the former site was the
 25 CNH industrial offices, warehouse, manufacturing,

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1 engine testing and research facility. It was
 2 constructed in the 1950s, is out of date and no
 3 longer viable for their business operations. So,
 4 as of today, the property is vacant and unused.
 5 The village public works facility is also
 6 included in the planned unit development
 7 boundary. It was constructed in the late 1970s.
 8 On site, there's a variety of
 9 floodplain and wetland areas that are currently
 10 tilled and farmed. That was regularly disturbed
 11 as part of their farming and testing operations.
 12 Storm water was not regulated at the time of
 13 construction, and parking in buildings,
 14 particularly at the north end adjacent to
 15 Fieldstone, are adjacent to those property lines
 16 with inadequate screening.
 17 And perhaps unsurprisingly, the
 18 property does require remediation and cleanup.
 19 It's a facility that's over 70-years old.
 20 There's asbestos remediation that will be
 21 required, underground fuel tanks that need to be
 22 removed and remediated and cleaned up. As part
 23 of our proposal we would remediate the property
 24 and get a No Further Remediation letter from the
 25 Illinois EPA.

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1 If you haven't been to the site
 2 recently, it is currently fenced off, so we want
 3 to walk through some site photography
 4 particularly around the boundaries of the
 5 property. So, just running around the north side
 6 looking down the existing Commerce Street, you
 7 can just see the shape of the asphalt and the
 8 property in general. Looking northeast from the
 9 other end of Commerce Street, this is the rear of
 10 the public works building to the right and
 11 Fieldstone Homes just off the site to the left.
 12 If you're looking north into Fieldstone
 13 at this time, it's currently an existing parking
 14 lot with asphalt and parking lot lighting up to a
 15 few feet from the property line. And if you're
 16 looking east towards Fieldstone, it's currently
 17 turf grass with a variety of existing trees along
 18 the existing property line.
 19 Turning our heads around and looking
 20 into the property from the northern property line
 21 -- in other words, what Fieldstone residents to
 22 the north see today -- it's a variety of fencing,
 23 you can see the towers extending from the CNH
 24 Building, loading docks, vehicle storage and
 25 parking lots.

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1 Working our way around to the northwest
 2 end of Fieldstone, similar, we've got a roadway
 3 running along the property line, inadequate
 4 screening with various outbuildings, loading
 5 docks and overhead doors visible from the
 6 residential homes.
 7 And then directly in the middle, more
 8 of the same. Lots of asphalt, limited screening,
 9 no interior landscaping. Again, constructed
 10 before the zoning codes that you have today, as
 11 well as the privately owned CNH water tower that
 12 would be demolished and removed as part of this
 13 proposal. One more shot. Again, you see
 14 parking, no landscape islands, no trees, lots of
 15 parking lights.
 16 Commerce Street exists today along the
 17 northern boundary of the property. It's used for
 18 storage and for soil and other woodchips at this
 19 time. You can see the curb is approximately 10
 20 feet off of the property line, and that was a
 21 shot that we took prior to the pre-application
 22 conference last year. So, again, generally
 23 around the northern property line we see limited
 24 setbacks, limited landscaping, inadequate
 25 screening and want to improve upon that.

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1 A couple of interior shots of the
 2 property. Again, this was used as manufacture
 3 and research for several decades. We've got
 4 overhead tanks, overhead powerlines, overhead
 5 doors. You can see the loading area is visible
 6 in the back right. As you wrap through the
 7 property along the western side of the existing
 8 building, we've got the existing stacks from the
 9 manufacturing and testing facilities as well as a
 10 variety of doors at upper and lower levels of the
 11 building.
 12 Working our way south, the views from
 13 Babson Park, you can see 72nd Street there in the
 14 foreground and Harvester Drive right beyond.
 15 Looking west down Harvester Drive, you can see
 16 the separation along the left side of the screen
 17 between 72nd Street and Harvester Drive. And
 18 important to note that we are not proposing any
 19 modifications to Harvester Drive or 72nd Street
 20 as part of the proposal, as the light industrial
 21 business park does not connect to Harvester
 22 Drive.
 23 Some shots of the interior of the
 24 building. Again, on the left you can see some of
 25 the existing HVAC equipment. It's inadequate,

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1 inefficient, not up to today's standards. Vacant
 2 offices on the right as CNH has left the
 3 property. In other areas of the property you can
 4 see where routine engine maintenance, testing and
 5 research was underway as well as additional
 6 systems and HVAC work on the right.
 7 Large portions of the building were
 8 used for warehousing, storage -- whether it be
 9 for tools and parts, or in the case on the right,
 10 stacks of unused office chairs as the building
 11 reached the end of its useful life.
 12 Here's a shot from inside one of those
 13 loading dock areas. Again, bays with various
 14 research engine testing and other manufacturing
 15 activities. On the right, another shot of one of
 16 the warehouse storage areas of the existing
 17 facility. A couple more shots, more warehouse,
 18 storage, tractor parts, research and so forth.
 19 Existing zoning today is a mix of light
 20 industrial and research assembly. The CNH
 21 property zoned research assembly RA and the
 22 existing public works building is zoned light
 23 industrial. The development area is bordered by
 24 a mix of R1, R3, R6, 02 PUD and LIPUD.
 25 Generally, to the north and south there are

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1 for traffic patterns that don't significantly
 2 impact the existing residential environments,
 3 which is one of the leading factors to mitigate
 4 and negate any connections down to Harvester
 5 Drive and the Babson Park neighborhood to the
 6 south.
 7 The site plan being presented to you
 8 tonight is the result of many months of thought
 9 and input with many key elements. And we can
 10 touch here to highlight. Generally, we wanted to
 11 create a modernized extension of the High Grove
 12 Light Industrial Commercial product. Most
 13 importantly, we wanted to centralize buildings
 14 away from the neighboring residential lands, use
 15 smaller buildings with enhanced design and create
 16 greenspace buffers around the exterior of the
 17 redevelopment for residents. In doing so, that
 18 also helps to mitigate noise and light by
 19 increasing the building setbacks to residential
 20 homes far beyond what they are today.
 21 Now, we're also looking to invest in
 22 roadway enhancements and strengthen the public
 23 utility infrastructure, restore the degraded
 24 wetlands mentioned previously, which would
 25 improve both habitat and water quality. Overall,

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1 existing residential uses; and to the east and
 2 west there are existing commercial uses. The
 3 development proposes rezoning to a mix of R1 and
 4 LIPUD.
 5 So, as seen here, the preliminary set
 6 plan would contemplate rezoning everything north
 7 of Veterans Boulevard to R1, and the balance of
 8 the property, including the future public works
 9 building, to LIPUD. In general, the intent is to
 10 complete the east-west business corridor between
 11 High Grove and the offices to the east while
 12 maintaining buffers to the north and south.
 13 The village's comprehensive plan calls
 14 for this area to be light industrial, including
 15 the lands north of Veterans Boulevard. One of
 16 the goals of the industrial plan -- or the
 17 comprehensive plan is to facilitate strong
 18 industrial development and a strong tax base for
 19 the village.
 20 As proposed, our land uses include
 21 light industrial in the center of the site, but
 22 significant open spaces to the north and south
 23 ends of the property as buffers to the existing
 24 residential lands to the north and south.
 25 Another component of the comprehensive plan calls

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1 the redevelopment proposes to be a total of 44
 2 percent green and open space.
 3 The plan would also contemplate a new
 4 public works facility in the southwest corner of
 5 the property adjacent to the existing public
 6 water tower for convenience for the Public Works
 7 Department. As mentioned before, there's no
 8 business park connection to Harvester Drive or
 9 72nd Street. We wanted to protect 72nd Street
 10 and Babson Park and maintain the existing
 11 boulevard separation between it and Harvester
 12 Drive.
 13 We'll get more into details later but
 14 the plan includes improving the landscape with
 15 over 1,300 new trees, a 20-acre park, 1.5 miles
 16 of new trails and cleaning up the site to obtain
 17 the NFR from the IEPA.
 18 You know, we've learned the term
 19 business park several times, and we walked
 20 through this at the pre-app. But the intent is
 21 to develop a cohesive design that supports
 22 smaller and more locally focused businesses of
 23 varying sizes. So, on the screen you can see a
 24 variety of colors, knowing that these buildings
 25 are being designed to support upwards of 8-15

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1 individual businesses in total. So, it's not the
 2 expectation that this would be a single-tenant
 3 development. These buildings are designed with
 4 the intent to serve multiple businesses.
 5 Smaller buildings with multiple
 6 offices, multiple entry points have better
 7 aesthetics and massing, and look to drive the
 8 type of tenants that we desire here. Each
 9 business then in that fashion gets its own
 10 entrance, its own office, its own dedicated
 11 employee parking.
 12 A higher employee parking count for the
 13 building supports light industrial uses. We have
 14 no dedicated trailer parking storage or lots as
 15 part of the development. Overall, as a business
 16 park, shared signage, shared aesthetics helps for
 17 a cohesive design that our architect Weir Malcolm
 18 will be walking through later.
 19 Generally, the approach is to have
 20 buildings that are flexible, support a variety of
 21 businesses over a long period, ensuring long-term
 22 viability not only for Bridge but for the
 23 village.
 24 So, those are the types of tenants that
 25 we want to attract. What are we not? A great

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1 example -- we've heard a lot through the
 2 community process that folks do not want another
 3 Saia Freight in town. So we thought we'd draw up
 4 a comparison. Saia Freight is approximately
 5 111,000 square feet with 154 docks. So, that's
 6 one dock for every 700 square feet of building.
 7 By reference on the right, we took
 8 Building D2 because it is the closest to size to
 9 Saia. A similar size but only 21 docks or one
 10 dock per 5,000 square feet of building. Saia has
 11 over 450 trailer parking stalls for their
 12 operations, whereas we're proposing none
 13 throughout the development.
 14 Saia has approximately 195 employees
 15 and Building D2 is proposing 118 employee stalls.
 16 The key takeaway here, Saia is a motor freight
 17 trucking terminal versus light industrial. We're
 18 not proposing a motor freight trucking terminal.
 19 It is not a permitted use nor a special use
 20 allowed in the PUD before you.
 21 We're also looking to avoid large-scale
 22 regional distribution and e-commerce uses. So,
 23 by way of another example, this is a building in
 24 Joliet, 3301 Granite Road. 990,000 square feet
 25 in a single building, 198 docks, 413 trailer

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1 parking stalls; versus our largest proposed
 2 building, which is Building E, 258,000 square
 3 feet, only 32 docks, zero trailer parking stalls.
 4 Of particular note on the left, large
 5 regional distribution. A building of that size
 6 only has 298 parking stalls for employees.
 7 That's .3 stalls per 1,000 square feet. By way
 8 of example, Building E on the right has 340
 9 stalls or 1.5 parking stalls per 1,000 square
 10 feet. The key here is that the buildings are
 11 being designed to support higher levels of
 12 employee activity, which reflects the types of
 13 tenants that we typically see in these types of
 14 buildings.
 15 What we haven't seen active in this
 16 market is office. So, over the past year, the
 17 drawdown of suburban office since COVID has
 18 continued. In the local submarket, the office
 19 vacancy increased from almost 18 percent in 2023
 20 to 21 percent in 2024. So, our suburban office
 21 buildings continue to empty. Overall, with 21
 22 percent vacancy, it is at a 15-year high. And
 23 vacancy in the local submarket increased by 1.2
 24 million square feet alone in 2024. In other
 25 words, zoning requiring significant office

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1 components is not viable for new investment with
 2 these market conditions.
 3 On the contrary, light industrial has
 4 seen significant investment by employers and
 5 businesses in the area. Burr Ridge contains 111
 6 existing industrial and light industrial
 7 buildings, but most are Class B and C product
 8 from the 1970s and the 1980s. This means that
 9 existing businesses are challenged to grow and
 10 remain in Burr Ridge due to functionally obsolete
 11 buildings.
 12 Overall, Chicagoland vacancy is 4.7
 13 percent industrial, which is very healthy.
 14 However, local submarket vacancy is less than
 15 half that at 2.2 percent. In other words,
 16 businesses want to be here, they want to be a
 17 part of Burr Ridge. No new buildings were under
 18 construction in Burr Ridge at the end of 2024 or
 19 in the submarket itself.
 20 At the end of the day, business flight
 21 to Class A product, whether in Burr Ridge or
 22 local municipalities, has no option and we see
 23 that they go elsewhere out of the local
 24 submarket.
 25 Throughout the process, we got a lot of

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1 questions about tenancy, if we have existing
 2 tenants, and what types of tenants rent these
 3 buildings. We do build these buildings on a
 4 speculative basis, meaning that there are no
 5 tenants in place today. However, we want to show
 6 the examples of the types of tenants.
 7 As Jon mentioned, Bridge is the owner
 8 and operator of many millions of square feet of
 9 industrial and light industrial product
 10 throughout Chicagoland. These are example
 11 tenants that we have in our buildings in
 12 Chicagoland and we'll just hit on a couple of
 13 them.
 14 For example, Highland Cabinetry,
 15 120,000 square feet, 5-10 trucks a day. They
 16 design, manufacture and have a showroom for
 17 kitchen and bathroom cabinets. Skipping down a
 18 couple, Forward Space, 100,000 square feet, 3-4
 19 trucks per day, and it's office workspace
 20 consultation, planning, delivery and installation
 21 of custom office workspaces.
 22 Scroll down a couple more to Magna-
 23 Tiles. For those of you with young children,
 24 you're probably familiar with the product, the
 25 little magnetic tiles that snap together. Sale

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1 and distribution of the popular children's toys.
 2 Begin -- 165,000 square feet, 3-10 trucks a day.
 3 They're simply not significant drivers of truck
 4 traffic.
 5 And, last but certainly not least,
 6 Encore Group at the bottom. 50,000 square feet,
 7 6-8 trucks a day, event planning. So, creative,
 8 production design, storage and support for a
 9 variety of events.
 10 Examples of what these facilities can
 11 look like on the inside, they contain office
 12 components that look like any other Class A
 13 office. Conference rooms, workspaces, and so
 14 forth. But they also have spaces in the rear of
 15 their buildings for their other business
 16 activities, whether it's IT technology or storage
 17 of materials. Other shots of tenants in this
 18 market, lots of glass, lots of individual
 19 offices, and operational space in the back.
 20 So, with the plan before you and the
 21 types of tenants we would expect to attract to a
 22 development like this, one of the major questions
 23 that we did not discuss at the pre-app conference
 24 would be the potential fiscal benefits in
 25 considerations of this type of commercial

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1 development.
 2 Our proposal and submittal package did
 3 include a fiscal study by Ryan. And note that
 4 the fiscal study only considers added income
 5 above and beyond what CNH is currently paying
 6 today in property taxes. It also assumes
 7 conservatively that property taxes will remain
 8 flat for the next 20 years, which, for those of
 9 us who have been in Illinois a while, can hardly
 10 believe to be the case.
 11 The project generates significant
 12 revenue for the schools and the key is that it
 13 does not increase student count. So, no burden
 14 in headcount to the schools with additional
 15 funding. The study projects that School District
 16 52 would receive approximately \$460,000 annually
 17 and additional from the development of this
 18 project. Being a smaller local school district,
 19 that amounts to nearly \$500 per student per year.
 20 Hinsdale School District would receive
 21 another \$425,000 annual and additional. And, as
 22 noted previously, the project also contemplates
 23 the construction of a new public works facility
 24 estimated at \$12.5 million.
 25 Today, CNH is paying approximately

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1 \$478,000 per year in property taxes, which
 2 equates to 8.6 million through 2043. Future
 3 taxes are projected at 1.3 million per year,
 4 equal to 23.5 million through 2043. Including
 5 the public works building, the new public value
 6 of the development through 2043 is estimated at
 7 \$36 million.
 8 Speaking of the public works facility,
 9 we've mentioned earlier this was a building
 10 constructed in the '70s as part of the CNH
 11 overall development. At some point thereafter,
 12 public works took tenancy of the building to use
 13 for their space. It's not designed for fleet
 14 maintenance and is out of date. In that same
 15 time, village growth necessitates a new public
 16 works building. For reference, the existing
 17 building is approximately 40,000 square feet.
 18 Lands have been set aside to construct
 19 a new public works building. It can accommodate
 20 approximately 60,000 square feet for the new
 21 facility. It also creates the potential for
 22 Harvester Park overflow parking, which was
 23 something we heard multiple times through the
 24 community process. And constructing a new
 25 facility provides space for interior garage,

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1 maintenance offices and other needs that the
 2 village requires. Noted before, located next to
 3 the existing public water tower for convenience
 4 for the village and staff.
 5 In Ryan’s fiscal study, they noted that
 6 if finance would bond over 20 years, that could
 7 cost approximately \$960,000 per year for 20 years
 8 to the village. No design details at this time.
 9 Some example photos of other public
 10 works facility to give a -- bookend the types of
 11 uses and what these facilities are used for.
 12 Again, for your Public Works Department, their
 13 fleet maintenance, their vehicles, indoor garage
 14 and areas for shop and cleaning of those
 15 vehicles.
 16 So, now that we’ve gone through the
 17 overall site plan, I’d like to turn it over to
 18 Katherine Talty to talk a little bit about our
 19 approach to the landscape we designed.
 20 KATHERINE TALTY: Thanks, Curt. Good
 21 evening, everybody. My name is Katherine Talty.
 22 I’m president of Katherine Talty Landscape
 23 Architecture, 1926 Waukegan Road in Glenview,
 24 Illinois.
 25 So, as I get into the landscaping of

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1 this, I think I’ll start with our concept and how
 2 we approached the concept of the landscaping on
 3 this site. So, to begin with, we really treated
 4 this project as a campus. And I think the site
 5 plan really lends itself beautifully to landscape
 6 architecture. With all of the building
 7 construction happening on the middle and interior
 8 of the site, its allowed for quite a bit of
 9 significant grade space that are on the north and
 10 south of the property.
 11 The planting concept is defined by two
 12 distinct styles that we’re going to knit
 13 together: Ornamental planting comprised of heavy
 14 evergreen and shade trees will offer the
 15 residential uses. And then naturalistic planting
 16 of shade trees, native grasses and forbs in the
 17 storm water and open space prairie areas.
 18 All buildings will have foundation
 19 planting, and the automobile parking lots will
 20 have shrub buffers and shade trees on the
 21 interior of those parking lot islands to provide
 22 some sort of canopy over the asphalt. All the
 23 ground signs, which we’ll talk about a little bit
 24 later in the presentation, will be landscaped per
 25 the requirements.

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1 So, we started applying this concept to
 2 the site by first inventorying the trees and
 3 preserving what we can. Based on the amount of
 4 construction and where some of these trees fall,
 5 not only the building construction but the
 6 restoration of the storm water areas and
 7 wetlands, we’re removing 410 trees. However, of
 8 those 410 trees, 88 of those trees were
 9 categorized as either poor or dead. And 42
 10 additional trees were considered nuisance
 11 species. So, things like ash, boxelder,
 12 buckthorn, tree of heaven.
 13 We are proposing planting 1,346 trees
 14 at this point. Of that breakdown, 628 are shade
 15 trees. We are going to restore some native areas
 16 with what we call liners or whips, which are
 17 juvenile shade trees, and there are 146 of those.
 18 444 evergreens and 129 ornamental or understory
 19 trees. And then we are -- of the trees we’re
 20 preserving, we are taking measures to protect
 21 them during construction.
 22 So, quick facts about this. 44 percent
 23 of the site is considered open space, which is a
 24 very large percentage in these types of
 25 developments. 35 acres are rehabilitated and new

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1 wetland areas. 15.5 acres are restored prairie.
 2 We have a recreational path system that is going
 3 to circulate throughout the development that will
 4 be accessible by the public. And we are meeting
 5 or exceeding all of the landscape requirements,
 6 the Burr Ridge landscape requirements. This plan
 7 in itself supports the village objective of
 8 creating treed wooded areas within the village.
 9 And, finally, the last fact is that the
 10 nearest building is approximately 500 feet from
 11 the closest residential home, which is an
 12 increase of over 200 feet from the existing
 13 conditions on the property.
 14 As I mentioned, we are introducing a
 15 pedestrian path, and this path will connect
 16 throughout the entire site, connecting areas
 17 softened into the park and allowing the public to
 18 access that. There are 1.5 miles of new sidewalk
 19 and trails. The trails right now are proposed to
 20 be 7-foot wide and will be asphalt in area of the
 21 native restoration.
 22 The pathway will connect the Fieldstone
 23 neighborhood, Carriage Way and other residents to
 24 the park to the south. Crosswalks are all
 25 designated within the development to allow for

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1 safe crossing of these newly established streets.
 2 And, again, it furthers the village pathway
 3 connectivity plan and it promotes accessibility
 4 and recreational opportunities on the site.
 5 This next slide is just an expanded
 6 image of that northernmost portion of the
 7 property, which is what we're considering the
 8 most naturalized version of the planting plan.
 9 As you can see, around the perimeter adjacent to
 10 the Fieldstone subdivision, we're introducing
 11 heavy buffering. So, this is where you're going
 12 to have the majority of your evergreen trees and
 13 full-size canopy trees within that planting. And
 14 this is in addition to the heavily planted buffer
 15 that the residents have on their own property.
 16 Our intent is to sister that planting so they
 17 have quite a bit of visual buffering.
 18 On the inside of that we have the path,
 19 as you can see, kind of in white -- on the white
 20 line. And that circumnavigates this naturalized
 21 storm water basin that will be treated with
 22 native plants, similarly to that photograph in
 23 the upper right-hand corner. Just to the south
 24 of the naturalized basin we'll have the open
 25 prairie area.

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1 Just the west of that, we have another
 2 naturalized basin for storage. So, when it's
 3 necessary, that area will fill with storm water -
 4 - that will be treated all with native grasses
 5 and forbs. Along with connecting to -- you'll
 6 have that path that comes into the roadside of
 7 the image that will connect with a sidewalk
 8 system throughout the project.
 9 As I mentioned, the native areas need
 10 to get knit with more ornamental landscape. So,
 11 closer to the circulation roads you'll have the
 12 more traditional street tree type of planting
 13 with shade trees.
 14 These are more images of ideas that we
 15 have on the buffering system in the upper right-
 16 hand corner. Just below that is an example of
 17 this reforestation effort that will take place
 18 around the native area basins with small trees,
 19 trying to introduce some native planting and
 20 create a habitat.
 21 The two pictures in the center are
 22 examples of these native planted basins. So,
 23 they'll have a mix of native grasses and forbs
 24 so, meaning, plants that will flower and can
 25 tolerate inundation from storm water. And then,

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1 finally, on the left is an image of this
 2 pedestrian path that will circulate throughout
 3 the site.
 4 Now, I would like to introduce Nick to
 5 speak a little bit to the architecture.
 6 NICK EDWARDS: My name is Nick Edwards.
 7 I'm here representing Weir Malcolm, the architect
 8 helping Bridge with this development. I'm the
 9 studio manager of architect out of our Oakbrook
 10 office at 1315 22nd Street in Oakbrook, Illinois.
 11 I'm here to highlight the design
 12 features of the campus as it relates to the
 13 buildings. Many developments like this would
 14 prioritize maximizing the building area, pushing
 15 the coverage of the buildings and pavement to the
 16 minimum allowable setbacks and transitional yard
 17 requirements. However, the goal for this
 18 development is to provide the feel and function
 19 of a business campus rather than a large-scale
 20 logistics park.
 21 The plan for this development has
 22 evolved over the last year into the five-building
 23 campus pictured here. Focusing on smaller
 24 buildings with dedicated amenities and multiple
 25 tenants provides a great option for the Class A

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1 light industrial tenant market. The development
 2 team feels this approach to the redevelopment
 3 will help enhance Burr Ridge and its economic
 4 development.
 5 Placing priority on multiple tenant --
 6 excuse me -- placing priority on a multiple-
 7 tenant strategy with buildings of this size
 8 removes the large-scale logistic topology with
 9 high volume of traffic, truck traffic and storage
 10 from the equation. As referenced earlier in this
 11 presentation, the truck Terminal S high-dock
 12 count building isn't a part of this design
 13 approach. There is no trailing parking within
 14 the campus as the ideal tenant for this
 15 development is not a heavy logistics provider.
 16 The design of this development has also
 17 taken into account considerations for its
 18 surrounding neighbors. The large portion of the
 19 development intended for light industrial use has
 20 been pulled back from the residential districts
 21 to the north and smaller commercial districts to
 22 the east. As mentioned previously, the closest
 23 building point is now 500 feet from the closest
 24 residential home.
 25 Screening of the dock aprons and

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1 loading areas of the light industrial buildings
 2 has been baked into the design. Four of the
 3 buildings that create the perimeter of the larger
 4 portion -- so that would be Buildings B, C, E and
 5 F -- all have the docks facing inward and help
 6 screen the business end of these buildings from
 7 the residential neighborhoods, the community park
 8 and smaller commercial businesses.
 9 CHAIRMAN GREG TRZUPEK: I'm sorry to
 10 interrupt you but you mentioned that all
 11 buildings are LEED certified. Are you designing
 12 to LEED certification or actually getting them
 13 certified?
 14 NICK EDWARDS: Yeah, we will be
 15 designing to LEED certification. That'll come up
 16 in the next couple of slides.
 17 CHAIRMAN GREG TRZUPEK: But not getting
 18 them certified? You're designing to LEED
 19 certification levels but you won't be getting
 20 them certified?
 21 NICK EDWARDS: We will be getting them
 22 certified.
 23 CHAIRMAN GREG TRZUPEK: Will be getting
 24 them certified, thank you.
 25 NICK EDWARDS: Yes. Sorry. In

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1 furthering the goal to provide a modern more
 2 idealistic campus, the buildings themselves have
 3 been developed with elevated design features.
 4 Providing entrances for multiple tenants at each
 5 building provides a natural breakup of the longer
 6 run of facades, as pictured on the three
 7 elevations on this slide.
 8 The buildings will feature rhythmic
 9 vertical paint schemes on architectural precast
 10 concrete panels and a generous quantity of
 11 clerestory windows on all elevations. Every
 12 building within the development will have
 13 upgraded entrance features, including large
 14 expanses of curtainwall glass and architectural
 15 metal panel accents. These features are a
 16 departure from the typical design of industrial
 17 buildings.
 18 For buildings immediately adjacent to
 19 the boundaries of the development, such as
 20 Building E, which faces Harvester Park to the
 21 south, and Building F facing the smaller
 22 commercial businesses to the east, the entrances
 23 of the middle of the building will feature the
 24 same material enhancements as the corner
 25 entrances.

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1 Carrying the materials throughout the
 2 facades of these buildings highlights the
 3 development's objective to provide an
 4 aesthetically pleasing campus for its neighbors
 5 and the Village of Burr Ridge. A usual design
 6 practice for secondary entrances in the
 7 industrial world is to downgrade the materials as
 8 you move towards the middle of the building.
 9 As a final point on materials, the
 10 materials and the design features highlighted in
 11 the elevations on this slide will be represented
 12 across all buildings within the development and
 13 also through the various signage and branding
 14 elements, as shown previously in this -- or
 15 excuse me -- that will be coming up net in the
 16 presentation. This will provide a holistic
 17 campus feel to the development.
 18 The building will be designed to
 19 accommodate a 36-foot clear height to the
 20 underside of roof framing. This clear height is
 21 dictated by today's Class A tenant market. The
 22 overall building heights to accommodate the
 23 specific clear height and all design features of
 24 the elevations would range from 42 to 46 feet.
 25 Another goal of the development is to

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1 improve upon the built world and deliver these
 2 buildings with a positive framework of healthy,
 3 efficient and cost-saving facilities. We intend
 4 to design all the light industrial buildings to
 5 achieve LEED certification. Those of you
 6 familiar with the LEED process will understand
 7 there are a variety of boxes to check and levers
 8 to pull to achieve LEED designation. Highlighted
 9 on the next two slides are the items that the
 10 team will focus on in the pursuit of LEED
 11 certification.
 12 One category is renewable energy. The
 13 development team is planning to invest \$1 million
 14 worth of structural upgrades in order to provide
 15 solar-ready roofs for future photovoltaic panel
 16 installation. We're focusing on sustainable site
 17 features. As Katherine mentioned previously, we
 18 plan on restoring some of the natural habitat in
 19 various parts of the development with native
 20 grass and plantings, and we also plan on
 21 installing white-finish roof membrane to provide
 22 heat island reduction.
 23 Another category is materials and
 24 resources. We're going to place a focus on the
 25 storage and collection of recyclable materials as

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1 well as put a plan together for the demolition
 2 and construction waste management for the
 3 development.
 4 Environmental quality. Providing
 5 quality LED fixtures both on the exterior and the
 6 interior of these buildings. We will also be
 7 providing ample daylighting with the expansive
 8 glass at the entrances and large quantities of
 9 clerestory windows. The use of low VOC-emitting
 10 materials will also be considered.
 11 Finally, as part of our LEED
 12 certification endeavor,, we will be installing
 13 low-flow plumbing fixtures throughout to help the
 14 reduction of water usage.
 15 Well, now I'll turn it back over to
 16 Curt to discuss signage.
 17 CURT PASCOE: Thank you, Nick. Similar
 18 to the building design, the signage design also
 19 includes similar materiality to the buildings
 20 themselves. There was a signage package
 21 submitted as part of our proposal. I'm just
 22 going to hit on a couple of the highlights here.
 23 There is one gateway sign proposed at
 24 the entrance of the business park from the
 25 existing terminus of Veterans Boulevard. Similar

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1 materials again, pulling from the color palette
 2 from the buildings, trying to create that really
 3 cohesive feeling and experience for those that
 4 come to the business park. (indiscernible) name
 5 to be determined but, as proposed, it's about 8-
 6 feet tall and 20-feet wide. Again, placed in the
 7 ample green space at the entry to the business
 8 park.
 9 Ground signage. There are six ground
 10 signs proposed throughout the development. The
 11 intent is to identify proper entry points for
 12 traffic entering the business park. Each of the
 13 ground signs includes two to four tenant panels.
 14 It's important to note that only three of these
 15 ground signs are proposed along Veterans
 16 Boulevard. That extension of about 1,900 linear
 17 feet means that these signs are upwards of 600
 18 feet away from each other, and the remainder of
 19 the three ground signs are more interior to the
 20 business park itself in order to properly direct
 21 traffic within.
 22 Wall signage is proposed throughout the
 23 park for tenant identification. We proposed 100-
 24 square feet per wall sign as typical and
 25 generally one sign per tenant. So, though some

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1 buildings such as D1 and D2 show four dots
 2 currently on the screen before you, for example,
 3 if we only have two tenants in those buildings we
 4 would only have two wall signs. But as discussed
 5 in the business park concept, the buildings are
 6 designed to be flexible with the entrance
 7 features that Nick previously touched on.
 8 Beyond the pretty pictures we've got
 9 some engineering behind this as well. So, I'll
 10 turn it over to Jason from Jacob and Hefner.
 11 JASON CEBULSKI: Thanks, Curt. My name
 12 is Jason Cebulski with Jacob & Hefner Associates.
 13 Senior project manager over there in our office
 14 located at 1333 Butterfield Road in Downers
 15 Grove. Yeah, so some of the boring engineering
 16 calculations beyond the project here -- as
 17 mentioned, this site was developed in the '50s
 18 and back then the storm water ordinances were
 19 nothing compared to what they are now as far as
 20 capturing the storm water, treating the storm
 21 water. A lot less was known back then about the
 22 impact of storm water and what it has in your
 23 surrounding communities.
 24 So, currently right now you can see
 25 there's the green area and -- I believe that's

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1 coming off purple here -- those two areas are
 2 currently draining to the Fieldstone residents in
 3 the floodplain area un-detained, no storm water
 4 controls, no storm water treatments. And then
 5 everything else to the south there in yellow is
 6 draining to the south Harvester un-detained as
 7 well. There's no detention ponds that exist.
 8 During the 100-year storm conditions,
 9 again, that's your more catastrophic storm
 10 events, it's 38,000 gallons per minute of flow --
 11 is being discharged up to the north and into the
 12 Fieldstone neighborhood. That's equivalent to
 13 about an Olympic-size swimming pool every 18
 14 minutes being discharged.
 15 It's been mentioned but in the
 16 proposal, the proposed plan has 50 acres of land
 17 that's dedicated to greenspace, wetlands, storm
 18 water management, which is about 44 percent of
 19 the development. And all those devices that
 20 we'll be proposing will bring down the peak
 21 runoff in that 100-year storm event down by about
 22 87 percent total. There's also, it's been
 23 mentioned, there's a little compensatory storage
 24 basin for floodplain flows, so we're providing
 25 additional floodplain capacity on the site

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1 through the ponds.
 2 So, all those -- the 50 acres are here
 3 -- you can see are highlighted in blue. It
 4 consists of some existing wetlands, existing
 5 floodplain area -- it's going to remain
 6 untouched, and then five detention ponds. Those
 7 five detention ponds provide 54-acre feet of
 8 storm water detention. That's equivalent of, I
 9 believe, 63 Olympic-size swimming pools if we're
 10 comparing here, and that roughly provides a cubic
 11 foot of storage for storm water -- two of them
 12 for every one building square foot proposed in
 13 this development.
 14 In addition to just catching the storm
 15 water, there is eight-acre feet of volume
 16 control. We'll dive into that more in the next
 17 slide here. But that's more -- it speaks to the
 18 treatment and the quality of the water being
 19 infiltrated. And then briefly mentioned, there's
 20 that .14 acre feet of additional flood plain
 21 volume that's being created in our compensatory
 22 storage basin at the northwest corner.
 23 Diving into that -- the water quality,
 24 the eight-acre feet of volume control, the
 25 existing site right now, again building in the

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1 '50s, designed in the '50s. There was no
 2 measures, thoughts of providing water quality
 3 measures for the site. So, the water was just
 4 getting from Point A to Point B. That's all it's
 5 designed to do.
 6 Under this new development here, it
 7 will caught via storm sewers that will be
 8 installed in the proper locations to bring them
 9 to these five storm water ponds. These five
 10 storm water ponds will be wetland-style ponds,
 11 meaning they have wetland plants. Katherine's
 12 kind of spoken to that a little bit. But they'll
 13 provide treatment for the infiltration of the
 14 water.
 15 So, DuPage County has done several
 16 studies where they've found these to be
 17 acceptable practices by quantifying how much
 18 treatment is being proposed by each type of best
 19 management practice, they call these. So,
 20 wetland style ponds takes out your total
 21 suspended solids, your total phosphorus, your
 22 biochemical oxygen demand, your metals and your
 23 total nitrogen. So, those are all treatment
 24 that's being provided before the water
 25 infiltrates.

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1 In addition, above and beyond that,
 2 we'll be installing strategically placed
 3 mechanical best management practices in the forms
 4 of what you kind of see up there. It's designed
 5 to catch trash, heavy -- bigger, larger objects
 6 prior to them getting into these wetland ponds,
 7 just for multiple reasons. A, aesthetics.
 8 Making sure these ponds don't get overrun by
 9 people throwing banana peels in the streets or
 10 whatever they may be. They get caught in these
 11 units. They're not aesthetically harming the
 12 wetlands nor from a functionality standpoint as
 13 well, to keep them clean and operational. So,
 14 those will be proposed and included in the
 15 development as well.
 16 The last part of my presentation here
 17 is just speaking to the utilities. It's been
 18 mentioned that the water tower will be coming
 19 down. Right now the existing CNH facility was
 20 being operated under an existing fire loop that
 21 was privately owned by the CNH campus and that
 22 water tower was serving it. So, bringing that
 23 down and proposing that to be a water loop, what
 24 we call that, around the development will connect
 25 the east side of Veterans to the west side there

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1 at International Commerce.
 2 You can kind of see in the picture
 3 here, you can roughly see the existing water main
 4 wrapping the site in blue. There is no existing
 5 connection running through the site right now.
 6 So, the proposed line in red is one of our many
 7 waterlines proposed, but the one providing the
 8 ultimate connection between the east and west
 9 mains and strategically connecting water mains at
 10 those two locations as additional redundancies,
 11 so when there's water pressure -- when their
 12 water main breaks, when their pressure drops,
 13 having the added redundancy of connecting these
 14 lines provides more access locations, the ability
 15 to increase pressure as needed, and provides a
 16 lot more flexibility to the public works workers.
 17 Also speaking to the sanitary sewer,
 18 there's roughly shown in green there the existing
 19 sanitary sewer line. Generally, these types of
 20 uses do not create large amounts of waste
 21 compared to residential uses or even office uses.
 22 Just with the lower counts compared to the
 23 building square footage size. So, the existing
 24 capacity is there to serve the service in
 25 tenfold.

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1 So, with that, I will turn it over to
 2 Luay to speak about traffic.
 3 CHAIRMAN GREG TRZUPEK: I'm sorry to
 4 interrupt you but I do have a question and I hate
 5 to do it now. You mentioned the storm water
 6 benefits that currently -- by the previous code,
 7 the runoff is just somewhat unregulated. You're
 8 going to change that. That's wonderful.
 9 However, you're looking for a PUD and a
 10 benefit to PUD. To do that you need to show
 11 public benefit. Great public benefit of the
 12 storm water, however, anybody developing this
 13 site, even to a per-as-used basis -- right basis,
 14 would have to do that. What are you doing beyond
 15 the code that is actually a public benefit? Is
 16 it the treatment or how are you going beyond the
 17 code?
 18 JASON CEBULSKI: Correct. Right. So,
 19 the code is very vague, especially with the
 20 mechanical BMPs. It's just that they have to be
 21 placed upstream of the pond. So, we're going to
 22 be placing more of those mechanical BMPs, those -
 23 - I'll show you that structure here at the top
 24 right. More of those will be placed throughout
 25 the development than in normal situations where

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1 there's only one right before you get to the
 2 pond. So, we'll have a few of these placed
 3 strategically. And we're already -- the area to
 4 the north, that preserve area, has flexibility to
 5 create even larger storm water areas. So,
 6 they're willing to grow the storm water area in
 7 that area to catch more storm.
 8 CHAIRMAN GREG TRZUPEK: So, are you
 9 controlling more storm water than you're required
 10 to?
 11 JASON CEBULSKI: We are. We absolutely
 12 are.
 13 CHAIRMAN GREG TRZUPEK: Okay, thank
 14 you.
 15 LUAY ABOONA: Good evening. My name is
 16 Luay Aboona. I'm a principal with KLOA. KLOA
 17 performed the traffic study for the proposed
 18 development, and I'll be speaking briefly
 19 regarding the study findings and the
 20 recommendations.
 21 The exhibit here shows the layout of
 22 the site and its location to the surrounding
 23 roadway system. The site is in close proximity
 24 to I-55 and the interchange with County Line
 25 Road, which we will help direct most of the truck

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1 traffic to from the interchange. Veterans
 2 Boulevard has a traffic signal control at the
 3 intersection with County Line, and there's always
 4 stop sign control at the Frontage Road, which is
 5 immediately west of County Line. Frontage Road
 6 leads south and then after the Saia truck
 7 facility along I-55.
 8 Veterans Boulevard currently terminates
 9 at the site. As part of this development it will
 10 be extended as a three-lane road connecting all
 11 the way to International Street. This new
 12 connection will not only provide side
 13 accessibility and flexibility to the property,
 14 but it will also provide the uses in the area,
 15 High Grove, business park and the surrounding
 16 area with additional access to County Line Road,
 17 which will help divert some of the -- relieve
 18 some of the traffic circulation that currently
 19 occurs for people seeking to get to the
 20 interchange.
 21 The access to the development, except
 22 for the building on the west, will be primary off
 23 Veterans Boulevard. And there'll be three main
 24 access points, as you can see on the plan. The
 25 access drive to the east will be on the stop

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1 sign. That intersection will be under all-ways
 2 stop sign control. And then the access to the
 3 west where Veterans meets International, we're
 4 proposing that to be also an all-ways stop
 5 control intersection. The building to the west
 6 will have access to Commerce Street.
 7 As part of the traffic study we looked
 8 at the surrounding intersections that will be
 9 influenced by the traffic from the proposed
 10 development. We conducted weekday peak period
 11 traffic counts in the morning and the evening.
 12 We also conducted counts on Saturday. This slide
 13 shows some of these intersections that we
 14 accounted, Veterans and County Line, Veterans and
 15 Frontage, Plainfield and High Grove, Madison and
 16 High Grove.
 17 We also looked at the intersection of
 18 Plainfield and County Line and Carriage. And not
 19 shown on the exhibit, the area of County Line and
 20 Plainfield road. So, we tried to kind of look
 21 comprehensively at the impact of this
 22 development. Those were -- the counts were
 23 conducted, what we call classification counts, so
 24 we were able to determine what the truck traffic
 25 is on the roadway system. Whether it's on County

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1 Line Road or Veterans and Frontage Roads. These
 2 counts obviously confront the presence of these
 3 trucks, particularly at Veterans and County Line,
 4 trucks making a left hand turn to go south, and
 5 then trucks coming from the south making a right
 6 hand turn.
 7 And then as part of our study we also
 8 generated the traffic that will be generated by
 9 this development. We estimated it based on trip
 10 generation rates that are published by the
 11 Institute of Transportation Engineers. This is a
 12 manual that's used and accepted in the traffic
 13 engineer industry.
 14 Based on those estimates, we were able
 15 to determine how much traffic this development
 16 would generate both from a passenger vehicle
 17 standpoint as well as truck traffic. And unlike
 18 passenger vehicle traffic, which is more
 19 concentrated during the rush hour -- you know,
 20 weekday morning and weekday evening when
 21 employees are arriving and departing -- the truck
 22 traffic for this type of development is more
 23 distributed throughout the day. So you don't
 24 have that surge of truck traffic. And it usually
 25 occurs outside the peak hours. There will be

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1 some traffic during the peak hours but, like I
 2 said, it's not going to be significant. In fact,
 3 it's going to be less than what Saia is currently
 4 generating and the truck traffic that is
 5 currently existing on County Line Road.
 6 And then as part of the traffic study
 7 we conducted the capacity analyses that measures
 8 how these intersections operate in terms of delay
 9 and level of service. We looked at the existing
 10 conditions to determine a baseline for how things
 11 are operating. We identified some of the
 12 congestion issues that are currently occurring at
 13 some of these intersections. For example, at
 14 County Line and Veterans there's a high volume of
 15 northbound left turns in the morning, and then
 16 there's a reverse, right turn volumes in the
 17 evening at the intersection of Veterans and
 18 Frontage, which is an all-ways stop controlled
 19 intersection. There's a heavy volume of left
 20 turn trucks. And that intersection, given the
 21 flow of traffic coming from the signal, can
 22 occasionally back up and experience some delays.
 23 So, we took all of that into account
 24 when we analyzed this intersection again with the
 25 addition of the traffic from the proposed

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1 development and we projected traffic condition to
 2 2032. So, we included some background growth to
 3 make sure that our design and our improvements
 4 can accommodate traffic further in the future.
 5 And now I'm going to go quickly through
 6 some of these improvements. Starting at the
 7 intersection of County Line and Veterans, so
 8 north is to your right, we're proposing to widen
 9 County Line Road to provide dual left turn lanes
 10 going northbound. Currently, there is a single
 11 left turn lane that serves a high volume of
 12 traffic turning left onto Veterans. We are
 13 proposing to widen that, doubling the capacity of
 14 that lane and increasing the stacking for that
 15 movement.
 16 We're also proposing to widen County
 17 Line from the north to provide a southbound right
 18 turn lane, again, removing those right turners
 19 from the through traffic on County Line. As a
 20 consequence of this improvement, the southbound
 21 left turn lane from County Line onto Carriage,
 22 that lane will -- that capacity or stacking of
 23 that lane will also be increased.
 24 We are also going to be enhancing the
 25 pedestrian accommodations at this intersection

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1 with new crosswalks and improving existing
 2 crosswalks and providing pedestrian countdown
 3 timers.
 4 One thing I'd like to point out is the
 5 east leg of this intersection we are not going to
 6 be impacting as we're not going to be adding any
 7 meaningful traffic to it. However, based on our
 8 discussions with Cook County, they are currently
 9 studying the capacity of that leg of the
 10 intersection. We have submitted our improvement
 11 plans to them. They've had a chance to review
 12 them, they've provided us with comments, and
 13 they're in general agreement with what we are
 14 proposing here in terms of mitigation measures to
 15 address traffic-related issues to the west leg of
 16 the intersection.
 17 We haven't heard back from them in
 18 terms of what they're proposing for the east leg,
 19 but they are looking at ways to enhance and
 20 improve the operations of that intersection.
 21 And as part of the Cook County study of
 22 the Veterans-County Line Road corridor, they're
 23 also proposing improvements at the intersection
 24 with Plainfield Road. Based on our review of
 25 plans that they shared with us, they will be

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1 widening County Line to provide dual left turn
 2 lanes going northbound onto Plainfield Road, and
 3 they're also going to be widening Plainfield Road
 4 coming from the west to provide a deceleration
 5 lane. So, that's going to be a very -- an
 6 improvement that will enhance the capacity and
 7 address some of the concerns with the traffic at
 8 that intersection.

9 CHAIRMAN GREG TRZUPEK: Again, I'm
 10 sorry to interrupt your presentation but it's
 11 kind of a particularly challenging intersection.
 12 In your report you mention that you're going to
 13 optimize the signal timing inside the light at
 14 that intersection. What does that mean?

15 LUAY ABOONA: So, right now the
 16 intersection runs at a longer cycle length. It
 17 runs at a 140-second cycle. Every time the light
 18 changes, it goes around allocating green time to
 19 all the approaches. So, we are proposing to
 20 shorten that cycle length in the morning and the
 21 evening, and then retiming the signal to
 22 accommodate some of these changes.

23 So, for example, by providing the dual
 24 left turn lanes, these left turns now can only go
 25 on a protected arrow. Right now, because it's a

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1 single left turn, they can go both on arrow and
 2 green ball. So, there'll be one signal timing
 3 adjustment. The addition of the southbound right
 4 turn lane will allow for that movement to have an
 5 overlap phase, a right turn arrow. So, when
 6 traffic is coming out of Veterans Boulevard,
 7 those cars can go on a right-turn arrow.

8 And then, lastly, and related to my
 9 next slide, we're going to be optimizing and
 10 interconnecting the signal with the new signal at
 11 Frontage Road. So these two signals can operate
 12 in tandem due to the proximity of the two signals
 13 to each other.

14 CHAIRMAN GREG TRZUPEK: So, if I'm
 15 going out of Carriage Way going westbound making
 16 a left turn, and it's optimizing and changing
 17 times around, do I have any less time to get out
 18 and make a left turn from Carriage Way than I do
 19 today? Based on the time of making left turns or
 20 right turns in the other directions?

21 LUAY ABOONA: Well, because the cycle
 22 length is getting shortened, all the movements
 23 are going to get less green time but they're
 24 going to get it more often. Because instead of
 25 waiting 140 seconds for every cycle, they're

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1 going to be waiting 110 seconds.

2 CHAIRMAN GREG TRZUPEK: Okay, I'll just
 3 get to the point here. Within any given hour, if
 4 there's less seconds to turn left out of Carriage
 5 Way, you're making this worse. And that's a big
 6 problem. So, I think I understand the second
 7 lane, the right turn lanes, but if your
 8 optimization means any less time with any cycle,
 9 any period of time to get out of Carriage Way,
 10 where there's a big problem today getting out of
 11 Loyola, that's a big problem.

12 LUAY ABOONA: No, I understand. I
 13 think what I'm trying to say is per cycle you'll
 14 get less green time, but we'll always over one
 15 hour. It will be getting equal or more green
 16 time.

17 CHAIRMAN GREG TRZUPEK: I'd like to
 18 make sure you confirm that.

19 LUAY ABOONA: Yeah, I'll confirm that.

20 CHAIRMAN GREG TRZUPEK: Okay, thank
 21 you.

22 LUAY ABOONA: So, moving to the west at
 23 the intersection of Veterans and Frontage Road,
 24 we are proposing to signalize this intersection.
 25 Right now, it's an all-ways stop intersection, so

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1 every time a truck or a vehicle approaches this
 2 intersection, it has to stop. With this design
 3 we are proposing that this signal be
 4 interconnected with the signal at County Line so
 5 they will be operating in tandem. So, for
 6 example, when the duals going northbound are
 7 released as they approach this intersection
 8 they'll get the green light, both arrow and ball,
 9 so they'll be able to clear this intersection
 10 without having to stop.

11 This intersection, like I said, is a
 12 challenging intersection. It has a significant
 13 amount of truck traffic going to Saia. It's an
 14 atypical intersection because you have dual left
 15 turn lanes operating under a stop sign condition.
 16 You typically don't find that. Dual lefts are
 17 mostly reserved for signalized intersections
 18 because of the tightness of the turns and some of
 19 the conflicts that might occur. So, we believe
 20 that the signal will mitigate that condition.

21 In addition, as you can see, we are
 22 also adding crosswalks on all three legs. So,
 23 again, this would be an improvement from a
 24 pedestrian safety and pedestrian accommodations.
 25 We're not changing any of the geometry. We're

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1 keeping everything as is, and we believe that
 2 this design will be adequate to accommodate the
 3 traffic, not only from what's existing now but
 4 also traffic from our proposed development.
 5 This is the intersection of Plainfield
 6 and High Grove. We studied this intersection,
 7 like I said, on the existing conditions. It's a
 8 stop sign controlled intersection. While traffic
 9 is able to turn right and left out of this High
 10 Grove, we did determine that there'll be some
 11 delays and those will be exasperated with the
 12 increase in traffic from our development as well
 13 as the growth in traffic.
 14 So, we looked at whether these
 15 projected volumes would warrant a signal and they
 16 do. They meet the threshold, as required by
 17 DUDOT DuPage County, which has the jurisdiction
 18 over this roadway. So, our recommendation is
 19 also to signalize this intersection. The
 20 intersection is set up with adequate geometry.
 21 There is a left turn lane existing on Plainfield
 22 Road. There's a right turn lane coming from the
 23 southwest, and High Grove has two lanes coming
 24 out. So, there's really no geometric changes
 25 needed. It's also located halfway between two

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1 signals on either side. So, it'll be
 2 interconnected, it'll be part of the interconnect
 3 system along the corridor. So, signalizing this
 4 intersection will enhance the traffic operations
 5 and will be able to accommodate the future
 6 traffic conditions. Again, DUDOT has reviewed
 7 our initial submittal and we received positive
 8 feedback in terms of their acceptance of this
 9 proposal.
 10 Finally, at the intersection of Madison
 11 and High Grove, this is a stop sign controlled
 12 intersection, there's already a left turn lane
 13 coming southbound. The approach from the east is
 14 wide enough to accommodate two lanes even though
 15 it's not striped as such. Based on our
 16 observations, traffic is already using it as
 17 such, so our recommendation is to stripe this
 18 approach so that it has the dedicated right and
 19 dedicated left turn lane.
 20 So, finally, just kind of an overall
 21 summation of the findings of the traffic study.
 22 As I said, Veterans Boulevard is going to be
 23 extended as a three-lane road connecting with
 24 International Street. So, this will provide --
 25 it enhances the accessibility of the site and the

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1 connectivity in the area. All the offsite
 2 improvements that I discussed will improve the
 3 capacity and increase the capacity and address
 4 some of the concerns or constraints in the area
 5 that currently exist.
 6 The location of the site and the
 7 ability to connect Veterans to the west will
 8 allow the site traffic to be distributed in
 9 multiple directions. As Curt said earlier, there
 10 will be no connection from the light industrial
 11 portion to Harvester Drive. And all these
 12 improvements -- the two new signals, the
 13 modifications to the intersection of County Line
 14 and Veterans, the extension of Veterans, and the
 15 multiuse path -- all of these improvements will
 16 be an over \$5 million investment in traffic
 17 improvements for the area.
 18 CHAIRMAN GREG TRZUPEK: Thank you.
 19 CURT PASCOE?: I'm going to talk a
 20 minute about uses here and then dive into some of
 21 the deviations that were listed in the staff
 22 report. But, first and foremost, we understand
 23 that -- I believe last week the board approved
 24 some modifications to the zoning code regarding
 25 permitted and special uses in a variety of zoning

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1 districts in the village. So, we won't spend
 2 much time on this tonight. This is the first
 3 that staff is also seeing this. We're going to
 4 get this to staff after the meeting, but we
 5 understand that we need to modify our application
 6 in order to align with the code, as amended last
 7 week.
 8 So, with that, actually, a question for
 9 the chair. We do have a detail shown graphically
 10 of the deviations listed in the staff report. We
 11 can run through those in detail if you'd prefer
 12 and the commissioners would prefer. We can run
 13 through those quickly at a high level. But I
 14 would defer to you on how you'd like to approach
 15 this.
 16 CHAIRMAN GREG TRZUPEK: I think we have
 17 more concerns with the big picture than your
 18 details. I appreciate all the work you've put
 19 into the details. I know they're there. But if
 20 you want to go through at kind of a high level of
 21 what you're looking for, it would be appreciated.
 22 CURT PASCOE?: Yeah, absolutely. At a
 23 high level, we talked a lot earlier about our
 24 approach to the site plan, the building really
 25 focusing on centralizing building massing towards

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1 the center of the site and pushing all that
 2 greenspace to the exterior perimeter,
 3 particularly along existing residential
 4 boundaries. So, as a result of that there's a
 5 variety of minor deviations that result from the
 6 code to respond to that push and pull.
 7 One of those, just for reference, code
 8 requires that there be no parking between a
 9 building and the front yard or the street of a
 10 lot. But, as you can imagine for these light
 11 industrial facilities, there's parking between
 12 the buildings and the streets. And in doing so,
 13 it lets us push the loading areas and the docks
 14 to the interior of the property. So, that is a
 15 deviation on several lots.
 16 Another one, dumpster enclosures
 17 typically within buildings or within permanent
 18 walls. Again, the design of this site pushes all
 19 of those dock walls interior so they're not
 20 visible from the public, not visible from
 21 Harvester Park, not visible from Veterans or
 22 residential areas. So, the proposal is to limit
 23 it just to the rear building walls, as shown in
 24 yellow.
 25 Overnight parking of trucks. We

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1 understand the concerns about trailer parking
 2 lots and the long-time storage of trailers,
 3 particularly like what you see along I-55 at
 4 Saia. That's not the case here but there are
 5 scenarios where a truck may unload in the evening
 6 and it would depart the next day. Again, all the
 7 areas in yellow are screened from Veterans
 8 Boulevard, Harvester Park and residential areas,
 9 with the intent to really allowing that truck to
 10 be there overnight prevents it from being --
 11 having to be taken away at night and then brought
 12 back in the morning. So, it also helps to reduce
 13 truck traffic in doing so.
 14 The floor area ratio, you're all
 15 familiar with this. We've got several lots that
 16 have a floor area ratio above .4 because those
 17 lots are buildings. We also have open space lots
 18 with a floor area ratio of zero. Because of the
 19 ample greenspace on the overall development, a
 20 floor area ratio of a total PUD is well below
 21 code at .32.
 22 Minor deviations related to lot area.
 23 We've got a storm water pond that's smaller than
 24 the minimum lot area requirement. It allows for
 25 a clear delineation of those storm water

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1 management areas and assists with common area
 2 maintenance for business park.
 3 Getting a bit more into the details,
 4 PUDs require a building setback that's twice
 5 their height from the planned unit development
 6 boundary. This request in deviation is listed on
 7 several lots, but in all cases they are in very
 8 specific areas of the site plan due to the
 9 existing geometry.
 10 On Lot 1, it's just the northwest
 11 corner of the building as Commerce Street swoops
 12 down and then swoops back up to the northeast.
 13 It's code compliant elsewhere.
 14 Lot 2, a similar scenario. It's just
 15 at the northwest corner. Code compliant
 16 elsewhere along the PUD boundary.
 17 Building F facing east, again, you can
 18 see the blue line jogs. That's because the
 19 property line jogs inward right at that point.
 20 At that circled arrow, the building setback is
 21 approximately 95 feet. It's set back 136-205
 22 feet elsewhere. It's just a result of the unique
 23 property boundary. All of these deviations allow
 24 for rectangular buildings, which are functional
 25 buildings for the types of businesses that locate

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1 here.
 2 Similarly, code requires a 50-foot
 3 building setback with very heavy landscaping,
 4 150-foot setback with limited landscape. We fall
 5 in between against residential areas. On Lot 1
 6 we're talking about the southern property line.
 7 It is 105-foot setback. We do meet the
 8 landscaping boundary on the south side but we
 9 have a pedestrian trail running through the area.
 10 Also important to note that zone
 11 residential, the adjacent uses are a ComEd
 12 substation, parking lot for Harvester Park and
 13 the northern boundary of a field.
 14 Similarly, Building E, over 100 feet
 15 from the property line. A portion, the western
 16 one-third of that building is adjacent to
 17 residentially zoned property. It is not adjacent
 18 to residences. It's adjacent to Harvester Park,
 19 and two-thirds of the property is interior to the
 20 PUD.
 21 A lot with another subdivision
 22 requirement based on the geometry and the
 23 interior lot lines proposed, there are several
 24 lots that are below the lot width requirement but
 25 allows us to consolidate greenspace areas in

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1 larger lots adjacent to residential uses.
 2 Multiple buildings, business park,
 3 unsurprisingly, four buildings on one lot, which
 4 is common for Bridge and our long-term ownership
 5 of these properties.
 6 Other setbacks, again, code requires
 7 30-foot landscaping against residentially zoned
 8 property. On Lot 1, which is called on the staff
 9 report, it's only this southwest corner. The
 10 residentially zoned property is the ComEd
 11 substation across the street.
 12 Landscaping setbacks, eight feet from
 13 side and rear lot lines. They're highlighted in
 14 yellow. You'll note that they're only interior
 15 lot lines. It's really a function of where we
 16 drew the lot line. We're setting them just
 17 behind the existing curbs so we could have larger
 18 dedicated green space open lots elsewhere.
 19 Similarly, along Veterans, 15 feet is
 20 required. We do meet this along the vast
 21 majority of the Veterans Frontage. You'll just
 22 note, as you can imagine and see where we have
 23 curb cuts, there's a radius, the curve, to
 24 connect to Veterans Boulevard. Where that curve
 25 comes out, it gets a little bit closer to the

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1 parking stalls that are proposed, and in those
 2 minor areas it falls below 15 feet.
 3 Other minor deviations, driveway
 4 widths, just designing radii for curb cuts for
 5 this type of traffic. Lighting. We understand
 6 there were multiple comments from the staff
 7 report. Those are still under review from our
 8 design team. We just got those a couple days
 9 ago. The questions were related to areas in
 10 yellow, so not adjacent to existing homes. But
 11 we do want to take a look at poll height and
 12 color and are taking those under consideration
 13 for the staff report. So, we'll have more for
 14 you next time.
 15 Deviations on signage. Code allows one
 16 ground sign per lot. We talked about the signage
 17 design previously. Just to hit on this quickly,
 18 Lot 2 has four buildings, which was a separate
 19 deviation. We're requesting three ground signs
 20 since all three entrances to the business park
 21 fall into one platted lot. We're also requesting
 22 two signs on Lot 4, as seen previously.
 23 The gateway sign is larger than the
 24 code allowance for a ground sign. We felt that
 25 the size was appropriate given the ample

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1 greenspace on both sides of the entrance and the
 2 size of the overall development. It improves the
 3 campus-like setting, welcoming folks to this part
 4 of the village.
 5 The other ground signs -- given that we
 6 will have multiple tenants on each sign, it would
 7 allow ground signs to be 10-feet tall. Code is
 8 eight. Rather than propos multiple ground signs,
 9 one per tenant, we're looking to consolidate the
 10 number of ground signs but are requesting two
 11 feet of additional height to do so.
 12 Wall signage. Again, we've gone
 13 through this previously. Code allows three wall
 14 signs per building, 75-square feet each. Many of
 15 our buildings may have up to four tenants, though
 16 we're noting that we would limit this to one wall
 17 sign per tenant per façade, but want to have the
 18 flexibility now in case we have full tenancy to
 19 have one wall sign per tenant. This request
 20 repeats itself on the various buildings
 21 throughout the development.
 22 Also, code allows three colors for
 23 signs. Given the materiality and tying it back
 24 to the aesthetic designs of the buildings, there
 25 are more than three colors on the signs and

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1 throughout the park. Tenants may have a variety
 2 of colors in their logos, so combined, we would
 3 expect that there would be more than three colors
 4 in the final signage package.
 5 Getting a bit into the details but just
 6 hitting on it, we've got address signs proposed
 7 throughout the project. You can see the vast
 8 majority of them are interior to the site plan.
 9 Again, with the business park with a similar
 10 design, we just want to direct folks to the right
 11 building with address signs.
 12 Some of the (indiscernible) comments
 13 that your consultants and staff may hit on in a
 14 minute -- radius. There's a comment about 100-
 15 foot radius, that reflects the radius at this
 16 stop sign intersection at the intersection of
 17 International Street and Veterans Boulevard. Lot
 18 street adjacency, code requires that lots be
 19 adjacent to public right-of-ways. Given that
 20 it's a business park, we have interior
 21 circulation which helps to limit public roadways
 22 and ongoing long-term maintenance costs for the
 23 village. It also helps us to push that
 24 greenspace around the exterior of the PUD
 25 boundary.

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1 A very minor one but listed in the
 2 staff report -- our sanitary laterals are six
 3 inches. Jason mentioned that these buildings do
 4 not generate a lot of sanitary flow. Code
 5 requires eight.
 6 On the sidewalk request, right now
 7 we're proposing a sidewalk and trail system on
 8 the north side of Veterans. Given that there are
 9 driveway crossings on the south and not on the
 10 north, trying to create really uninterrupted
 11 sections of trails and pathways for folks. So,
 12 we're proposing sidewalk on the north side of
 13 Veterans Boulevard.
 14 Native landscaping. Current village
 15 code does not allow for native landscaping.
 16 DuPage County storm water ordinance requires
 17 native landscaping. So it results in the request
 18 we have included in our package. Overall,
 19 rehabilitated wetlands, native planting support
 20 go a long way to improve water quality and
 21 provide habitat versus turf grass.
 22 Going through these as quickly as we
 23 can. Col-de-sacs -- you can cut me off as well.
 24 CHAIRMAN GREG TRZUPEK: Yeah, well, I
 25 mean, you're kind of doing this after four here.

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1 CURT PASCOE?: Yeah, okay.
 2 CHAIRMAN GREG TRZUPEK: We know what
 3 you're here for.
 4 CURT PASCOE?: Absolutely.
 5 CHAIRMAN GREG TRZUPEK: So, if there's
 6 something that you want to point out, go ahead
 7 and do it.
 8 CURT PASCOE?: No, that was the last
 9 one, so good timing.
 10 CHAIRMAN GREG TRZUPEK: Okay, go ahead.
 11 CURT PASCOE?: Major changes from the
 12 pre-app concept you saw previously -- we've got
 13 the preliminary site plan on the left and the
 14 pre-app site plan on the right. I'll highlight
 15 three specific areas. One, everything north of
 16 Veterans Boulevard. You can see on the right we
 17 previously had a town-home type development under
 18 consideration, and now we're proposing this 20-
 19 acre park feature. We wanted to increase the
 20 green space adjacent to Fieldstone. We wanted to
 21 give our screening some elbow room. We wanted to
 22 create native prairie habitat instead of
 23 additional turf grass, and provide an amenity for
 24 the folks that are already here. Right? A true
 25 forest preserve-like experience to go back into

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1 prairie and wetland habitat. It also eliminates
 2 student generation for the local schools to help
 3 with school overcrowding.
 4 The second area at the --
 5 CHAIRMAN GREG TRZUPEK: Again, I think
 6 you're kind of doing this after four. We saw
 7 what was on the other one.
 8 CURT PASCOE?: Sure.
 9 CHAIRMAN GREG TRZUPEK: We understand
 10 your reason for not having residential. Maybe no
 11 one would develop residential that close to your
 12 proposal, I don't know. But I mean, we get it so
 13 --
 14 CURT PASCOE?: Okay. Absolutely. So,
 15 overall, reduce building square footage, 90 less
 16 docs, park feature, trail system, increased
 17 greenspace and less traffic than the proposal you
 18 saw in May.
 19 With that, we're at the end. So in
 20 summary, immediate and long-term fiscal value for
 21 the village schools and public entities through
 22 the increased property taxes investing over five
 23 million in traffic flow and access improvements,
 24 enhanced open space, cleaner water, reduced
 25 flooding, and improved aesthetics, the new public

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1 works facility for the village, land uses in
 2 alignment with the village's comprehensive plan.
 3 If approved this year, construction could start
 4 in '25 and would be complete in 2027.
 5 CHAIRMAN GREG TRZUPEK: Okay. Thank
 6 you. That's a very comprehensive proposal. I
 7 understand and appreciate it. We are going to go
 8 with our staff proposal -- staff review first
 9 before we get to the audience. So we're ready.
 10 COMMISSIONER ENZA PARRELLA: Thank you.
 11 So chairman, just very quickly here, we have a
 12 very, very brief presentation. We knew the
 13 petitioner was going to do a more comprehensive
 14 overview of everything. So myself, we have
 15 representatives from Kimley-Horn and Dave
 16 Preissig. We all submitted comments that you saw
 17 in the staff report, and our presentation's just
 18 going to touch on a couple of bigger items here.
 19 So I'm going to turn it over to Rory.
 20 RORY FANCLER: Yes. We will keep it
 21 brief. I -- we will. First of all, my name is
 22 Rory Fancler-Splitt from Kimley-Horn for 201
 23 Winfield Road, Suite 600 in Warrenville 60555.
 24 As staff mentioned, we will go through this very
 25 briefly. The applicant provided a very detailed

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1 presentation. We will do our best to not repeat,
 2 so we'll kind of skip through some slides, but
 3 are happy to address any questions.
 4 Staff is going to do a quick of the
 5 development petition with a focus on the
 6 entitlement request. I have a couple of members
 7 from our team here. Our role in this project is
 8 to work with staff to complete a technical review
 9 of the application. For purposes of tonight,
 10 we'll go through some of the review of the site
 11 plan, traffic and parking, and stormwater, again
 12 avoiding repetition.
 13 So I'll turn it over. Janine, I don't
 14 know if you want to walk through some comments
 15 from staff or if you feel like that's been
 16 addressed. I'll defer to you.
 17 COMMISSIONER ENZA PARRELLA: Do you
 18 want me -- I can pick it up from here. Or if you
 19 want -- okay. So again, just to reiterate the
 20 entitlement request that you saw in your packet
 21 but then also discussed tonight. So rezoning
 22 from the research assembly and the light
 23 industrial to light industrial and R-1
 24 residential, we also have the special use for the
 25 planned unit development with deviations from

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1 both the subdivision and zoning ordinance
 2 regulations that were outlined.
 3 Preliminary plan approval of that PUD,
 4 so all those plans that you received tonight, are
 5 part of that preliminary plan approval of the
 6 PUD, preliminary plat of subdivision approval
 7 with deviations from the subdivision ordinance
 8 regulation. So as part of this petition, they
 9 are also looking to re-subdivide the land so that
 10 preliminary plat of subdivision is also part of
 11 this.
 12 As was mentioned, variations from sign
 13 ordinance regulations and also conditional sign
 14 approval, which are separate than under a PUD,
 15 you cannot deviate those regulations under a PUD.
 16 And then any additional alternative zoning relief
 17 that may be determined as through the development
 18 of this request.
 19 CHAIRMAN GREG TRZUPEK: And I'm sorry
 20 that I keep interrupting tonight. We're here
 21 primarily for the first couple on this. I mean,
 22 what's being asked of us is clearly that product
 23 is zoned RA and a part of it's light industrial.
 24 We're being asked to consider rezoning into an L-
 25 I with the R-I R-1 for the green space on the

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1 north.
 2 We're also being asked for a special
 3 use PUD. Getting a PUD, there's a number of
 4 variations that are being requested which have to
 5 show a public benefit. So that's why I keep
 6 asking about the public benefit beyond what will
 7 be developed here. Again, you could develop this
 8 as a by-right RA. We're being told the market's
 9 not there.
 10 The comprehensive plan does suggest
 11 making this an L-I. To me, L-I is high-grow,
 12 which you're proposing as a number of conditions
 13 and variations that go beyond L-I in terms of
 14 bulk regulations and use and everything else. So
 15 we're being asked to look at an L-I as they're
 16 proposing it.
 17 We're also being asked to look at a
 18 PUD, which again has benefits to the petitioner.
 19 But for that, they need to make -- show public
 20 benefit. So I'm not really caring tonight about
 21 three colors on the signs. I'm more concerned
 22 with the big picture of the first two, rezoning
 23 this property and the overall PUD. Sorry for
 24 the...
 25 COMMISSIONER ENZA PARRELLA: No. Thank

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1 you, Greg. And as was mentioned, the petitioner
 2 is requesting some use exceptions. So for the
 3 proposed light industrial parcel, they did submit
 4 a list of proposed industrial uses for the PUD.
 5 And the list does include uses that are not
 6 otherwise permitted in the L-I zoning district.
 7 So one of the recommendations that
 8 staff had for next steps was that the petitioner
 9 submit a revised list based upon the recent
 10 zoning ordinance text amendment for the
 11 manufacturing district uses Z-08-2024. That way
 12 we can have the proposed uses align with the
 13 current zoning ordinance regulations. So it
 14 looks like the petitioner has drafted that up on
 15 the one slide that they showed this evening.
 16 In your staff report, there was a
 17 comprehensive chart outlining all of the proposed
 18 uses comparing it to what the zoning ordinance
 19 regulations were at the time when the application
 20 was submitted for L-I, and then under the Z-08-
 21 2024, what RA would permit and what L-I would
 22 permit just by reference. So the petitioner is
 23 proposing some uses that typically would be a
 24 special use in L-I or typically would be a
 25 special use in the G-I, so in the general

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1 industrial district.
 2 There were two prohibited uses in there
 3 as well that I noted that should be eliminated
 4 from the request. So --
 5 CHAIRMAN GREG TRZUPEK: Excuse me
 6 again.
 7 COMMISSIONER ENZA PARRELLA: Yep.
 8 CHAIRMAN GREG TRZUPEK: And thank you
 9 for the chart that you had within our report.
 10 But as a summarization of that chart, there were
 11 28 uses that I counted that were a special use or
 12 a permitted use in the G-I general industrial
 13 district that were being asked to become either
 14 special use or permitted use in the PUD.
 15 And that's why I kind of question,
 16 okay, the rezoning request is for L-I, but you're
 17 looking for uses that right now are either
 18 special or not even permitted within the G-I. So
 19 that's kind of that jump getting to a PUD that
 20 we're looking at. Thank you.
 21 COMMISSIONER ENZA PARRELLA: Okay.
 22 (Indiscernible).
 23 ANDY HEINEN: Excellent. Well, thank
 24 you, Janine. My name is Andy Heinen. I'm with
 25 Kimley-Horn and Associates as well, so I've been

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1 with Kimley-Horn for 13 years, in the industry
 2 for 25-plus years. I also sit on the planning
 3 commission where I live, which is in Plainfield.
 4 So let me say thank you for your service. I --
 5 we appreciate it.
 6 I've got three slides talking about
 7 zoning relief requests. We've gone through those
 8 already, so I don't need to hit on these. I'm
 9 going to skip through them. But my team was
 10 tasked with essentially reviewing the application
 11 and comparing that versus the code. And we've
 12 done that from a site plan perspective, from an
 13 engineering perspective.
 14 These deviations have been discussed,
 15 and it's really up to the purview of the planning
 16 commission whether or not you feel those are
 17 acceptable or as, you know, with the PUD, what
 18 other enhancements have they done to go above and
 19 beyond to offset these deviations.
 20 So with that said, I'm going to pass it
 21 back over to Rory who's gone through a traffic
 22 analysis, and then also Scott who's going to talk
 23 about the stormwater. Thank you.
 24 RORY FANCLER-SPLITT: Okay. I'll run
 25 through this quickly. The traffic impact study

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1 was prepared pursuant to IDOT, Cooke County,
 2 DuDOT, and village standards. As you heard from
 3 the applicant, a number of these roadways are
 4 under county jurisdiction.
 5 A total of 15 study intersections were
 6 evaluated, the peak hours noted by the petitioner
 7 as well as the trip generation industry standard,
 8 Institute of Transportation Engineers. The study
 9 intersections are highlighted on the graphic on
 10 the screen.
 11 The site trip estimate is highlighted
 12 here for each peak hour. What is important to
 13 note is the traffic impact study essentially
 14 establishes a trip threshold. As end users are
 15 defined through the village permitting process, a
 16 review of their traffic characteristics will be
 17 conducted.
 18 For any unique users which have maybe
 19 atypical employee headcount or truck operation
 20 activity, that would be subject to further
 21 review. The traffic impact study does not give
 22 the development carte blanche for any end user
 23 tenant in the future.
 24 The truck routing plan was highlighted
 25 previously by the applicant. The primary truck

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1 routing occurs on arterial roadways. The intent
 2 is the trucks would not travel through the
 3 residential neighborhood. The site is bounded by
 4 arterial roadways providing direct access to the
 5 site.
 6 I will note on this graphic there is an
 7 error. It doesn't show the connection via
 8 International, highlights via Commercial. So the
 9 trucks would be able to approach the site from
 10 Plainfield to High Grove to Commerce or
 11 International, and then from the north via
 12 Plainfield to County Line Road from the south via
 13 County Line Road and both via the signalized
 14 intersection at Veterans as noted by the
 15 applicant.
 16 The findings, again the applicant went
 17 through in great detail. The proposed
 18 improvements, key highlights are the proposed
 19 Veterans Boulevard extension. We did work with
 20 the applicant to provide for a three-lane cross-
 21 section. So that's a single travel lane in each
 22 direct with key turn lanes at the proposed access
 23 driveways. A total of six intersections were
 24 identified for future improvements. And then
 25 there are two intersections. As previously

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1 noted, they're subject to Cook County
 2 improvements.
 3 I will not go through this. This has
 4 been reviewed in great detail. A couple of
 5 things to note that we're continuing to work with
 6 the applicant with respect to traffic. At the
 7 west end of the site at the intersection of
 8 Veterans Boulevard and International and the
 9 proposed access driveway as described by the
 10 applicant currently was shown as an all-way stop
 11 control.
 12 The proposed volumes do not warrant
 13 all-way stop control. However, there is the
 14 proposed path crossings. So further review of
 15 the appropriate traffic control and signage plan
 16 for this intersection is one thing that we are
 17 working on.
 18 For the intersection to the east of the
 19 site at Veterans Boulevard and Veterans
 20 Boulevard, and this is really with respect to the
 21 Veterans Boulevard corridor is that is currently
 22 providing for two through lanes, two westbound
 23 through lanes that will drop to a single lane
 24 again with a three-lane cross-section on Veterans
 25 Boulevard across the project frontage evaluating

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1 the appropriate location for the lane drop.
 2 And then to the right we had requested
 3 an alternatives analysis. I understand the
 4 commentary provided earlier regarding the
 5 intersection of County Line and Veterans,
 6 particularly the east leg at Carriage Way. So we
 7 have requested additional analysis of this
 8 intersection, potential alternatives to consider.
 9 Specifically related to the west leg,
 10 which is currently proposed as a dedicated left
 11 turn lane, a shared through right, and a
 12 dedicated right, looking to explore if that truly
 13 is the most efficient lane geometry and signal
 14 timing for this intersection in the future.
 15 (Indiscernible). Parking. Really
 16 quick overview on parking. Based on our review
 17 of the code, the minimum required number of
 18 parking spaces is 766. That is based on the code
 19 requirement for warehouse, storage, wholesale,
 20 and mail order establishments. The requirement
 21 is outlined on the screen. Again, similar to the
 22 approach to the traffic study, for each end user
 23 that approaches the village to occupy this site,
 24 a review of parking will be completed. If, for
 25 example, a use with the higher parking

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1 requirement were to approach the village, that
 2 would be subject to further review.
 3 As currently proposed, over 1,400
 4 spaces are included on the site plan, which
 5 exceeds the village code requirement. And with
 6 that, I will turn it over to Scott for a brief
 7 review of stormwater.
 8 SCOTT GRIFFITH: Good evening. My name
 9 is Scott Griffith. I am with Kimley-Horn, but
 10 I'm located at 570 Lake Cook Road in Deerfield.
 11 I was responsible for overseeing the stormwater
 12 review on a preliminary level.
 13 One thing I want to point out, a lot of
 14 this stuff has been pointed out by the
 15 petitioner's engineer so I will probably breeze
 16 through a lot of this. But one thing to bring to
 17 the attention is within DuPage County, the
 18 village is a partially certified community. So
 19 therefore, DuPage County isn't going to be exempt
 20 from -- DuPage County itself isn't going to be
 21 exempt from any sort of permitting. They will
 22 issue a stormwater certification for any sort of
 23 floodplain and wetland impact. The village
 24 itself will be responsible for the stormwater
 25 management facilities and all the water quality

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1 benefits that are associated with that.
 2 Another thing I wanted to point out is
 3 this development does trip Illinois EPA National
 4 Pollution Discharge Elimination System ILR10.
 5 It's a pretty common permit. Once you trip the
 6 threshold for land disturbance, you're required
 7 to adhere to those permit conditions. And then
 8 also, any sort of waters of the U.S., if they are
 9 located on site, will require U.S. Army Corps of
 10 Engineer approval or confirmation.
 11 So as this is kind of been discussed
 12 earlier, the current development predates any
 13 sort of stormwater management requirements.
 14 There is some federal -- FEMA, Federal Emergency
 15 Management Agency Zone AE regulatory flood plan
 16 that's been studied. The preliminary plan looks
 17 to avoid most of it. There may be some impacts
 18 which is associated with the compensatory storage
 19 that was mentioned by the petitioner's engineer.
 20 We agree with those findings, and we'll allow
 21 DuPage County to comment as necessary.
 22 Three separate systems are proposed
 23 each maintaining the existing drainage patterns.
 24 So the figure that the engineer showed previously
 25 will be maintained obviously with the reduction

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1 of the peak flow rate discharging from the site
 2 to meet the countywide storm water ordinance
 3 allowable release rate of .1 CFS per acre.
 4 Here's the three breakdowns, but the
 5 engineer kind of broke that down earlier as to
 6 the acres developed in the associated storm water
 7 management facilities that we associated with
 8 both or with all three.
 9 As it's kind of been touched on before,
 10 there are some post-construction best management
 11 practices that are required per the ordinance.
 12 The petitioner's proposing to address those with
 13 native plantings. That's the wetland bottom
 14 basins that have been proposed and also
 15 additional water quality structures. Like the
 16 landscape architect mentioned previously, they
 17 are designed to promote infiltration, improve
 18 water quality discharging from the site, a lot of
 19 that first flush capture that occurs from picking
 20 up sediment that runs off the parking lots.
 21 Stormwater conveyance systems. Our
 22 storm sewers and our overland flow pads are all
 23 designed to be sized to meet the ordinance of a
 24 10-year storm sewer and 100-year overland flow
 25 paths to ensure the buildings are adequately

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1 protected from any sort of future risk.
 2 A real quick thing that I wanted to
 3 touch on like I mentioned before, not only is the
 4 land disturbance required by the EPA, it was --
 5 it's also a requirement of the storm water
 6 ordinance. As part of that, and this will be
 7 kind of reviewed during final engineering, is
 8 they'll be required to provide a construction
 9 sequencing plan that they'll -- the contractor
 10 will follow.
 11 They'll be required to meet weekly and
 12 post rainfall inspections to make sure all future
 13 and constructed soil erosion sediment control
 14 measures are in place and functioning as
 15 designed. The plan will be designed to -- for
 16 minimal disturbance. That's to -- you know, the
 17 last thing we want to see is a -- is 80 acres
 18 clear-cut open to -- and then, you know, a 100-
 19 year storm will come through and wash out a lot
 20 of that sediment into our waterways and storm
 21 sewer systems. The plan will kind of provide
 22 guidance for the contractor to follow as per the
 23 construction.
 24 And then there's a combination of both
 25 temporary and permanent measures. Temporary

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1 obviously during the construction phase, post-
 2 construction will be our permanent measures, and
 3 that's where we see kind of our native plantings,
 4 our riprap outlets, energy dissipation to prevent
 5 future erosion of the site.
 6 Here's kind of a quick walk-through
 7 that we typically see. And if you drive through
 8 any large construction site, these are things
 9 that you may notice and not notice with regards
 10 to soil erosion settlement control. And this is
 11 to do the best to minimize any sort of sediment
 12 and soil erosion occurring during construction.
 13 And that's the use of silt fence, groundwater
 14 pumping.
 15 All of these items will be discussed
 16 and reviewed during the permitting process, but
 17 the applicant is aware that this is something
 18 that needs to be addressed prior to permit
 19 issuance. And that's it for me.
 20 CHAIRMAN GREG TRZUPEK: Okay. One
 21 brief question if I may. Some of the traffic and
 22 parking is contingent on what the uses are. So
 23 you mentioned that we're not sure what's going in
 24 there. I believe that their plan showed like
 25 five percent of these buildings being offices and

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1 the rest were rather unknown.
 2 The request has been for some of these
 3 uses that are -- they're asking to be permitted
 4 are possibly not permitted in the RA or they're
 5 permitted in the G-I or special use in G-I. I
 6 know we're in the process of going through what's
 7 been gone through the village recently and what
 8 they were asking for, but my point is a number of
 9 the uses are not known and they're asking for
 10 them to be permitted.
 11 And we're saying that the traffic might
 12 be impacted by the what the use is and so will
 13 parking. And they'll submit that as they go
 14 along. What happens if the buildings are built,
 15 they come in with a use that generates more
 16 traffic? We tell them, sorry, you can't take
 17 that tenant?
 18 COMMISSIONER ENZA PARRELLA: So that's
 19 a very good question, Chairman. Within our
 20 zoning ordinance currently, we have taken the
 21 measures to have a use that might have sort of a
 22 traffic impact to be a special use so that the
 23 planning commission can review that information,
 24 board can approve it. With having that be a
 25 permitted use, the individual business would be

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1 allowed to essentially open up that
 2 establishment.
 3 If staff determines that there may not
 4 be sufficient parking, though, we'd have to be
 5 looking at shared parking agreements, the traffic
 6 measures that have gone into place and if they're
 7 sufficient. It makes it more challenging.
 8 There's a higher level of review in order to have
 9 some of those uses be special uses than to have
 10 them be permitted by right.
 11 CHAIRMAN GREG TRZUPEK: Okay. So
 12 again, my first concern would be the ask of
 13 having uses that are going from best use to
 14 permitted for the PD I'd have a large problem
 15 with. But even then, given the lack of
 16 understanding of what could be here, I understand
 17 (indiscernible) the nature of the buildings. But
 18 given the lack of what could be here, I just
 19 think that the open-ended question of what
 20 traffic could actually be generated and what
 21 parking is needed, I don't see how the village
 22 gets in a position where you've built these
 23 buildings and you can't rent to this person
 24 because they have too many people or too much
 25 parking. I think that's a difficult position to

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1 put ourselves into. Anything else on the staff
 2 reports?
 3 COMMISSIONER ENZA PARRELLA: No, but
 4 that was our --
 5 CHAIRMAN GREG TRZUPEK: That's it?
 6 COMMISSIONER ENZA PARRELLA: --
 7 presentation. Yes.
 8 CHAIRMAN GREG TRZUPEK: Okay. So we're
 9 good as far as that report. Petitioner, your
 10 presentation for now is done? Okay. We're
 11 getting into the public input part of the
 12 program. Again, please don't get too far down
 13 rabbit hole on the details. We understand those
 14 are being looked at.
 15 What we're here about is rezoning this
 16 parcel and getting a PUD, okay? So you have the
 17 opportunity to speak. I ask you not to repeat
 18 what's been said. If someone makes a comment on
 19 something, I'll ask if anybody else agrees with
 20 that so we're not all repeating the same thing.
 21 I'll also ask you to please address the planning
 22 commission up here. Don't address the
 23 petitioner.
 24 If there's a question or comment, I
 25 will ask the petitioner if they choose to address

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1 it at this time. But I don't want to get into a
 2 back-and-forth between the petitioner and the
 3 audience. So having said that, I note there's a
 4 sign-up sheet, but I don't want to have the first
 5 person just happen to be here. So I'll start
 6 this kind of informally. Who wants to start?
 7 And then please let me recognize you, and we'll
 8 go down and see if you're -- have anybody --
 9 anybody has a new comment. So anybody want to
 10 start off please? Yes, ma'am.
 11 COMMISSIONER ENZA PARRELLA: And just
 12 as a note, we do have several individuals who
 13 already signed up so you don't need to sign in
 14 again. But there is a sign-in sheet up there if
 15 you have not signed in already. Just if you are
 16 speaking that is.
 17 CHAIRMAN GREG TRZUPEK: And I'll need
 18 your name and address for the record please.
 19 NANCY D'ALESSIO: Good evening --
 20 CHAIRMAN GREG TRZUPEK: Please speak
 21 (indiscernible). Thank you very much.
 22 NANCY D'ALESSIO: -- commissioners.
 23 CHAIRMAN GREG TRZUPEK: Go ahead.
 24 NANCY D'ALESSIO: Is that okay?
 25 CHAIRMAN GREG TRZUPEK: Go. Beautiful.

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1 NANCY D'ALESSIO: My name is Nancy
 2 D'Alessio. I live on Heather Drive, and I think
 3 the crux of the matter is exactly, with all due
 4 respect, Commissioner Trzupek --
 5 CHAIRMAN GREG TRZUPEK: Close enough.
 6 NANCY D'ALESSIO: -- what you said was
 7 the key point. All the buildings currently are
 8 ugly perhaps. Maybe the landscaping isn't great,
 9 and I think Bridge is going to do a fine job
 10 improving the buildings, improving the
 11 landscaping. But what they have failed to really
 12 specifically address very, very well is exactly
 13 what commissioner pointed out.
 14 What's going to happen with the
 15 traffic? County Line Road, Madison, Plainfield,
 16 it's already a little bit congested. And when
 17 CNH was there, it was somewhat congested. But
 18 the mere fact that Countyline Road is going to be
 19 increased to two turn left-hand lanes, that means
 20 they recognize that there is a traffic issue and
 21 there will be a traffic issue.
 22 And I don't think the majority of the
 23 citizens who are here tonight are here because
 24 they are for this project. I think they're here
 25 because they're against this project. And I

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1 think it's because this project is going to
 2 change the way that this community looks and
 3 behaves. And we don't want it. I don't want it.
 4 CHAIRMAN GREG TRZUPEK: Okay.
 5 NANCY D'ALESSIO: And the mere fact
 6 that there is no tenant -- there are no tenants,
 7 these people, Bridge, is going to want to get
 8 their money back once they build this. How are
 9 they going to get paid? They're going to need
 10 tenants. And the fact that it's a complete
 11 unknown right now means you have to -- the
 12 commission, the village has to say, okay, yeah,
 13 it's okay to do -- to give this kind of variation
 14 and to accept this tenant.
 15 And then once you accept the tenant,
 16 you've got to accept the traffic. There's no
 17 other way that I see that this can happen. You
 18 have to -- you're going to have to accept the
 19 traffic once you accept this plan.
 20 CHAIRMAN GREG TRZUPEK: Okay.
 21 NANCY D'ALESSIO: And that is my
 22 objection.
 23 CHAIRMAN GREG TRZUPEK: Thank you.
 24 Okay. Woah. Hang on. One at a time. Ma'am,
 25 you want to come up here please? I need your

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1 name and address up here. You, sir, in this
 2 middle? What did you say to her? Oh, I'm sorry,
 3 ma'am. Sir, you want to come up?
 4 HARRY BRADLEY: I'm Harry Bradley. I
 5 live at 121 Surrey Lane, Carriage Way. That's
 6 just across the street. Believe me, that makes
 7 this personal. Why are we here? I guess to
 8 review a proposal by Bridge to install an
 9 industrial warehouse trucking complex dropped
 10 right in the middle of the residential Burr
 11 Ridge.
 12 I believe that Burr Ridge should've
 13 been told by our elected leaders when they first
 14 met with them that they should take this project
 15 somewhere else. They should've been told that
 16 the citizens of this town and its future and its
 17 plans and its aspirations was not being covered
 18 by this type of a development.
 19 Let me read a quote from longstanding
 20 Burr Ridge compliance plan The Community View.
 21 "Burr Ridge is a high-quality suburban community
 22 with low density neighborhood characterized by
 23 distinctive homes in natural wooded settings.
 24 Our village accommodates residents who seek a
 25 sense of privacy and a tranquil environment. We

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1 desire to enhance the village's physical beauty
 2 keeping Burr Ridge a very special place."
 3 CHAIRMAN GREG TRZUPEK: Okay.
 4 HARRY BRADLEY: In what universe does a
 5 very special place have to do with 1.2 million
 6 square feet of warehousing, 7 large, tall
 7 buildings, 300 or more semi-truck transits a day,
 8 4,000 employee car trips, 7/24 trucking
 9 transports, and the ensuing noise, pollution,
 10 safety, and problems that all that will bring to
 11 our community.
 12 I thought we had seen an increase in
 13 traffic jams on I-55. I think we've all been
 14 caught in the semi-truck canyons at the Burr
 15 Ridge I-55 exit. This project will move those
 16 canyons and more trucks into the Burr Ridge
 17 communities. It will be moved onto County Line
 18 Road, Plainfield, Madison, and residential
 19 streets.
 20 I could go on, but don't be fooled.
 21 Burr Ridge is here to complete this complex, and
 22 they're not to tell you the overall consequences
 23 of this endeavor. Do we trust everything we're
 24 hearing? Is it complete? I was at the March 21,
 25 2024 open house that Burr Ridge put on. It was

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1 well done. It was well staffed. We were handed
 2 a thick handout that was to explain what was
 3 happening.
 4 We heard all about the beautiful
 5 buildings. We heard all about a lot of things.
 6 But when I asked how many truck bays were going
 7 to be, nobody knew. Nobody would give me an
 8 answer. But they were on the drawings, although
 9 I and many of the other people couldn't read the
 10 drawings.
 11 The other thing I found very disturbing
 12 about that was that Bridge had handed this
 13 pamphlet out, multiple pages with lovely drawings
 14 of families smiling, biking in open pathways. Do
 15 you know there was not in all those many pages
 16 one picture of a truck? Not even a pick-up
 17 truck.
 18 CHAIRMAN GREG TRZUPEK: Thank you, sir.
 19 Anything else? Thank you. Anything else, sir?
 20 HARRY BRADLEY: Recently --
 21 CHAIRMAN GREG TRZUPEK: I guess so.
 22 HARRY BRADLEY: Recently Bridge put out
 23 a -- and we heard about this tonight, a postcard
 24 explaining the advantages to the citizens of the
 25 Bridge proposal, and that was followed up I guess

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1 with a new website. This information there or
 2 this form of advertisement was denied by our
 3 mayor.
 4 And again had -- while it talked about
 5 great things to come, had no mention of negative
 6 consequences. It did say we're going to improve
 7 our roads. Of course we're going to improve the
 8 roads. Where the hell are their trucks going to
 9 go?
 10 CHAIRMAN GREG TRZUPEK: Anything else,
 11 sir? (Indiscernible) your comments
 12 (indiscernible).
 13 HARRY BRADLEY: All right. I will just
 14 say a couple of other things. Bridge has been
 15 rejected or been unsuccessful in locating in two
 16 other communities recently. And in one of those
 17 communities, the Burr Ridge board supported that
 18 -- supported they not be allowed to go into -- I
 19 believe it was Willow Springs.
 20 I hope you've all read the newspaper
 21 articles of other communities with trucking and
 22 warehousing and the problems they've caused, how
 23 they've lost the flexibility, and they're now
 24 stuck. Let's not let Burr Ridge become stuck. I
 25 encourage the planning committee and the board of

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1 directors to say no to this type of development.
 2 Let's keep Burr Ridge a very special place to
 3 live.
 4 CHAIRMAN GREG TRZUPEK: Okay. Thank
 5 you. Okay. And I'll -- sir, you have a --
 6 you're next. I will remind you that something
 7 will go here. That's not to excuse whatever is
 8 being proposed. I'm just saying that this will
 9 be developed. Our task here that I see tonight
 10 is what's being asked beyond what could be there
 11 and what the public benefit is of that
 12 differential.
 13 So to say that nothing will ever happen
 14 here will be incorrect, but to say that this is
 15 the public benefit, okay. Well, what are you
 16 getting in return for that? What's our public
 17 benefit (indiscernible)? Please, sir. Thank
 18 you.
 19 TOM MALLOW: My name is Tom Mallow.
 20 6826 Fieldstone Drive in Burr Ridge. I want to
 21 repeat -- I really agree with everything the
 22 gentleman just said. I just want to add one more
 23 thing. I just moved in here about eight years
 24 ago, and I came here because of the beautiful
 25 buildings and because of the -- you know, Burr

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1 Ridge has a, you know, high-class, high-quality
 2 residents. I don't know what to say.
 3 Anyway, this is an opportunity for us
 4 to get rid of this factory, not to change it into
 5 something else that's also really going to add a
 6 lot of traffic and just be a sore eye for
 7 everybody else that comes into Burr Ridge. I
 8 just remind for everybody what I read there was
 9 about 700 cars in the morning, 700 cars in the
 10 evening every day that we're going to see.
 11 So this is an opportunity for us to
 12 find something else we can do with that piece of
 13 land that doesn't involve all that traffic and
 14 all that noise. Thank you.
 15 CHAIRMAN GREG TRZUPEK: Thank you.
 16 (Indiscernible). Anybody else have a concern
 17 with traffic to discuss here? Okay. So we --
 18 believe me, we get that, and we've also made the
 19 point that the traffic is not really defined
 20 because uses are quite defined. So we get that.
 21 So please, don't need to repeat that.
 22 I'd also say appreciate the images
 23 you've shown of the existing case facility. It's
 24 not very attractive. But again, if someone
 25 develops something on that property, even as an

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1 AR or as an L-I, it's not going to be what's out
 2 there today. So again, I'm looking at what is
 3 being proposed here beyond what you could do
 4 anyway without having to have a different
 5 rezoning or exceptions to a PUD. Okay. So I
 6 didn't talk mine. I understand that.
 7 JD SALAZAR: It's not (indiscernible)
 8 view.
 9 CHAIRMAN GREG TRZUPEK: Please.
 10 JD SALAZAR: Thank you. Thank you,
 11 commissioners. Jim, a friend of mine. I
 12 appreciate all the hard work that you do here.
 13 JD Salazar. I've lived in the village for 45
 14 years originally on Ridgewood Lane off 79th
 15 Street, then off Oak Knoll Drive off County Line
 16 Road and 87th. Currently living in the
 17 Fieldstone Club, loved the community, seen many,
 18 many changes here.
 19 You all have done a great job of
 20 keeping things out of this community like a
 21 Costco, like a movie theater. You've done great
 22 things. And I do want to say that I am
 23 industrial real estate developer. I've been in
 24 the business for over 30 years. We have projects
 25 all over the country. I know the Bridge

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1 Development people since they were founded. They
 2 do great work.
 3 The village has industrial developments
 4 right now, some of the most successful
 5 developments in the entire Chicagoland area. The
 6 vacancy in the Burr Ridge and Willow Brook kind
 7 of all the same market is less than two percent.
 8 I mean, it's -- when you compare it to the rest
 9 of Chicagoland, it's amazing.
 10 You have a lot of family-owned
 11 businesses that have owners who live in the area
 12 and they love it here. I fully expect that
 13 Bridge is going to do a quality job with their
 14 development. They've done that everywhere that
 15 they've worked. And when you think about the
 16 benefits to the town, industrial development is
 17 going to bring in real estate tax dollars for the
 18 schools, for the park district, and they're not
 19 going to put any other users into the school or
 20 the park district. So that's the benefit for the
 21 town.
 22 Is there any sales tax? No, there
 23 isn't any sales tax. But I'll tell you the worst
 24 thing that could ever happen is to have more
 25 retail in Burr Ridge. And yes, 45 years ago Burr

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1 Ridge was awesome. It was full of open space.
 2 Heck, when I first got here I'd run down County
 3 Line Road. 83rd Street didn't exist. There
 4 wasn't anything there. So I totally get it.
 5 But this is a new time. And if you
 6 don't do this Bridge Development, what are you
 7 going to do there? What are you going to put in
 8 there? That's all I have to say. Thank you for
 9 everything you do.
 10 CHAIRMAN GREG TRZUPEK: Thank you. And
 11 not to beat this to death, but again, the
 12 property's already suggested by the comprehensive
 13 plan to be L-I. To me, L-I is High Grove. What
 14 they're proposing is not High Grove. It would
 15 tell you it needs to be bigger bulk regulations,
 16 more traffic, more trucks, and they may be right.
 17 Maybe that's the only market that's out there
 18 today.
 19 However, again, we're looking at if
 20 it's L-I but they want this, which is -- which
 21 they're kind of covering under L-I, is that jump
 22 in use appropriate for the village today?
 23 Anybody else, please. Yes, sir. You just cut in
 24 front of somebody.
 25 DON CHAPPEL: Good evening. Don

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1 Chappel, 7901 South County Line Road. I agree
 2 with all the objectors. I've written a letter.
 3 The letter's included in your package. It's
 4 fairly detailed. I'll be brief. I won't mention
 5 traffic more than once.
 6 But with that comes pollution, noise,
 7 and safety issues. As well, I think we've seen,
 8 you know, truckers, if there's no parking for
 9 them, they're going to park on the streets.
 10 They're going to park in the neighborhoods until
 11 a dock is open. Or if they need to sleep,
 12 they're going to park on the streets and sleep.
 13 We see that in other trucking operations in the
 14 village, and I think that's something to be very,
 15 very concerned about.
 16 Again, and emissions from all those
 17 trucks operating so close to residences and our
 18 public parks I think is quite objectionable. So
 19 I'm strongly opposed to the project for a whole
 20 lot of reasons. I think it's incompatible with
 21 the surrounding residential areas and park areas.
 22 And I think we can do better. I think if we
 23 think strategically, we can find a use that's
 24 really attractive to our village and really fits
 25 with the character and our goals as a community.

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1 I have not met more than one person so
 2 far that's been in favor of this project that
 3 lives in the village. So I think the
 4 overwhelming sentiment that I have found is
 5 complete negativity toward the development
 6 despite the professionalism that I see displayed
 7 by the Bridge team and the village staff.
 8 But nonetheless, I think we ought to
 9 deny this. I think we have every right to do so.
 10 I don't think the rezoning is -- it's not a
 11 burden that we need to take on, the PUD, the
 12 variances.
 13 We don't need to move our public works
 14 facility. I think most of us are also skeptical
 15 that we need a 12-and-a-half-million-dollar
 16 public works facility for a village of 11,000
 17 people with a declining population. So again, I
 18 think there's a lot of reasons to deny it.
 19 In terms of what comes next, I think
 20 that site could support residential. I think the
 21 big difference is CNH would get a lot less money
 22 for their site than they will get with a
 23 development like this. It could be light
 24 industrial like High Grove or it could be a
 25 combination.

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1 But I think residential would be
 2 perfect, and I think most everyone that I talk to
 3 would support residential there. Maybe take a
 4 little while to get it done. But again, CNH is a
 5 large public corporation. It's incorporated in
 6 the Netherlands. Its headquarters is in the
 7 United Kingdom. They don't really care what
 8 happens in Burr Ridge. We care, and they'll just
 9 have to take a purchase price adjustment. You
 10 know, take a lot less for the property --
 11 CHAIRMAN GREG TRZUPEK: Okay.
 12 DON CHAPPEL: -- and move it to a
 13 residential developer, so --
 14 CHAIRMAN GREG TRZUPEK: Okay.
 15 DON CHAPPEL: -- with that, I thank
 16 you.
 17 CHAIRMAN GREG TRZUPEK: Thank you. And
 18 I get the traffic issue. So if it's something
 19 besides traffic, could we get that please?
 20 BILJANA BULAKOVSKA: Oh, I'm just going
 21 to touch a little bit. My name is Biljana
 22 Bulakovska. I'm from 120 Carriage Way Drive from
 23 the Cook County side, and this development really
 24 does not have any positive impact on our end, on
 25 our side except of the traffic noise and the -- I

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1 mean, we already have issues with the trucks from
 2 the Tower Road and Frontage Road.
 3 And believe you me, because I am 22
 4 years living in Burr Ridge, the village cannot
 5 even work with them nowadays, which they are
 6 already established businesses. It's a disaster.
 7 We don't sleep. We don't eat. I mean, you have
 8 garbage in front of you. Do not be fooled. So
 9 I'm strictly very opposed to this development
 10 because I don't see any positive impact on our
 11 community, especially the Cook County side.
 12 In addition to the traffic that we're
 13 going to -- it's already a disaster, it's going
 14 to be times two because you're because widening
 15 the County Line Road. I'm strongly advising that
 16 we have no trucks to County Line because our
 17 development, the south side -- actually, the
 18 north side from I-55, we want to be part of Burr
 19 Ridge, not to be separated by industrial parks or
 20 trucks or whatsoever.
 21 We are -- we're looking for pedestrian
 22 bridges. We were looking for the green area and
 23 pets to come to the village center, not
 24 industrial with the trucks. So that's one thing.
 25 The second thing is if the residential

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1 buildings can have building to lot ratio of 20
 2 percent or 25 percent, how come they have 56
 3 percent? You know, it doesn't make sense. So
 4 the building to lot ratio for the houses is 20
 5 percent or 25 percent. They have more than that.
 6 They have only 44 green area. So it doesn't work
 7 that way. So that's all that I have to say.
 8 Don't be fooled. Do not approve this.
 9 CHAIRMAN GREG TRZUPEK: Okay. Thank
 10 you.
 11 BILJANA BULAKOVSKA: Thank you.
 12 CHAIRMAN GREG TRZUPEK: In fairness,
 13 the area, the (indiscernible) ration, what
 14 they're asking for is increases from roughly .4
 15 to .43, .44 on the additional parcels. What they
 16 have said is that because of the (indiscernible)
 17 on the entire totality of the property, they're
 18 actually less than that.
 19 So while they're going through
 20 variations of about 10 percent or so on the FAR
 21 on specific properties, they're saying that
 22 they're under on the entire development. Just in
 23 fairness.
 24 BILJANA BULAKOVSKA: Great. But if the
 25 house is 20 percent, how come industrial parks

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1 can have more? Doesn't make sense.
 2 CHAIRMAN GREG TRZUPEK: Because they're
 3 different FARs.
 4 BILJANA BULAKOVSKA: Okay. Thank you.
 5 CHAIRMAN GREG TRZUPEK: Okay. Anybody
 6 else have anything new please?
 7 COMMISSIONER ENZA PARRELLA: Can we
 8 just ask everyone if you're done to sort of have
 9 a seat? It's a little hard to hear evidently
 10 with everyone kind of standing and lingering. So
 11 after you've spoken, just have another seat
 12 please.
 13 CHAIRMAN GREG TRZUPEK: Okay. There
 14 was someone in the middle here that had their
 15 hand up for a while. Ma'am?
 16 INGRED TEPLER: Hi. My name's Ingrid
 17 Tepler. I'm from Fieldstone, 6902 Fieldstone
 18 Drive. The only different points other than
 19 what's already been stated is it's my
 20 understanding that according to our village code,
 21 in Article 13, Section L(3)(b)(15) that we have
 22 the right to request an environmental impact
 23 study. I would suggest that perhaps the village
 24 look into this considering this --
 25 CHAIRMAN GREG TRZUPEK: To do so.

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1 INGRED TEPLER: Sorry?

2 CHAIRMAN GREG TRZUPEK: That's part of

3 the comments of the (indiscernible).

4 INGRED TEPLER: Oh, okay. Great. Just

5 because of the sensitive receptors in the area,

6 given the daycare, the birthing center, and the

7 park. And the only other note that hasn't been

8 mentioned is just the inability to be flexible on

9 the 24/7 access, hours of operation to me would

10 signal that this more of L-1 as opposed to what

11 seems to be general in pulling so many special

12 uses.

13 CHAIRMAN GREG TRZUPEK: Okay.

14 INGRED TEPLER: It was my understanding

15 at the May 9th meeting that they could not make

16 their business feasible if they didn't have 24/7

17 access to do this. So they need to be able to

18 enter trucks at all hours of the night. So it

19 makes me question what type of tenants would

20 potentially go there that would need 24/7 access

21 to a dock or the warehouse. There's many

22 businesses currently in Burr Ridge that factor --

23 Double Good, they're -- Daltile producing and

24 making, manufacturing different food and building

25 products. They don't require 24/7 access.

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1 The produce market on the south side,

2 similar. They may start at 4 a.m. to receive,

3 but they're done by 3 p.m. So there is a set

4 hour on how they operate the business. So their

5 need for 24/7 really makes me question what

6 potentially could come to Burr Ridge that it

7 wouldn't be something as kind as Magna Tiles.

8 Maybe there is a Magna Tile, but maybe

9 there's also a distribution center that needs --

10 that driver needs 24/7 access to do the overnight

11 parking. And that's something they're not

12 flexible on. So I question -- I never want to

13 enter into any partnership with a partner who

14 isn't flexible on something so big. So I would

15 just highly ask the village please to look into

16 this. We can have High Grove. This isn't High

17 Grove. And that's it. Thank you.

18 CHAIRMAN GREG TRZUPEK: Okay. Thank

19 you. (Indiscernible). Question for our

20 (indiscernible). Where are we as far as what's

21 allowed for an RA or an L-I in terms of hours of

22 operation?

23 COMMISSIONER ENZA PARRELLA: So they

24 are allowed 24/7 operation. There are no

25 limitation on hours in the manufacturing

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1 districts because a lot of manufacturers run

2 three shifts typically.

3 CHAIRMAN GREG TRZUPEK: So High Grove

4 today can run 24/7.

5 COMMISSIONER ENZA PARRELLA: Correct.

6 CHAIRMAN GREG TRZUPEK: Okay. Thank

7 you. Yes, sir.

8 ERIC SPOKAS: Hi. My name's Eric

9 Spokas. I'm at 7229 Hamilton Avenue. I just

10 kind of brief -- just say that's my main concern.

11 You know, I know a lot of people talking about

12 traffic, and that is part of -- they're related.

13 With the Bridge's proposal for the public works

14 building, what would be the access point to that?

15 CHAIRMAN GREG TRZUPEK: It's off of --

16 oh, sorry. Harvester Drive, right?

17 COMMISSIONER ENZA PARRELLA: It's on

18 the corner of Harvester and Garfield.

19 ERIC SPOKAS: So you would have to

20 enter Harvester Drive to enter the proposed

21 public works building, correct?

22 CHAIRMAN GREG TRZUPEK: Correct.

23 ERIC SPOKAS: Now, I read online that

24 part of this proposal is that at the public works

25 building there would be an access point for fuel.

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1 A gas station essentially for public works

2 vehicles.

3 CHAIRMAN GREG TRZUPEK:

4 (Indiscernible).

5 ERIC SPOKAS: Is that correct? And

6 you would also grant access to other DOT vehicles

7 as well.

8 CHAIRMAN GREG TRZUPEK: Is there --

9 ERIC SPOKAS: Is that right?

10 CHAIRMAN GREG TRZUPEK: What is the

11 access today as far as fueling vehicles at the

12 existing facility?

13 MAN 1: We currently get our fuel from

14 the DuPage County wastewater treatment plant,

15 which is just south on Madison Street on the

16 other side of the tracks that is -- we are 80

17 percent of their volume. And they're having

18 maintenance issues and they may not always

19 continue that agreement. So we're looking long-

20 term at a public works facility that may have

21 fuel that then we can fuel our police cars as

22 well as public works and if we needed to share

23 with another agency if it's to their benefit.

24 ERIC SPOKAS: So that would be part of

25 the proposal as well, right?

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1 MAN 1: Possibly. It sounds -- the
 2 details of that public works building are not
 3 worked out at all.
 4 ERIC SPOKAS: So therefore, there would
 5 be an increase of traffic on Harvester Drive.
 6 MAN 1: Yes.
 7 ERIC SPOKAS: Where an industrial
 8 building is being proposed.
 9 MAN 1: Not the industrial building,
 10 but the public works building, yes. There would
 11 be --
 12 ERIC SPOKAS: Yeah.
 13 MAN 1: -- access to that off Harvester
 14 Drive, correct.
 15 ERIC SPOKAS: You see how like there's
 16 -- you think there's a good reason why there's
 17 not a lot of trust here? We get -- between
 18 Bridge and the -- there's -- just don't have a
 19 great track record. I'm sorry, but you guys --
 20 you seem like good people. You really do. You
 21 know, and I appreciate what you're trying to do.
 22 CHAIRMAN GREG TRZUPEK: Okay.
 23 Appreciate it.
 24 ERIC SPOKAS: I mean, you see like I
 25 have to -- like I had to really dig into the

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1 internet and go through the footnotes to find
 2 out, oh, hey, you're trying to put a fueling
 3 station next to a park where I take my kids.
 4 CHAIRMAN GREG TRZUPEK: Well, it's a
 5 public works proposal to put a public works
 6 building there. And yes, again, the details of
 7 fueling, but I would expect if you're going to be
 8 storing trucks down there big enough, you might
 9 want to fuel them. So that kind of goes along
 10 with --
 11 ERIC SPOKAS: Right.
 12 CHAIRMAN GREG TRZUPEK: --
 13 (indiscernible) --
 14 ERIC SPOKAS: Yeah.
 15 CHAIRMAN GREG TRZUPEK: -- public works
 16 building.
 17 ERIC SPOKAS: And with safety, somebody
 18 else mentioned too that truck drivers have an
 19 hours of service issue and this frequently
 20 happens. They arrive to a place and they have to
 21 immediately -- they have to turn off the truck
 22 and they have to take a 10-hour break. And
 23 oftentimes, the truck parking is a very limited
 24 commodity in that industry. It's a very serious
 25 problem.

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1 I could foresee people trying to go
 2 down Harvester. This happens frequently
 3 currently because there are so many different 3PL
 4 warehouses being built that the -- what happens
 5 is that GPS data gets inputted for the driver and
 6 it doesn't know where a warehouse is or where the
 7 access point is. It's just going to guess.
 8 It'll just guess.
 9 So you're going to have truck drivers
 10 -- it's inevitable. You're going to see truck
 11 drivers going down Harvester Drive. There's no
 12 access point.
 13 CHAIRMAN GREG TRZUPEK: Okay. Thank
 14 you.
 15 ERIC SPOKAS: So it's just something
 16 you guys might want to consider.
 17 CHAIRMAN GREG TRZUPEK: Yes. A couple
 18 of points if I may add to follow up with that. I
 19 agree with you on a GPS consideration because
 20 part of the reason for the connection out to
 21 Plainfield would be that you could get there that
 22 way. Well, GPS doesn't know -- Google Maps
 23 doesn't know that you -- it's a backup -- usually
 24 known as a backup as far as the intersection at
 25 County Line and Veterans Boulevard.

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1 So I understand that. If -- you're
 2 going to learn after a while I can't get in, then
 3 I'm going up to Plainfield. But I agree.
 4 Nothing's going to tell you to go to the
 5 alternate. You're going to start to overcrowd
 6 possibly the intersection at Plainfield at --
 7 excuse me, at County Line and Veterans.
 8 Also to your point about the public
 9 works building, what's being proposed by Bridge
 10 is that there's a \$12.5 public benefit to have a
 11 brand new public works building. And I'm not
 12 questioning that the cost of the new building is
 13 that. I'm not questioning that we have a need --
 14 well, I am questioning. We have a need for one.
 15 Right now that building is in Bridge's
 16 way. And moving it, taking down a reasonably
 17 good artfully usable building, I'm not sure if
 18 this village today would say, hey, we need a new
 19 public works building somewhere else because this
 20 one's not viable. Right now we own it. We use
 21 half of it, and it could be expanded in that
 22 location, but that would not fit in with this
 23 particular proposal.
 24 So I have a kind of a cynical attitude
 25 towards the idea that this 12.5 million public

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1 works building is something that's a true public
 2 benefit. It is. It's a brand new \$12.5 million
 3 building that we're not paying for. As opposed
 4 to maybe paying half that to keep the building in
 5 the same place and renovate it. Would you rather
 6 get the truck traffic and a brand-new building,
 7 or pay something to renovate the one that's there
 8 now? I don't know.
 9 That's a consideration I think that I
 10 have a hard time with us as a planning commission
 11 deciding that there is a public benefit of 12.5
 12 million for a new public works building when to
 13 me the village hasn't said, hey, we need to do
 14 something with the public works building. It's
 15 got to be somewhere else and it doesn't work in
 16 this location.
 17 ERIC SPOKAS: Burr Ridge --
 18 CHAIRMAN GREG TRZUPEK: (Indiscernible)
 19 to that.
 20 ERIC SPOKAS: -- you know, to your
 21 point, Burr Ridge has also --
 22 CHAIRMAN GREG TRZUPEK: Okay.
 23 ERIC SPOKAS: -- won awards for fiscal
 24 responsibility so I trust you guys to be able to
 25 make those kinds of decisions --

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1 CHAIRMAN GREG TRZUPEK: Okay.
 2 ERIC SPOKAS: -- and to get that kind
 3 of stuff moving forward without putting trucks
 4 next to a park.
 5 CHAIRMAN GREG TRZUPEK: Okay.
 6 Appreciate your comments.
 7 ERIC SPOKAS: I just don't want to see
 8 my kid hit by a truck.
 9 CHAIRMAN GREG TRZUPEK: Okay.
 10 ERIC SPOKAS: That's it.
 11 CHAIRMAN GREG TRZUPEK:
 12 (Indiscernible).
 13 ERIC SPOKAS: So thank you. I
 14 appreciate your time. Thank you.
 15 CHAIRMAN GREG TRZUPEK: Yes, ma'am.
 16 PETRA CHASSIN: Petra Chassin, 6886
 17 Fieldstone Drive. We already know about the
 18 concern of many trucks. I heard conversation
 19 about not long-term truck storage, but
 20 potentially they'll stay overnight. We don't
 21 want the truck on the road. Now we have a truck
 22 driver. So where is he staying that night?
 23 Where is he going to sleep? Is he sleeping in
 24 Burr Ridge? Does this bring company?
 25 I have a cousin who works at IDOT. He

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1 says he sees a lot of long-haul truckers. It's
 2 not one truck driver. It's generally three truck
 3 drivers. A bunk is built in the back. A five-
 4 gallon bucket is put in the passenger seat lined
 5 with plastic. That is their urinal. That is
 6 their outhouse. He says they routinely have to
 7 empty their outhouse, close the bag, out the
 8 window.
 9 They're long-haul trucking. They're
 10 transient. We'll have baggage to deal with that.
 11 So where is their garbage going to go before they
 12 park their trucks? Where are the truck drivers
 13 staying overnight? How will that impact our
 14 community? I don't think very well.
 15 CHAIRMAN GREG TRZUPEK: Okay. Thank
 16 you. Again, concerning (indiscernible). That
 17 also, I don't want to pile on right now, but one
 18 of my concerns also is there's an ask for parking
 19 in front of the building, and there's a statement
 20 that the truck traffic will be in the back so
 21 that's why we need to park in the front. Okay.
 22 Well, you're kind of to me creating the problem
 23 that you're having additional truck traffic
 24 that's got to go someplace.
 25 So because of that, we're being asked

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1 to have parking of vehicles in front of a
 2 building that we would not in other developments.
 3 Again, Fieldstone you don't see cars parked in
 4 front because you don't see that much truck
 5 traffic using them. So again, that's another
 6 concern that I have with additional truck traffic
 7 being generated by the proposal leading to
 8 different uses like having parking in front of
 9 buildings that we don't normally have.
 10 (Indiscernible).
 11 MARY BRADLEY: Mary Bradley, 121 Surrey
 12 Lane and Carriage Way. I know you have seen me
 13 before and you know I'm against this proposal. I
 14 just do not see that in any way, shape, or form
 15 this fits the definition of light industrial they
 16 have in Burr Ridge.
 17 I want you guys to -- and I hate to
 18 belabor traffic, but please look at page 58 of
 19 your staff report and number 19 which discussed
 20 table 9, the capacity analysis traffic report for
 21 the Carriage Way Drive, County Line Road,
 22 Veterans Drive intersection. In the morning, the
 23 levels of service go from C to D -- or from B to
 24 C. In the evening it goes from C to D, and
 25 that's even with their second lane of going

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1 north.
 2 The north/south left turn lanes on
 3 County Line Road get bad and they get worse. And
 4 the staff noted in the staff report that the cars
 5 driving south are going to come in Carriage
 6 Place, drive through County Line Lane to get to
 7 Loyola and the Frontage Road. They already do
 8 that. We can attest to that in Carriage Way.
 9 Now, the other question, how many --
 10 exactly how many truck bays are there? They add
 11 up to 178, but Mr. Chairman, one meeting you said
 12 there were additional 100 and -- another 19.
 13 CHAIRMAN GREG TRZUPEK: The original
 14 plan that I counted on the elevation was I
 15 believe like 277. I'm just (indiscernible).
 16 MARY BRADLEY: Right. Yeah, that was
 17 me.
 18 CHAIRMAN GREG TRZUPEK: Today the
 19 number of docks that are shown actually totals
 20 178.
 21 MARY BRADLEY: 178. So there's --
 22 you've got --
 23 CHAIRMAN GREG TRZUPEK: That's the
 24 number of docks both internal and external that
 25 they're showing.

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1 MARY BRADLEY: Okay.
 2 CHAIRMAN GREG TRZUPEK: How that
 3 relates to traffic, I actually don't know.
 4 MARY BRADLEY: Okay. All right. Now
 5 I'm just going to say something about a PUD.
 6 There's no question that a PUD can be an
 7 effective useful tool to accommodate developments
 8 in a community. It can provide flexibility and
 9 enhancements to an overall development.
 10 But used with this proposal, it is
 11 simply a way to allow a developer with lots of
 12 money to produce lengthy fancy high-powered
 13 traffic studies, stormwater studies, design road
 14 upgrades that suit trucking needs but not
 15 community needs, promise long-term revenues,
 16 kickback funds to entice the poor, design
 17 wetlands and green spaces that sound good, but
 18 don't really change the site of massive
 19 warehouses, which by the way are not even a
 20 permitted or a special use business allowed in
 21 Burr Ridge L-I or R-I zones.
 22 Furthermore, these warehouses do not
 23 even appear to meet the definition of a warehouse
 24 allowed as a special use in the G-I zone because
 25 they're not single-tenant. On top of it, they're

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1 asking for numerous, numerous variances, and
 2 we've heard about them tonight so I won't go back
 3 down over them.
 4 I'm asking that you please deny this
 5 petition. Warehouses of this size and scope
 6 proposed with this petition do not belong in Burr
 7 Ridge --
 8 CHAIRMAN GREG TRZUPEK: (Indiscernible)
 9 --
 10 MARY BRADLEY: -- anywhere.
 11 CHAIRMAN GREG TRZUPEK: -- turn it off.
 12 MARY BRADLEY: Anywhere.
 13 CHAIRMAN GREG TRZUPEK: Please.
 14 MARY BRADLEY: It has been an honor for
 15 me to serve on the CNH ad hoc committee. I found
 16 that I and many of my neighbors in Carriage Way
 17 were not alone in preferring that if this
 18 property has to be rezoned that it be rezoned
 19 primarily not less than 20 percent for some type
 20 of residential community, especially if you could
 21 find a type of community that serves seniors and
 22 empty nesters wanting to downsize.
 23 If there's a representative here from
 24 CNH, please take time to look for other buyers.
 25 The Bridge Midwest -- what Bridge Midwest is

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1 proposing is not suitable for Burr Ridge and it
 2 is not even worth negotiating alterations.
 3 CHAIRMAN GREG TRZUPEK: Thank you.
 4 STEVE PATTERSON: Hi. My name is Steve
 5 Patterson. I'm at 134 Surrey Lane in Carriage
 6 Way. And some of us have been involved in this
 7 for more than a year in terms of just evaluating
 8 the process. And the concept of what happens
 9 when there's a change when you can't get a
 10 tenant, and then they find a tenant, and that
 11 tenant requires more than what was approved
 12 earlier, then what?
 13 That ties into the idea of the 24/7.
 14 The developer isn't going to want to give up 24/7
 15 at the front end of this because they might need
 16 it later on. And that's the ultimate question.
 17 It's always been the ultimate question, is what
 18 happens if this becomes more than so-called light
 19 industrial. And a lot of the people in this room
 20 don't believe that 50-foot-high ceilings, which
 21 is how it was originally proposed and may still
 22 be because I don't know if the village measures
 23 height to the underside of the ceiling at 36. I
 24 think earlier today they said --
 25 CHAIRMAN GREG TRZUPEK: They mentioned

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1 36 clear height inside. They measure to the
 2 outside of the --
 3 STEVE PATTERSON: Right.
 4 CHAIRMAN GREG TRZUPEK: -- next wall.
 5 STEVE PATTERSON: Right. Right. So
 6 that number of loading docks, that kind of
 7 building height, that's typically indicative of
 8 something more than light industrial. I mean,
 9 High Grove, which has a very low vacancy rate,
 10 has like 30 or 35 loading docks.
 11 CHAIRMAN GREG TRZUPEK: 46.
 12 STEVE PATTERSON: 46. But the point is
 13 --
 14 CHAIRMAN GREG TRZUPEK: There's 46
 15 docks in High Grove. We had to count them.
 16 STEVE PATTERSON: The point is that
 17 it's not as though that business model is
 18 struggling or that it's become obsolete. It
 19 might not be new buildings, but it's still in
 20 high demand. And then I think one of the things
 21 that gets frustrating is it does feel like the
 22 business proposal -- the development proposal
 23 (indiscernible) modified. I mean, is it true
 24 that a new list of special uses was proposed for
 25 the PUD utility?

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1 CHAIRMAN GREG TRZUPEK: No, that's on
 2 us. We went -- the next -- last few months we've
 3 gone through and looked at the uses for various
 4 manufacturing districts and varied some, which
 5 what might've been a permitted use is now a
 6 special use and so on. So that's on us that we
 7 made it a little bit more restrictive.
 8 STEVE PATTERSON: The final thing I
 9 think I would say just to try and not be
 10 duplicative is I've lived here since 2017. I've
 11 lived in the single-family portion of Carriage
 12 Way, so I get to see the traffic coming out of
 13 Loyala and Tower every day.
 14 I've never had an objection to the Saia
 15 trucks. I kind of feel like bringing up Saia
 16 constantly throughout the presentation as kind of
 17 what they're not, it's a little bit insulting.
 18 Because I've never had trouble with Saia trucks.
 19 But if there's 300 trucks going to and from
 20 Bridge every day, that's a lot more than what
 21 happens with Saia as far as I can tell.
 22 And I wanted to echo the idea -- the
 23 other point is that Saia's one building. There's
 24 seven of them there. And at least three of those
 25 seven exceed 250,000 square feet. So really,

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1 every one of those seven buildings is at least a
 2 Walmart Super Center. So to kind of compare any
 3 one of those buildings against Saia just feels a
 4 little disingenuous. And that's all.
 5 CHAIRMAN GREG TRZUPEK: Okay, thank
 6 you. Seems like we're getting a bit of a queue
 7 going on this on this wall for the next person to
 8 talk, so if you don't mind, it's working out to
 9 kind of queue on that side or leave if you need
 10 to. Go ahead, sir.
 11 LI CHAI: I just make it a symbol. I'm
 12 Li Chai at 6852 Fieldstone Drive. And we have
 13 talked about traffic environment studies, but I
 14 think people are shy to talk about the bottom
 15 line. I'd like to have a study on our house
 16 value. If everybody believes this is going to
 17 help us, you know, with our house value.
 18 CHAIRMAN GREG TRZUPEK: Okay, go ahead.
 19 LI CHAI: Otherwise, you believe it so,
 20 buy my house. I'll go. I don't have to be here.
 21 That's it. That's all my information.
 22 CHAIRMAN GREG TRZUPEK: Thank you.
 23 Yes, sir.
 24 TOM WHITE: My name is Tom White. I
 25 live at 124 Stirrup Lane in Carriage Way.

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1 Comments I guess I would make. One is,
 2 I thought I heard at one point 42-inch high
 3 outside height of buildings.
 4 CHAIRMAN GREG TRZUPEK: It's roughly 42
 5 feet, yes.
 6 TOM WHITE: I'm sorry, 42 feet. So how
 7 high is all of what they call, you know, the area
 8 around that's going to be blocked off from the
 9 residential areas? Is that going to be -- I
 10 mean, what we have (crosstalk).
 11 CHAIRMAN GREG TRZUPEK: I'm not hearing
 12 you entirely.
 13 TOM WHITE: I'm sorry.
 14 CHAIRMAN GREG TRZUPEK: Go ahead.
 15 TOM WHITE: Okay. They're talking
 16 about having a buffer, if you will, between this
 17 park area that they're going to have, for
 18 example, or between any of it, okay. And my
 19 question is, is that going to be 42-foot high
 20 also or are we going to have a lot of light in
 21 this one big area almost as if it was Comiskey
 22 Park that was there; that's one.
 23 Two, the second thing is, is I think
 24 your comment about not knowing who's going to be
 25 there is very important. We have had

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1 Sterigenics, for example. I don't know what
 2 light industrial is, to be honest with you. I do
 3 know that if you don't -- if you flush things
 4 down the sewer, hopefully, the DuPage County
 5 Water Reclamation District will take care of that
 6 and do some sampling. But if you, in fact,
 7 somehow through air pollution or through
 8 groundwater pollution, wellness just of the dirt
 9 itself, who knows what that can bring on. It
 10 doesn't seem like -- you know, seems like a lot
 11 of it is just going to ponds. Well, what are you
 12 going to put in the pond? I don't know.
 13 So I'm just saying that the fact that
 14 we don't know who's going in there ahead of time,
 15 I think is a problem.
 16 CHAIRMAN GREG TRZUPEK: That's a
 17 concern. And also along with that, as far as the
 18 uses go, we do have regulations on what (sound
 19 drops) inside buildings that we would have
 20 anyway, but I agree with the concern about that.
 21 And if I may, in terms of building the
 22 heights and the screening, we have a number of
 23 section in our package that show a house, a stick
 24 figure in front of it looking up towards the
 25 buildings and everyone shows landscape, but

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1 everyone shows the site line from that person to
 2 a building that you can see them. So I don't
 3 think they're pretending that you're not going to
 4 see a 42-high-foot building from Fieldstone or
 5 from anyplace else; you're going to see them.
 6 My concern with that is -- and they're
 7 much farther back than the current Case building
 8 is, a couple of hundred feet back as they
 9 mentioned. So it is farther back, taller than
 10 the Case building in general is, but there's a
 11 lot of stuff on top of the Case building that no
 12 one wants to look at that would not be there on
 13 these buildings.
 14 We've also not talked about the idea of
 15 screenings this mechanical equipment. We would
 16 insist that any kind of mechanical equipment be
 17 screened on top of these building; that would be
 18 part of any kind of approval. So you're looking
 19 at 42 feet, plus whatever screen is necessary for
 20 mechanical equipment.
 21 My concern, though, is that on the two
 22 buildings B and C facing north and then lot
 23 building F facing towards south towards
 24 (indiscernible) residences. They're proposing
 25 for signage, illuminated signage on all of those

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1 buildings facing out towards the residence. I'm
 2 going to have a big problem with that. So, I
 3 mean, building height is one thing, but the idea
 4 that you need to have illuminated signs, 100
 5 square feet, four of them for the two buildings
 6 facing north that need to be seen by primarily
 7 residential and that's a part of their proposal,
 8 I'm going to have some problem with. So I think
 9 along with the idea of height is also what's on
 10 them.
 11 TOM WHITE: Okay. Just going back one
 12 second. As far as us having regulations as to be
 13 what can be discharged, for example, or that they
 14 have to have -- I don't know -- some kind of
 15 cleaning units for exhaust, for example. Those
 16 are all good, but we had those for Sterigenics
 17 too and it didn't work.
 18 CHAIRMAN GREG TRZUPEK: Well, again,
 19 I'm not going to defend Sterigenics, but that
 20 means I'm not going to defend what Case has had
 21 there for years or anybody else. But I'm just
 22 saying that various uses, there's very --
 23 emissions, there's already regulations in the
 24 Village anyway that we have I would expect to
 25 apply to any property.

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1 TOM WHITE: As long as they're
 2 enforced, that's good. Thank you.
 3 CHAIRMAN GREG TRZUPEK: Thank you.
 4 Yes, sir.
 5 PETER TEPLER: Hi, my name is Pete
 6 Tepler. I live at 6902 Fieldstone Drive. I have
 7 three questions for the Board. Considering the
 8 development is going to be wedged between some
 9 sensitive businesses like a park, a daycare,
 10 church, a birthing center, will they require
 11 Bridge to perform an air quality study?
 12 CHAIRMAN GREG TRZUPEK: Again, we have
 13 suggested to staff who just said environmental
 14 study will be done as part of this, but we don't
 15 have yet but would be asked for.
 16 PETER TEPLER: Okay. But isn't an air
 17 quality study different then an environmental
 18 impact study?
 19 CHAIRMAN GREG TRZUPEK: I don't know
 20 that.
 21 WOMAN 1: So I had noted in the staff
 22 report, basically environmental impact noise and
 23 air had all been suggested by the Planning
 24 Commission. So some combination thereof and yes
 25 to all of the above, but that's up to the

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1 Commission to (crosstalk).
 2 PETER TEPLER: Because I thought an air
 3 quality study is different than an environmental
 4 impact study that would look at how, you know,
 5 changing the land will affect the wildlife, where
 6 an air quality study just focused on the air
 7 quality.
 8 And that kind of goes into my next
 9 question was about an environmental impact study
 10 because there is a lot of wildlife that, you
 11 know, lives there. There's a coyote pack and,
 12 obviously, a lot of deer, but specifically a big
 13 coyote pack that lives on the property. I see
 14 them, they howl, and they come in my backyard
 15 quite a bit as well, so that was just a point
 16 about that.
 17 And then the last one, oh yeah, about
 18 the traffic, but this is really important. Did
 19 the traffic study take into consideration people
 20 that are -- mostly truckers or people that are
 21 going to cut from 55 through Veterans Parkway
 22 just to get to Kingery? Because when traffic is
 23 bad, that's exactly what people are going to do,
 24 they're going to cut through the thoroughfare to
 25 get to Plainfield Road to get to Madison to get

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1 to 63rd to get to Kingery Highway if they're
 2 going to go north or west if 294 is backed up, so
 3 it's going to create a way for people to get
 4 around a lot of traffic.
 5 So I don't know if that was considered
 6 with the traffic study that was done. That's
 7 really important.
 8 CHAIRMAN GREG TRZUPEK: I don't think
 9 it was considered as being a cut through. It was
 10 considered to be able to distribute the traffic
 11 that's somewhat being created by this development
 12 more as a way out. I don't think it specifically
 13 said that there might be more traffic cutting
 14 through from the intersection interchange up to
 15 83.
 16 PETER TEPLER: Especially because 294
 17 gets bad and 55 south gets bad, it's going to be
 18 a great way to cut to Kingery to get north to
 19 eventually just keep going north or go west. So
 20 that's more traffic that's in the study then as
 21 well that's not accounted for, so those are my
 22 points. Thanks for your time.
 23 CHAIRMAN GREG TRZUPEK: Thank you.
 24 Yes, sir.
 25 PAUL ANDRULIS: Hi, thank you. Paul

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1 Andrulis, 301 Somerset Road. And I don't want to
 2 repeat things that have already been said, but I
 3 read through the meeting, the minutes of your
 4 January 6th meeting and there were some
 5 concerning omissions and I'm going to state these
 6 from -- these are documented in the minutes.
 7 The Commission requested a pollution
 8 and emissions study; Bridge failed to provide
 9 this. The Commission requested an impact on
 10 property values; Bridge failed to provide this.
 11 The Commission requested a noise study; Bridge
 12 failed to provide this. The Commission noted
 13 safety concerns about overnight parking of
 14 trucks; Bridge failed to provide any security
 15 information. An environmental analysis was
 16 requested; Bridge failed to provide this.
 17 And I guess I would just end by saying
 18 it was pointed out that this virtually same sort
 19 of development was proposed for Willow Springs a
 20 couple of years ago. Burr Ridge opposed that
 21 partly on the basis of increases in pollution and
 22 traffic. And if that wasn't acceptable for
 23 Willow Spring in Burr Ridge's opinion, why would
 24 it be acceptable for Burr Ridge residents.
 25 I urge you to reject this variance

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1 request. Thank you.
 2 CHAIRMAN GREG TRZUPEK: Thank you. In
 3 regard to what was asked for back in March or
 4 whatever and for those who were aware of that
 5 and, again, in some of those cases, it's a matter
 6 of a level of detail that requires that, we
 7 certainly would want all that before anything
 8 goes any further. But we're very aware of that
 9 list of stuff that was asked for that has not yet
 10 to (sound glitch) to present it.
 11 Yes, ma'am.
 12 HOLLY ADKINS: I'm Holly Adkins. I
 13 live at 7219 Hamilton Avenue. I'm a very nervous
 14 public speaker, so I'm sorry, but I'm very close
 15 to where this is going to be. I'm the second
 16 house off of Harvester Drive. And so, I have a
 17 lot -- you know, I have a lot of concerns, many
 18 have been mentioned.
 19 Before I go into just -- I'm just going
 20 to review this quickly. I want to thank the
 21 committee, you know, for taking such an in-depth
 22 consideration of this. I do appreciate that and
 23 I do think that you're trying to look at the big
 24 picture, as well as, you know, going down into
 25 the details.

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1 My concerns, and I don't have these in
 2 great order, but the traffic noise, pollution.
 3 You guys have heard that over and over again.
 4 I'm very concerned about it. I'm concerned about
 5 the environment, not just -- I mean, I'm
 6 concerned for the wildlife in the area. I'm also
 7 concerned about the air.
 8 I'm third-generation Burr Ridge, so
 9 both my grandparents lived here; that's how my
 10 parents met. Both my parents lived here, and now
 11 I live here, so I've been here my whole life.
 12 And so, you know, that's been a wonderful thing,
 13 I love Burr Ridge. You know, it's a choice to
 14 live here. I've stayed even through some of the
 15 environmental things that Burr Ridge has been
 16 challenged with, which hasn't been Burr Ridge's
 17 fault with Sterigenics.
 18 But the pollution that I feel is going
 19 to be generated by this is terrifying to me,
 20 given the other exposure the Burr Ridge residents
 21 have already had. So just environmental, nature,
 22 wildlife. I hear the coyote pack too, and I
 23 would -- you know, I know they're -- I don't know
 24 where they're going to go.
 25 But the other thing, safety has been

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1 brought up; that's on my list too. I've been in
 2 front of this committee before with other things
 3 that have been proposed over the years. And at
 4 one point, one of the committee members talked
 5 about how cherished this land is; he called it
 6 the crown jewel of Burr Ridge. That was when
 7 they were putting in the office park.
 8 And so, I guess, you know, and thinking
 9 that this property has been referred to as the
 10 crown jewel of Burr Ridge, and you'd have to go
 11 back through the notes probably many years to
 12 find that comment, but I was there for it. It
 13 just concerns me that we would be putting an
 14 industrial park in our crown jewel. I don't
 15 understand it.
 16 I think the whole project seems, you
 17 know, very overwhelming. And, you know, as
 18 somebody who's going to be looking right at it, I
 19 heard a lot of information about the landscaping
 20 on the flagstone side of the project, but I
 21 really didn't hear a single comment about the
 22 landscaping on the Harvester Drive side of the
 23 project. So I don't know what that entails, but
 24 that is going to be, you know, what I will be
 25 looking at over whatever landscaping is there at

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1 these huge buildings. The buildings will be
 2 closer to our neighborhood than they are now,
 3 just because of where the building is positioned,
 4 so I'm concerned about that as well.
 5 Sorry, I just lost my notes.
 6 So, you know, I don't know. This just
 7 seems -- it just seems like it doesn't fit. It
 8 seems like we're trying to fit something gigantic
 9 into, you know, a very precious small spot, and I
 10 just think there's a lot that comes along with
 11 that.
 12 On a personal level, I feel very sad
 13 because, like I said, I'm third-generation Burr
 14 Ridge and if this comes in, I don't know if I'm
 15 going to stay in Burr Ridge and I'm probably not
 16 the only resident that's thinking that. But I'm
 17 a long-standing resident, so it makes me sad to
 18 think about leaving this beautiful place.
 19 Anyway, thank you so much for
 20 everything you've done.
 21 CHAIRMAN GREG TRZUPEK: Thank you.
 22 SUZANNE PETERSON: Suzanne Peterson,
 23 7250 Elm Street in Babson Park East. Just a
 24 little history. I see a lot of new faces, but I
 25 was part of the planning and development as a

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1 resident in 1990 when 306 acres of International
 2 Harvester was sold to Walsh Higgins. Am I about
 3 right on the date? Okay. And let me tell you,
 4 our subdivision, Babson Park East, had
 5 International Harvester property all the way
 6 around except for Frontage Road. And we were in
 7 this issue and what should go, you know,
 8 adjoining our property for many years.
 9 So with this happening now with Case is
 10 finally going to come down and we're going to be
 11 putting some things in there, again, the crown
 12 jewel thing. I mean, like I said, I've been a
 13 homeowner right there on Elm Street since 1987
 14 and I think we can do a lot better than having
 15 light industrial with that many truck docks
 16 because, I'll tell you, in the time I've lived
 17 there since 1987, there's not one truck, there's
 18 a million trucks, and there's not -- and it's
 19 24/7 and it's constant, and I'm on Frontage Road
 20 side and you can hear every single bump on a
 21 trailer. And I have I-55 and you have I-55, it's
 22 noisy constantly. I think we all know that that
 23 live by there.
 24 So I could do without one more semi and
 25 I can do without one more car that leaves at 4:30

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1 in the afternoon and there's a hundred of them
 2 coming down the Frontage Road to get onto
 3 Madison, so now, I can't get out of my
 4 subdivision.
 5 So let's really think about what we're
 6 going to put in our crown jewel that may be less
 7 trucking and less vehicles and let's really try
 8 to do the best thing for that area. I am in all
 9 support, and I think probably most of the people
 10 in Babson Park East are in full support of all of
 11 our neighbors. Thank you.
 12 CHAIRMAN GREG TRZUPEK: Thank you. I'd
 13 also like to point out that on your point about
 14 the previous development. You're correct, it was
 15 like 1989-1990. At that time, the entire parcel
 16 from Madison all the way to County Line in
 17 Plainfield was all RA. Then it became developed
 18 with that northeast corner became Fieldstone
 19 became R3 of PD, and then the western side --
 20 actually, the portion on the very west fronting
 21 on Madison was actually R3 back then; that became
 22 LI, which is now High Grove. And a portion
 23 directly to the east became L2, which is -- well,
 24 it's a hotel there and the office and that kind
 25 of space.

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1 My point being is the comprehensive
 2 plan does show the remaining area being LI,
 3 correct about that. And that's what's been
 4 claimed as the trend in developments and are kind
 5 of correct that the comprehensive plan says LI.
 6 If you look at back to 1990-2000, it was all RA
 7 that became -- the biggest portion was
 8 residential, another portion was light
 9 industrial, true light industrial, another
 10 portion became L2.
 11 So I would say that maybe we should
 12 look at the entire parcel in that kind of light
 13 that the last time this thing was developed to
 14 any large effect, a big portion became
 15 residential, not buffer but actually used
 16 residential. So you're right about that point
 17 about what used to be there.
 18 Yes, sir.
 19 CHARLES HERMAN: Hi, thank you. My
 20 name is Charles Herman. I'm also a Babson Park
 21 resident, 221 77th Street. I'm a city transplant
 22 and I've lived here for the past nine years. I
 23 have three kids that go to Gower West and now one
 24 in Gower Middle in fifth grade. I'm also a Burr
 25 Ridge-Willowbrook Little League board member; I'm

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1 the treasurer for our Little League, something I
 2 volunteer for. And it's been very, very
 3 interesting to watch -- I'm just going to take it
 4 from the kids' standpoint -- as we revitalize the
 5 Little League to see so much going on at
 6 Harvester Park.
 7 And the first question I have is, when
 8 I talked to the park district, when I talked to
 9 Jim and some of other people, at one point, there
 10 was a potential for the park to take on some of
 11 that land. Is that still the case or was that
 12 ever part of it or no?
 13 WOMAN 1: No. For the park district to
 14 acquire some of those?
 15 CHARLES HERMAN: To take on some of the
 16 land. I don't know if it was to -- I've just
 17 (indiscernible) from conversations.
 18 WOMAN 1: No, not in the proposal that
 19 we have tonight or even at the pre-application
 20 conference.
 21 CHARLES HERMAN: Okay. And, by the
 22 way, my home looks directly across the street.
 23 I'm directly across the street from what will be
 24 the public works.
 25 It's interesting this -- I was talking

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1 to my friend, Crystal back here about what it
 2 means to be a very special place. You know, we
 3 look at -- we've talked about traffic enough and
 4 traffic is actually 295 percent increase. That's
 5 insanity. I work in the city. I get off of 55,
 6 I make my right turn. Even just getting off of
 7 55 how it is today, it's dangerous. I can only
 8 imagine with 295 percent increase in traffic how
 9 much more dangerous getting off of that
 10 intersection is going to be for the residents
 11 that live in that area.
 12 This will probably be the biggest
 13 decision, you know, development decision that the
 14 Board will make, so hopefully, you're all
 15 listening to the residents here. You have a
 16 tough job.
 17 CHAIRMAN GREG TRZUPEK: Thank you.
 18 CHARLES HERMAN: Thank you.
 19 CHAIRMAN GREG TRZUPEK: And in fairness
 20 to the traffic study, I saw those numbers too and
 21 they're quite concerning. But I believe some of
 22 those are based on what's happening today, which
 23 means the proposal that partially essentially
 24 vacant.
 25 So there's different numbers in there

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1 between what's there today with having nothing on
 2 that parcel occupied versus an allocation for
 3 what the natural growth would be, which I have a
 4 question on because it's a Chicago entire area
 5 saying there's so many percent per year will
 6 change. And then there's -- in RA where an LI
 7 would do versus what this petition will do. So
 8 those numbers are a little bit concerning, but
 9 they're also a little bit starting at base point,
 10 though, they can be (indiscernible) our property.
 11 CHARLES HERMAN: Yeah, it makes sense.
 12 CHAIRMAN GREG TRZUPEK: And even the
 13 comment on (indiscernible), like, the comparison
 14 between it, it's not like we're replacing Saia.
 15 It's in addition to, so we're adding to the
 16 already populous amount of trucks that are on a
 17 road going down Frontage Road, the people that
 18 are exiting going down Madison. If you've ever
 19 had to rush out at 4:00 and take Madison north,
 20 it's already a nightmare, right? If you were
 21 rushing to Gold Fish for swimming, one of the
 22 residents are, it's a nightmare.
 23 Thank you.
 24 CHAIRMAN GREG TRZUPEK: Thank you.
 25 Yes, ma'am.

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1 DONNA RYAN: Donna Ryan, representative
 2 of Chestnut Hills Association.
 3 I'm going to continue on what he's
 4 saying about the trucking. North Frontage Road
 5 is really, like, the truck mecca of our area.
 6 It's got, besides Saia, all the sales and leasing
 7 of truck companies, repair of vehicles and
 8 trucks, U-Haul; that's just in Burr Ridge. But
 9 we also have GTS on Madison Street, and we also
 10 have the Willowbrook industrial complex bordered
 11 by Route 83 and Madison and those trucks -- all
 12 these trucks are at times going to the 55
 13 corridor using North Frontage Road. So we just
 14 don't have Saia; we have many, many, many more
 15 trucks, so adding 300 per day to this whole
 16 picture is just deleterious for our community, it
 17 really would be.
 18 And we have to think about, we are a
 19 small village. These are massive buildings in
 20 the middle of our community, in the middle.
 21 Usually, you see these buildings, you know, on
 22 the arterial highway or urban peripheries, but
 23 not in the middle of a small village. These are
 24 geared, to me being at all these meetings I've
 25 been at, is general industrial. They're ready

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1 for general industrial; they got 178 or more
 2 docks ready to go. They're not what we know as
 3 light industrial that's in High Grove and that's
 4 what I think this land is really suited for is
 5 light -- I mean, really light industrial like we
 6 know in High Grove, and I know people want
 7 residential.
 8 CHAIRMAN GREG TRZUPEK: Okay, thank
 9 you.
 10 DONNA RYAN: As far as Harvester Drive,
 11 since we, you know, use it to get into our
 12 subdivision, no one in Chestnut Hills wants that
 13 road to change. Currently, there are signs that
 14 say "no trucks" and we want to keep it that way.
 15 We have -- our entrance is very close proximity,
 16 adjacent to the park district, and if public
 17 works has their entrance and exit in close
 18 proximity, I see a traffic hazard.
 19 And the other thing I did notice also
 20 the gas and diesel that was a possibility, and I
 21 kept thinking, oh good, this is another paint
 22 truck with hazardous materials coming into our
 23 community. I know that would be not accepted
 24 very well.
 25 I just think this whole thing is just

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1 going to change the character of not only the
 2 village but our community in a negative way, and
 3 I just see something better like High Grove and,
 4 I don't care, some residential. It doesn't have
 5 to be for seniors. It could be, you know, mid-
 6 range houses or something like that, which might
 7 Hinsdale South because their enrollment is low.
 8 CHAIRMAN GREG TRZUPEK: Okay.
 9 DONNA RYAN: So anyway, thank you.
 10 CHAIRMAN GREG TRZUPEK: Thank you.
 11 (Indiscernible) or anybody else? Yes, sir.
 12 LEVI: I'm Levi, I live on Fieldstone.
 13 I would like to ask the nice people from, you
 14 know, Burr Ridge if that project was in your
 15 backyard, would you approve it, and that was the
 16 only question I would like to ask. If they said
 17 yes, you know, I'm for it, but I'm sure each and
 18 every one of them would say not and that's it.
 19 CHAIRMAN GREG TRZUPEK: I'm not going
 20 to answer that, please. Yes, ma'am.
 21 BILJANA BULAKOVSKA: I apologize. I
 22 just forgot one more line off my list. With this
 23 they call improvement, but I call disaster. For
 24 the County Line Road is to be enlarged, they are
 25 going to be removing the island with the trees

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1 and vegetation, what we have right now.
 2 CHAIRMAN GREG TRZUPEK: I don't think
 3 so.
 4 BILJANA BULAKOVSKA: Well, if they are
 5 widening, they're going to remove some of the
 6 landscaping.
 7 CHAIRMAN GREG TRZUPEK: They're
 8 widening it to the west only. And I believe
 9 there is right now, the island starts farther
 10 down to the south, like where there's a little
 11 bit of a small, concrete median right now; that
 12 would become essentially the next left lane, so
 13 it's kind of moving out to the west. I'm not
 14 aware of any of the actual planting that's there
 15 now of being eliminated by the proposal.
 16 BILJANA BULAKOVSKA: Right, because if
 17 you're putting additional line, you are taking
 18 additional landscaping from somewhere.
 19 CHAIRMAN GREG TRZUPEK: They're taking
 20 (crosstalk) space on the west side.
 21 BILJANA BULAKOVSKA: On the old side.
 22 CHAIRMAN GREG TRZUPEK: The green side
 23 by the birthing center and by the church, they're
 24 taking out that right-of-way, which apparently
 25 exists, and taking that green space.

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1 BILJANA BULAKOVSKA: Right. I am
 2 completely against it. And just to let you know,
 3 I would like to see more green space instead of
 4 taking it out. Thank you.
 5 CHAIRMAN GREG TRZUPEK: Thank you.
 6 Anyone else? Yes, ma'am.
 7 NANCY D'ALESSIO: Just one final
 8 comment. The bottom line I think here is that
 9 what the Commission is really looking at is a
 10 request to turn that piece of precious property
 11 into a trucking area and this community doesn't
 12 want it. Go back to the drawing board. What
 13 else can be done other than seven buildings of
 14 trucking bays. It doesn't fit. Like everybody
 15 else said, it just doesn't work in our community.
 16 CHAIRMAN GREG TRZUPEK: Okay, thank
 17 you. Anybody else, please? Anyone else?
 18 DONNA RYAN: One more big problem I
 19 forgot to bring up.
 20 CHAIRMAN GREG TRZUPEK: You've been up
 21 there for a while. Please make this quick.
 22 DONNA RYAN: I am. Okay, so we're
 23 adding more volume to the traffic. Traffic
 24 coming off of County Line Road onto Veterans
 25 Boulevard, taking a left onto Frontage Road is

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1 still going to be stymied even with a light
 2 because Frontage Road goes down to a single lane.
 3 That's it.
 4 CHAIRMAN GREG TRZUPEK: Thank you.
 5 Anybody else? Anybody else? Last call we're
 6 taking up here. Okay. Thank you for your
 7 participation. I'll take it up here.
 8 Now it's 10:00. I'll take suggestions
 9 as far as getting our comments up here right now.
 10 I'll also -- I'll throw something out there just
 11 because I've been talking a lot. And I will say
 12 that in terms of what we're looking at tonight in
 13 terms of the PD rezoning and that I'm going to be
 14 critical of the Village a little bit and that our
 15 planning has been somewhat reactive.
 16 They're just coming in with what they
 17 think is the best proposal that can be out in the
 18 marketplace today and they may be right. I'm not
 19 going to say that this is -- that something else
 20 can't be built there. I don't know. But as a
 21 Village, we're saying that, okay, you've come in
 22 with this development, this is what makes sense
 23 to you, maybe it does. But -- and also our
 24 comprehensive plan does say LI for this, although
 25 what they're asking for is, in my opinion, beyond

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1 LI.
 2 But I think that the planning process
 3 we're going through here is somewhat reacting to
 4 a proposal, not something that should be
 5 proactive on the Village part to say what can
 6 this property do and that's those kind of terms.
 7 I'm concerned about the entire planning process
 8 that we're making an assumption that this is the
 9 best thing that can be on this property, it may
 10 be the most appropriate thing in today's market.
 11 But is it the best thing for the Village? I
 12 don't know, but I think our planning process is
 13 somewhat reactive instead of being proactive.
 14 Having said that now, up here, we can
 15 do a few things here. Do you want to go through
 16 comments, at least initial comments and then see
 17 where we're at as far as the next step forward?
 18 I think they've been waiting here for quite a
 19 while, they want to hear our opinions, so are we
 20 okay starting up here and just getting some
 21 comments at first pass. Is that okay?
 22 Commissioner Morton, want to start it
 23 off?
 24 COMMISSIONER RICHARD MORTON: Thank
 25 you, Chairman. Heard a lot of comments tonight.

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1 I need some clarification though right away and
 2 it was on the Bridge proposal, Page 66, I think
 3 it was on the traffic study. Can somebody define
 4 what the little red symbols mean? It was on
 5 Veterans Parkway --
 6 CHAIRMAN GREG TRZUPEK: Luay, do you
 7 want to respond?
 8 COMMISSIONER RICHARD MORTON: --in
 9 front of Drew if you could pop that up.
 10 LUAY ABOONA: Page 66 of the traffic
 11 study?
 12 COMMISSIONER RICHARD MORTON: It was
 13 during the traffic study portion. It was on Page
 14 66. There was a series of red circles with
 15 little graphics with some arrows, notably one of
 16 which looked like it was indicating a pedestrian
 17 crossing. I'm trying to understand what those
 18 symbols mean?
 19 LUAY ABOONA: Was that the aerial
 20 photos of the intersections?
 21 COMMISSIONER RICHARD MORTON: Well,
 22 we're going to get there in just a second.
 23 WOMAN 1: It was the presentation,
 24 correct?
 25 COMMISSIONER RICHARD MORTON: Yeah.

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1 WOMAN 1: Okay, sorry.
 2 CHAIRMAN GREG TRZUPEK: During Aboona's
 3 presentation, right?
 4 COMMISSIONER RICHARD MORTON: Yeah,
 5 those guys right there.
 6 LUAY ABOONA: Those graphics represent
 7 the signal poles and the signal heads for the
 8 crossing.
 9 COMMISSIONER RICHARD MORTON: Okay. So
 10 that's overhead for signaling.
 11 LUAY ABOONA: Correct.
 12 COMMISSIONER RICHARD MORTON: Got it,
 13 thank you. And there was something green, I
 14 think, were there or am I misremembering that?
 15 Doesn't matter. Okay.
 16 I've got several questions. We've got
 17 zoning and planning. The traffic projections,
 18 not to belabor that, but my question is the
 19 traffic projections are all predicated on an in-
 20 and-out to the truck docks, I think, one
 21 utilization a day, and it's nowhere close to what
 22 full utilization would be. And I think it would
 23 be very good information for us to know what full
 24 utilization would be if those truck docks, which
 25 I think industry talks somewhere between four and

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1 eight truck cycles per day. And I'd really like
 2 to have those numbers extrapolated for the
 3 traffic study, so we get a better handle on what
 4 could be the actual demands placed on all of our
 5 secondary and primary roads.
 6 I haven't heard much brought about
 7 we're going to be bringing in -- I don't know --
 8 700,000 people a day; that's got to drive
 9 additional crime. And so, I'd like to see some
 10 work done to try to help us understand what that
 11 additional crime might look like, what the
 12 impacts might be on the community for Woolrich
 13 Police Department, number of calls, how that
 14 might manifest itself in manpower,
 15 infrastructure. I think we need to know that, so
 16 that, in my mind, before I can form a conclusion
 17 on this, I've got to have that information.
 18 The environmental concerns, we've
 19 talked about that. An environmental study needs
 20 to happen. If you have 178 trucks, say, or 178
 21 docks, half of them are filled with idling
 22 trucks, you have Fieldstone directly adjacent to
 23 it, what's the impact with nitrous oxide,
 24 emissions, CO, CO2. And I'd like to get some
 25 kind of handle on how that dissipates over the

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1 distance that will affect nearby Chestnut Hills,
 2 Fieldstone, Fieldstone Club, and so, I'd like
 3 some handle on that.
 4 I'd also like to get some idea about
 5 what the noise impact on that community is going
 6 to be. You know, if we can magically transport,
 7 eliminating all of the ingress and egress and get
 8 all of these trucks servicing these buildings,
 9 they're going to generate noise. And noise, as I
 10 think all of the residents of Chestnut Hills
 11 understands very well from the Saia truck dock,
 12 travels long distances.
 13 And so, you're planning on installing
 14 somewhere in the new route -- I don't know --
 15 upwards of 1500/1800 trees, okay, well, that's a
 16 buffer you talk about. What is that, a buffer
 17 that's going to material impact noise encroaching
 18 into those areas. I guess we've already talked
 19 about needing a noise study and this just
 20 amplifies that.
 21 Another aspect that I'd like to get
 22 some handle on, assuming that we can get through
 23 all of the details, find an approvable proposal,
 24 but what's the likely property value impact on
 25 all the residential properties. I don't know how

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1 to put a handle on that or how you go about doing
 2 it, but I'd like to see some information on that
 3 topic.
 4 Road infrastructure. So it's great to
 5 do all of these traffic improvements. I think
 6 some of the roads need the improvements. Five
 7 million dollars, I see that mostly benefiting
 8 getting access to the complex and away. And it's
 9 going to get done, assuming the project gets
 10 approved, and cars are going to come and the
 11 trucks are going to come. I don't know. It was
 12 a price that can help me remember this, but the
 13 amount of wear and tear from a heavy tractor-
 14 trailer in comparison to a passenger car is
 15 something like a hundred-fold more deleterious to
 16 the roadway, 90 or 100, so it's a significant
 17 number.
 18 So we can expect roadway deterioration
 19 and, you know, will the revenue generated from
 20 the development through the property taxes, of
 21 which of the million dollars you talk about the
 22 Village gets a fraction, \$20,000/\$30,000, how
 23 that might go to fund the replacement of these
 24 roads. I don't think it does, but you can
 25 perhaps give me a little better information to

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1 feel comfortable about that.
 2 Tax revenue, I hit that.
 3 Infrastructure costs. I'm trying to be brief
 4 because it's already 10:00 and I'm old and it's
 5 way past my bedtime.
 6 You know, I did notice some building
 7 area discrepancies and this is more just
 8 informational. I noted 1.199.875 -- 1,199,875
 9 square feet in one area and then the site plan
 10 was 99,875, then the latest revision was
 11 1,145,350. I'd kind of like to get that nailed
 12 down.
 13 So we got the noise impact, residential
 14 property, traffic. You know, you're looking for
 15 a variation against our FAR and I don't
 16 understand why. We've got a parcel of property
 17 that's 117 acres and I don't see why we have to
 18 consider finding variations to get this property
 19 to make sense, so maybe we can get some feedback
 20 about that at some point.
 21 I want to use all of my five minutes
 22 up. I've got just a few more pages.
 23 You've got FAR. The residential
 24 component, which includes zoning to townhomes on
 25 the re-application, has been removed, but I think

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1 I still notice some references to the residential
 2 aspect in the submission, including emergency
 3 vehicle access and maybe that's just something
 4 that needs to get cleaned up. But I do wonder
 5 why we're looking for that property to remain R1,
 6 and so that'll be a question I'd like an answer
 7 to.
 8 What else can we remember? We've got
 9 the funding. Trucks getting off of I-55
 10 northbound onto County Line Road. And already,
 11 that's a traffic issue as they attempt to
 12 navigate County Line Road to get into the left
 13 turn lane to turn on to Veterans. And so, I
 14 think that needs to have some consideration and
 15 thought given; what's the impact.
 16 And secondly, I'd like to kind of
 17 understand what the impact might be on the
 18 communities. Like, for example, Willowbrook, how
 19 much will this truck traffic end up burdening
 20 Willowbrook.
 21 The air pollution, we talked about.
 22 Revenue, I've talked about.
 23 Chairman, I think I'm good for right
 24 now.
 25 CHAIRMAN GREG TRZUPEK: Okay, thank

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1 you.
 2 COMMISSIONER RICHARD MORTON: Pass it
 3 on to Commissioner Stratis.
 4 COMMISSIONER MIKE STRATIS: Yeah, I'll
 5 talk fast, also try not to duplicate Mr. Morton's
 6 comments. These are very random. You know, the
 7 foot of all (indiscernible), I don't know why you
 8 wouldn't be in compliance with our ordinance
 9 right off the top of the bat.
 10 The bulk regulations, you know, when
 11 you went to your presentation, I found a lot of
 12 that very compelling, some of your side yard
 13 setback requests. I didn't feel like you were
 14 asking for those so you could get in an extra
 15 30,000 square feet of building, but I agree with
 16 Commissioner Morton on the FAR, you know. To me,
 17 you should be trying to comport with our code
 18 where you can and, you know, so I've got that.
 19 Relative to signage, I agree with
 20 Chairman Trzuppek. I wouldn't want signs facing
 21 north towards the residential or in Building E
 22 facing south. Even though the residents are
 23 probably 400 yards away, this doesn't seem
 24 necessary to be in the back of the Building E.
 25 Relative to tri-colors, you know, I can

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1 go either way with that. I wouldn't want to see
 2 multiple colors. Building signage to me is
 3 directional, it's not advertising. I wouldn't
 4 want to see a blue Amazon swoop and all that
 5 stuff. I'd want a consistent color palette.
 6 You know, I did have a question on the
 7 wetlands ponds or any of these ponds, the wet
 8 ponds. And if they are, will they be aerated?
 9 No? So concerns about mosquito abatement; that
 10 would be something that I'd want to hear a little
 11 bit more about.
 12 Green space, you're 44 percent. What
 13 would code be -- a question for staff for Janine
 14 -- what would code normally be for something like
 15 this for green space?
 16 CLERK JANINE FARRELL: So I believe the
 17 PUD requirement was a minimum of 20 percent.
 18 COMMISSIONER MIKE STRATIS: How much?
 19 CLERK JANINE FARRELL: 20 percent open
 20 space.
 21 COMMISSIONER MIKE STRATIS: So they're
 22 over doubling the green space.
 23 CLERK JANINE FARRELL: Yes.
 24 COMMISSIONER MIKE STRATIS: Okay. And
 25 personally, I like -- I personally found a hard

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1 time finding, you know, townhome, cluster home
 2 options for my wife and I in this community. I
 3 would have supported residential, but I support a
 4 vacancy even more for the protection of the
 5 residents if they're going to do that.
 6 Again, some of my other questions have
 7 been answered. Just for the record, I pulled up
 8 the DOT stats yesterday. There's 171,000 cars
 9 and trucks a day on the Tri-State and there's
 10 147,000 cars and trucks a day on the Stevenson;
 11 that's 320,000 cars. I personally, you know,
 12 ignoring all the traffic data, I believe 80
 13 percent of the traffic is going to come from the
 14 south off the County Line Road. It's not going
 15 to be winding through Western Springs and
 16 Willowbrook on Plainfield. I believe personally
 17 that 80 percent is going to be coming from the
 18 south, but I also believe a lot of that traffic
 19 will already be on the highway and is part of
 20 that 320,000.
 21 Nevertheless, you know, the dieseling,
 22 I think these are legitimate concerns for the
 23 residents having that next to residents up there,
 24 again, even though there's 320,000 cars a day. I
 25 lived at 63rd and Garfield for 22 years. I never

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1 took a walk at night where I didn't hear the Tri-
 2 State and the Stevenson noise, so I think that's
 3 going to be there no matter what. If you got a
 4 noise consult, it'd probably be a good idea. I
 5 think you'd find out a lot of that noise would
 6 fade into the ambient background because they're
 7 two highways.
 8 You know, again, my most critical
 9 things, first of all, on appraisals and land
 10 values. You know, I've been doing this for 35
 11 years. I've never seen an opponent's appraisal
 12 that didn't say, look, their property would go
 13 down in value, and I have never personally seen
 14 where that was true or it went down. I'm just
 15 giving my personal experience.
 16 Again, there's a 500,000 square foot
 17 building there, a manufacturing building, that
 18 goes away and they move away. It's hard. If
 19 they do it right, if Bridge did it right, they
 20 just -- for me, it's difficult to see that that
 21 wouldn't materially harm our -- materially or not
 22 any impact to property values.
 23 Chairman Trzupek said he's concerned
 24 about light industrial getting expanded to GI
 25 uses; that's my number one concern with traffic.

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1 But overall, you know, I sit back and I ask
 2 myself, okay, if this is not -- what are the uses
 3 that could go on this property and I've said this
 4 before publicly. And as I go through them all,
 5 it's not going to be a car dealership, it's not
 6 going to be a park, it's not going to be a nine-
 7 hole golf course, it's not going to be office in
 8 22 percent vacancy market. Again, we have enough
 9 hotels. It's not going to be a health club.
 10 And so, the constituency that have
 11 asked us and Bridge, okay, what else can we do.
 12 And, candidly, I've been in this business again
 13 for a long time. To me, this is either
 14 residential or it's light industrial. I think
 15 whoever crafted the comprehensive plan called for
 16 it to be light industrial in the past was
 17 probably correct because a community needs a
 18 balance of light industrial and businesses with
 19 residential.
 20 And, you know, again, as a planning
 21 commissioner, you know, at least my
 22 interpretation of my job is to kind of point out
 23 all these issues. But at the end of the day,
 24 it's the elected officials who have to decide,
 25 you know, whether or not this is all resident,

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1 all industrial, or a combination of the two. I
 2 personally think it should be a combination of
 3 the two.
 4 And so, to kind of finish all my
 5 thoughts, I'm generally supportive of this kind
 6 of a concept if traffic is addressed in a very
 7 persuasive way that we're not going to have
 8 Armageddon at Veterans and County Line.
 9 And it goes into my next question,
 10 which is what happens if through all of these
 11 projections we're wrong. And, you know, what can
 12 we do in the future to the intersection of County
 13 Line and Veterans if we need to -- can we extend
 14 the que length. You can't really for trucks
 15 coming off the highway because they're already
 16 flying over to the west to get across to get in
 17 the turn lanes.
 18 But I think, you know, on a more
 19 positive note on this petition, I think the
 20 buildings look nice. I don't understand why they
 21 need to be 42-foot high, as opposed to 32, but
 22 I'm not in that business. I had problems with
 23 24-hour use, but within the same breath, I
 24 understand why you need it. I mean, how do you
 25 regulate it amongst other problems.

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1 But again, in my last comment and then
 2 I'll cede. My comment here is our code talks a
 3 lot about what's the public benefit. I think
 4 there's a tremendous amount of public benefit
 5 here. There is the removal of a 550,000 square
 6 foot eyesore, a contaminated building, an
 7 improvement in the stormwater controls. It's a
 8 job creator, it's evolutionary. It's taking an
 9 old building and it's replacing it with new ones.
 10 The taxes, I don't quite agree with.
 11 You know, you say they go from \$8.6 million to
 12 \$23.5 million over 18 years. I don't know why
 13 they have 18 years or 10 years or 30 years;
 14 what's magic about 18 years? But the Village
 15 only gets a couple percent of that. Maybe it's 3
 16 percent, maybe it's 5 percent; it's not a big
 17 amount. And I know there's tangential benefits
 18 to the school district and the park board, but
 19 again, I'm trying to mete the impact of that.
 20 But again, I have a lot of questions, a
 21 terribly difficult decision. In a perfect world,
 22 somebody would come along and, you know, put in a
 23 residential development here. I just don't see
 24 that. I don't see a market for it. I see, in my
 25 view, a mix of something like this, maybe not as

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1 intense, and with or without residential.
 2 That's all I have. Thank you.
 3 CHAIRMAN GREG TRZUPEK: Thank you.
 4 Commissioner Broline.
 5 COMMISSIONER JIM BROLINE: Good
 6 evening. Ohio State beat Notre Dame, like it or
 7 don't.
 8 CHAIRMAN GREG TRZUPEK: I didn't want
 9 to hear that, but...
 10 COMMISSIONER JIM BROLINE: That doesn't
 11 go over big in my house, by the way.
 12 I think you're going to hear some of
 13 our commissioners say the same things, and we're
 14 not communicating about it. We study on our own
 15 and we come up with our own opinions and we
 16 listen to you. And I'm sure that Greg would
 17 concur that we're looking for findings of facts,
 18 they help guide us; that's what we're trying to
 19 do.
 20 I've been looking for the benefit here
 21 and that's where I kept stumbling. You know,
 22 what's the benefit as a PUD. We have more
 23 latitude in what we allow as a PUD or vote for,
 24 but public benefit has got to be there. When I
 25 looked at -- and I want to come back to that.

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1 But when I looked at the lot sizes and I looked
 2 at Lots 1 through 5, Lot A, B, and C, just
 3 looking at the ones where there are buildings,
 4 not one of them had enough FAR -- was noted in
 5 the FAR. They all exceeded the code, not by
 6 much, but they all exceeded.
 7 And I also looked at the setbacks and
 8 four of them did not meet the setbacks
 9 requirement and it made me start to wonder how it
 10 is. Is there clumsiness in this or is somebody
 11 stretching the rubber band and trying to make it
 12 more than we'd like it to allow?
 13 Coming back to -- oh, one of the other
 14 things that I'm concerned about is if I drive
 15 through towns where they get a lot of truck
 16 traffic and if you just -- you don't have to go
 17 very far east of here and you see a lot of them,
 18 the roads are rough and you see a lot of wear and
 19 tear and damage over time from large truck
 20 traffic. That's got to be maintained and
 21 Commissioner Morton said something to that effect
 22 too, that there's going to be a maintenance cost
 23 there. I'm not sure if the tax benefit benefits
 24 that or not, but we don't usually get involved in
 25 the tax part of it very much.

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1 I understand that handling the
 2 wastewater runoff and having some treatment
 3 facilities there could be a benefit that I can
 4 understand.
 5 One of the things I read somewhere or
 6 somebody said, that there'd be a lot more benefit
 7 to the Village from having employment and people
 8 using the local services. Well, at a truck stop,
 9 how many people are employed from Burr Ridge, and
 10 I'm thinking very few. They're going to be
 11 coming from other areas. That, in itself, is a
 12 movement problem to talk about as well.
 13 Looking for the traffic and community,
 14 but I thought that was up there.
 15 Oh, about the signage. We've never --
 16 we see signs a lot of times, they come before us,
 17 and we've always thought going over three colors
 18 on signage; maybe that's right, maybe that's
 19 wrong, but that's been the rule that we play by
 20 and we fought other companies on that same issue.
 21 And the buildings that are proposed,
 22 they're not natural colors; that comes back to
 23 comprehensive plan. And it's going to be --
 24 they're supposed to be like natural colors or add
 25 to that and I don't know that it looks like that.

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1 I'm looking at white buildings and there's a
 2 couple of other colors sneaking in there, but
 3 it's not quite the same thing.
 4 I think that's really all I had to
 5 comment on. Thank you.
 6 CHAIRMAN GREG TRZUPEK: Thank you.
 7 Commissioner Petrich.
 8 COMMISSIONER JOE PETRICH: Yeah. I've
 9 got a lot of detail comments, but I'm not going
 10 to go into them tonight. I'll wait for later if
 11 that happens.
 12 I do want to mention that, you know,
 13 Willowbrook is impacted I think by that up
 14 through Waterford. I mean, I drive down County
 15 Line going south a lot and people cut through
 16 their cars and stuff. But having a cross-thru
 17 all the way to County Line Road, I could see that
 18 happening more. And I would agree with some of
 19 those residents' concerns there through
 20 Waterford, so something has to be done to
 21 accommodate date.
 22 To staff, did Willowbrook or Indian
 23 Head Park even have any concerns over this
 24 development; did we get anything officially from
 25 the Villages?

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1 WOMAN 1: Nothing officially from the
 2 Village.
 3 COMMISSIONER JOE PETRICH: Another
 4 question that came up from the public. Did staff
 5 send the notices beyond the normal to citizens?
 6 WOMAN 1: Yes.
 7 COMMISSIONER JOE PETRICH: Even
 8 further.
 9 WOMAN 1: Yes.
 10 COMMISSIONER JOE PETRICH: Okay, great.
 11 Thank you. The High Grove has 46 loading docks
 12 and 178 loading docks here is just way too much;
 13 that smells a lot like GI to me than it would LI
 14 and somebody has to be done to reduce it. It's
 15 like a field of dreams, "If you build it, they're
 16 going to come." You're going to attract
 17 different types of business here that really
 18 won't fit.
 19 I agree, first of all, with whatever
 20 the previous commissioners have said.
 21 One more detail comment on the
 22 photometric plan, those are motion sensors are on
 23 all those lights? And it says that they're
 24 normally a 33 percent and then they go at full
 25 capacity when you have motion. What types of

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1 things would activate that motion? That would be
 2 throughout day and night then, right?
 3 MAN: Exterior.
 4 COMMISSIONER JOE PETRICH: Exterior.
 5 There's a not on the upper right-hand corner on
 6 every photometric drawing. I just think that
 7 could be cumbersome to have those lights going
 8 on.
 9 I might think of another couple of
 10 questions, but I'll yield. Thank you.
 11 CHAIRMAN GREG TRZUPEK: Thank you.
 12 Commissioner Parrella.
 13 COMMISSIONER ENZA PARRELLA: Yes. So
 14 I'll be brief. First of all, I want to thank all
 15 the residents that came out and really gave your
 16 opinion and your thoughts on it. We really
 17 appreciate it.
 18 Also, Bridge, great panel of
 19 professionals. You did your job, except that I
 20 would really like to see those elements that were
 21 not provided and there's many of them. I'm not
 22 going to go through them, but they're in the
 23 package, so we would like those answers. As
 24 thorough as you are, there are still some things
 25 that are missing that I think are very important

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1 that not only us but the residents' needs.
 2 Crime was mentioned. I think
 3 Commissioner Morton mention the crime aspect of
 4 it and that's a big concern. I always look at a
 5 couple of things: crime and safety, because
 6 that's what we're about. We sometimes live in a
 7 false sense of security and we don't want to
 8 increase that, okay, so that's a big thing.
 9 And the other thing somebody mentioned
 10 was waste and that's a good point. There will be
 11 waste, there will be garbage, there will be --
 12 they don't live here, you know, they're in
 13 passing, and so there's going to be that to
 14 contend with as well.
 15 Noise, other lights, the environment
 16 factor, the waste, property values, although we
 17 don't think that they'd go down if you're selling
 18 your house and you've got, you know, a huge --
 19 not business park, an industrial park. I look at
 20 this and I don't see a business park; I see an
 21 industrial park there. Although the façade is
 22 very lovely for an industrial building, it's
 23 still an industrial park.
 24 And so, if I'm selling my house and I
 25 don't live in that area and a buyer comes and see

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1 that, is it going to be -- maybe it doesn't hurt
 2 my value, but is it going to increase the days
 3 that my house is on the market or might be.
 4 And then the responsibility I think of
 5 us having the right development in that piece of
 6 property. It's the last large piece I think in
 7 our Village and what should really go there, I
 8 don't know, but I don't know if it's an
 9 industrial park this dense. Maybe it's something
 10 else, maybe it's a combination of different
 11 things, some kind of mixed use, right. But this
 12 is so concentrated with seven enormous buildings
 13 for industrial, you know, and we do have an
 14 increase of traffic and lights and air pollution
 15 and everything else that goes with it.
 16 That's all I have.
 17 COMMISSIONER JOE PETRICH: I do have
 18 three more points. One of them, I'd like to ask
 19 if staff has had any other discussions with CNH
 20 about other developments like residential or have
 21 any discussions and other uses of this property
 22 been discussed with the CNH property owner?
 23 WOMAN 1: No.
 24 COMMISSIONER JOE PETRICH: The other
 25 thing. On the site lines, they're measured from

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1 ground level, but these houses have second floors
 2 and I'd be interested in knowing what the site
 3 lines from those second floors would be.
 4 And the other one is the impact on
 5 other LI or residents here. You're going to
 6 build a Class A facility here. How many of those
 7 are going to want to move into there? It's going
 8 to cause a problem to the other light industrial
 9 residents here. They're either going to -- I
 10 know one for sure that's running out of space.
 11 Are you going to cause a drop then in the other
 12 areas of Burr Ridge? I'd like to see something
 13 as to that.
 14 That's all.
 15 CHAIRMAN GREG TRZUPEK: Okay, thank
 16 you. A couple more comments. I'm probably going
 17 to repeat myself here.
 18 I think the biggest thing in terms of
 19 PD and looking at that and some of the benefits
 20 that the district is looking for in terms of bulk
 21 regulations, uses, and whatever is the public
 22 benefit and there are two big public benefits.
 23 One is the stormwater that you're improving
 24 immensely and that's why I asked about what's
 25 going down code because anything being developed

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1 here would have to manage the stormwater much,
 2 much better than Case had to; it's an unknown
 3 regulation.
 4 So I appreciate what happened, but if
 5 this was a residential development, a true LI
 6 development, you're going to have some of the
 7 same impacts. So I'd like to see exactly what
 8 you're doing that's beyond the code; that's
 9 really the public benefit.
 10 Same thing with tearing down the
 11 existing eyesore building. I agree a development
 12 would do that, but any development is going to
 13 take it down and remediate it, have to remediate
 14 it. So it's not just what your public benefit
 15 is, that's the nature of a new development
 16 happening there anyway.
 17 Same thing with the public works
 18 building, I already mentioned that. I'm not
 19 aware of the Village residents deciding or
 20 signing on to the idea that we need to have a new
 21 public works facility off of Harvester Drive. I
 22 appreciate the fact that you're saving us money
 23 by paying for it. I think the number you had is,
 24 like, \$110 per year per whatever resident over a
 25 10- or 20-year period; that is something.

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1 However, I think the Village should decide that
 2 you want to do something with the public works
 3 facility, not just reacting to this proposal
 4 because it happens to be in the way of what
 5 you're proposing. So that public benefit, I just
 6 question if we really asked for that.
 7 The other thing I would say as far as
 8 the use of the property, you did have residential
 9 there and you don't know and you're calling that
 10 green space and that's something that required
 11 attention. I appreciate that. I do think,
 12 though, that if this was a true LI, maybe you
 13 could be compatible with residential next to it.
 14 High Grove backs on to Fieldstone. I'm
 15 not going to speak for the neighbors on that side
 16 of Fieldstone, but it's a fairly benign
 17 relationship. You've got the assisted living,
 18 you've got the music place there. But you can
 19 have LI adjacent to residential and it works, but
 20 this is not LI; it's even GI, with exceptions
 21 beyond that. So again, I come back to the public
 22 benefit for this kind of PD and this kind of
 23 rezoning and it's tough for me to see the public
 24 benefit that's going to warrant this particular
 25 development.

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1 That's kind of where I'm at for all of
 2 this.
 3 What do we want to do next? We can do
 4 a couple of things. I think we all have a lot of
 5 questions we'd like to see. We can certainly
 6 continue this at some point and get answers to
 7 all that. I would say if we're going to with all
 8 of our questions, is the fundamental idea that
 9 this development is going to be appropriate for
 10 this area and that, to me, doesn't matter if
 11 you've got signage on one particular wall or not.
 12 So I'd ask you if you want to continue this, to
 13 what purpose? What are you expecting back from
 14 the petitioner: Is it to have no bulk regulation
 15 changes; is it to have different use, look at
 16 something else on the property? What are you
 17 looking for in terms of continuing.
 18 So given that, you should also close
 19 the public hearing and make a recommendation to
 20 either approve or deny with some conditions, we
 21 could do that, or recommend -- we can make a
 22 motion to continue. I'd like to see that with
 23 some specifics of what we're looking back for
 24 from the petition. Is it our list of comments
 25 that we've had now and do we think that if that

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1 list is acted upon, that means that this could go
 2 forward or it's not going to even if the
 3 photometrics work or whatever details are worked
 4 out.
 5 So any input up here as far as next
 6 steps?
 7 COMMISSIONER JIM BROLINE: If we
 8 continue, would it be possible to get some of the
 9 comments on the Village engineer's questions.
 10 There were, I think, I'm not sure how many he
 11 had, 18 or more, but some of them were very
 12 specific and some of them were more general; at
 13 least the general ones, we'd probably like to
 14 hear some of those.
 15 CHAIRMAN GREG TRZUPEK: There was a
 16 comment in the staff report that there's a
 17 stormwater committee meeting coming up in, is it
 18 February? February 4th. Would you want to see
 19 that committee weigh in on this proposal also?
 20 COMMISSIONER JOE PETRICH: I would
 21 think so. They met with them preliminary. I
 22 think they should network again, maybe value
 23 added.
 24 CHAIRMAN GREG TRZUPEK: Which opens the
 25 door to how about the Pathway Commission? I

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1 mean, who says they want a pathway here that ends
 2 up you can't really get from, by sidewalk, from
 3 this up to Plainfield without going through the
 4 streets of High Grove. So maybe the Pathway
 5 Commission may say it's a nice sloop rolling
 6 around your tension area.
 7 But you may get some challenges with
 8 traffic at Veterans Boulevard when you cross
 9 that, so it's kind of an independent little,
 10 almost full circuit that it does tie into
 11 Harvester Park, it does do that, but you got to
 12 cross Veterans Boulevard and some traffic to get
 13 there. So at what point do you say, okay,
 14 stormwater, pathway, whoever else should look at
 15 it too before coming back to us.
 16 WOMAN 1: Chairman, I just want to note
 17 the Pathway Commission is no longer in existence.
 18 It do have a pathway as part of our street policy
 19 committee, but they're concerned with repaving
 20 and resurfacing existing pathways. So Pathway
 21 Commission came out with a recommendation and
 22 then they were dissolved.
 23 CHAIRMAN GREG TRZUPEK: Okay. Sorry, I
 24 didn't know that. Anyway, please.
 25 COMMISSIONER JIM BROLINE: What was the

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1 recommendation of the ad hoc committee to review
 2 this?
 3 CHAIRMAN GREG TRZUPEK: Ad hoc
 4 committee, believe they said that half were so
 5 many -- half of the committee was just against
 6 this and half thought it could be workable but
 7 would have to change with some various
 8 substantive changes to make it there. So there
 9 was nothing, no support from the ad hoc
 10 committee.
 11 Again, back to my criticism of the
 12 planning process. You would think that perhaps
 13 something as important as this location would
 14 have more than an ad hoc committee as far as
 15 input for planning.
 16 COMMISSIONER RICHARD MORTON: Chairman,
 17 from my point of view, I've not yet come to a
 18 conclusion about it and I think there's issues
 19 that have to be resolved and presented before I
 20 can come to a conclusion. And I think shutting
 21 them down before hearing the full process would
 22 be a mistake, so I would be in favor of
 23 continuing this, let Bridge respond to the
 24 dialogue that's occurred today, and reconvene the
 25 public hearing and see what they have to say on

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1 how they will address the issues that have been
 2 presented that range by all of the issues staff
 3 has brought up, that engineering has brought up,
 4 that the Commissioners have brought up, and I
 5 would react favorably to that.
 6 CHAIRMAN GREG TRZUPEK: Fair. And I
 7 think staff has two comments that you could put
 8 into certainly the report or a list of what's
 9 been talked about by both residents and us up
 10 here that still got questions and staff, also the
 11 comments you have as far as what's out there to
 12 be determined.
 13 WOMAN 1: Yes.
 14 CHAIRMAN GREG TRZUPEK: I would again
 15 caution that I don't think we're saying that if
 16 you answer these questions and check these boxes,
 17 you're good. I don't think we're to that point.
 18 I think there's a fundamental thing about the
 19 size of this and the use of it is a huge thing.
 20 I don't know how you get beyond the idea that
 21 we're at some very differences in terms of what's
 22 permitted, what's allowed.
 23 The fact that what you're looking for
 24 in terms of permitted, it kind of goes beyond GI.
 25 You're looking for LI because I think the color

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1 of the map would match LI around it because the
 2 County's report does say LI. But really, if you
 3 were coming in and being honest, I think you'd be
 4 looking for a GI with modifications and if you're
 5 looking for a GI in this location, I think we'd
 6 say no way. So why is a PD with underlying LI
 7 any better unless we can get to the idea where
 8 here's the uses you're looking for that we can
 9 live with based on what we've talked about for
 10 the past few months and are going through the
 11 manufacturing uses, district uses.
 12 Seem fair?
 13 COMMISSIONER RICHARD MORTON: Seems
 14 fair to me.
 15 COMMISSIONER ENZA PARRELLA: So I have
 16 a question because this essentially is a spec
 17 industrial park. We don't know who the tenants
 18 are going to be, right?
 19 CHAIRMAN GREG TRZUPEK: Correct.
 20 COMMISSIONER ENZA PARRELLA: So let's
 21 say this goes through. What type of assurances
 22 do we have on who's going to be leasing the
 23 properties?
 24 CHAIRMAN GREG TRZUPEK: I'd say the end
 25 of the day, none. I mean, to be honest, I mean,

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1 again, if we're looking at -- and my question
 2 early on about the traffic concerns and parking
 3 concerns are based on a special use, okay, the
 4 special use process. Again, if this building is
 5 built and they come with a tenant, we're going to
 6 say no because there's too much parking? I don't
 7 know.
 8 I mean, there's some restaurants on the
 9 east side of County Line that we've come to and
 10 said there's plenty of parking within a kind of
 11 area and we've gone ahead with expansions to
 12 certain businesses there. It's kind of hard to
 13 say no, and I think it would be realistically, it
 14 would be pretty tough to say it's a special use,
 15 but you can't do it because we don't like the
 16 special use.
 17 COMMISSIONER ENZA PARRELLA: And that's
 18 where I'm coming from is, not only do I need more
 19 information, I'm still not convinced this is the
 20 right usage as it's designed right now for this
 21 particular property. It's industrial, there's no
 22 residential. There's a park area that can be
 23 turned into residential, but we don't know what
 24 that is. There's an industrial park, but we
 25 don't know who's going to be in there. There's

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1 so many unknowns that it's really tough to, for
 2 me anyway, to be able to approve one way or the
 3 other because there's a lot of open ends here.
 4 So, I mean, to that, I'm pretty open
 5 minded. Yes, come back with all that
 6 information. But I still have a problem with
 7 this industrial park happening right in this
 8 specific area.
 9 CHAIRMAN GREG TRZUPEK: And I think to
 10 Bridge's point, I think that they're coming to us
 11 with what they believe is appropriate for the
 12 market for a parcel of land this close to a major
 13 interchange on an interstate and they may be
 14 right. I'm not saying that they're market
 15 analysis is off base, but does that mean that's
 16 what's got to go here, and I don't know the
 17 answer to that.
 18 COMMISSIONER ENZA PARRELLA: And that's
 19 the market now. We're looking down the road.
 20 Could the markets change? They change all the
 21 time. Every 10 years, the markets change, right,
 22 so I don't know. I'm just not convinced that
 23 this is the right thing to do here.
 24 CHAIRMAN GREG TRZUPEK: But I think
 25 we're saying that we have a lot of specific

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1 questions that you can answer to us. I think
 2 we're not past the point to say that, okay, if
 3 you answered these details, we're good. I don't
 4 think we're there yet, in fairness.
 5 How much time do you think you would
 6 need to come back with what you've heard tonight?
 7 MAN 1: Like the opportunity to discuss
 8 with the team.
 9 CHAIRMAN GREG TRZUPEK: I need to
 10 continue this.
 11 WOMAN 1: Yeah. We have to continue it
 12 to a specific date. I would say based upon
 13 discussions, the earliest would probably be the
 14 March 17th Planning Commission date. March 17th,
 15 does that sound...
 16 COMMISSIONER MIKE STRATIS: I just want
 17 to point out that no matter what goes here,
 18 unless they somehow fund a 1.1 million square
 19 foot tenant, we're never going to know who it's
 20 going to be. And it's true with all the
 21 industrial in our community that tenants are all
 22 over and we don't have control.
 23 COMMISSIONER ENZA PARRELLA: Yeah.
 24 It's just still too open ended to me right now.
 25 COMMISSIONER MIKE STRATIS: That's the

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1 nature of a spec industrial development, though,
 2 usually.
 3 CHAIRMAN GREG TRZUPEK: It is St.
 4 Patrick's Day and also probably out of town on
 5 that date, but that's okay.
 6 WOMAN 1: We can go with another date.
 7 I mean, April?
 8 CHAIRMAN GREG TRZUPEK: Well, we need
 9 to continue to a date; it doesn't mean that date
 10 can't change. We can make it March 17th and if
 11 you think you need more time, we can always
 12 continue that without having to have you come
 13 back, so we'd know in advance. So we need to
 14 start with a date though.
 15 Anything else? Can we get a motion to
 16 continue to March 17th?
 17 COMMISSIONER RICHARD MORTON: I'll make
 18 a motion to continue the meeting/hearing until
 19 March 17th.
 20 CHAIRMAN GREG TRZUPEK: Is there a
 21 second? Motion is seconded. Discussion of that
 22 motion? If not, Ella, please.
 23 WOMAN 1: Commissioner Martin.
 24 COMMISSIONER RICHARD MORTON: Yes.
 25 WOMAN 1: Commissioner Broline.

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1 COMMISSIONER JIM BROLINE: Yes.
 2 WOMAN 1: Commissioner Parrella.
 3 COMMISSIONER ENZA PARRELLA: Yes.
 4 WOMAN 1: Commissioner Petrich.
 5 COMMISSIONER JOE PETRICH: Yes.
 6 WOMAN 1: Commissioner Stratis.
 7 COMMISSIONER MIKE STRATIS: Yes.
 8 WOMAN 1: Chairman Trzupek.
 9 CHAIRMAN GREG TRZUPEK: Yes. Thank
 10 you. It's a great presentation. I appreciate
 11 all the effort that went into it. And everybody
 12 who is still here, thanks for hanging out and
 13 appreciate you coming out on a very cold night
 14 and your input, appreciate it very much.
 15 We have a couple of small things to
 16 take care of before we can leave, so if you
 17 politely just get out of here, we'll finish up.
 18 Thank you.
 19 Any questions or comments up here on
 20 the board reports or building reports?
 21 MAN: (Indiscernible)
 22 CHAIRMAN GREG TRZUPEK: Do it outside,
 23 please.
 24 COMMISSIONER JIM BROLINE: I happened
 25 to stop at Thorton's on Route 83 and I got to

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1 talking with the manager there. And she was very
 2 excited about being there and the two things that
 3 she conveyed to me that I thought I should pass
 4 along is that they said they're getting great
 5 traffic, people stopping in and not just from the
 6 street but from the senior center. A lot of
 7 people are coming in and are very happy that
 8 they're there, so she says; that's her point of
 9 view. And she said they had just completed an
 10 inventory and everything came out, like, really
 11 low variances. I said, well, what does inventory
 12 tell you, and she oh, if it's low variance, then
 13 it's low crime. That's one of the things we were
 14 concerned about and talking about them being
 15 there. Just wanted to pass that on.
 16 CHAIRMAN GREG TRZUPEK: Good to hear.
 17 No other considerations tonight, anything else?
 18 COMMISSIONER MIKE STRATIS: Any new
 19 developments on that (indiscernible) thing?
 20 COMMISSIONER ENZA PARRELLA: Not that
 21 we've heard.
 22 CHAIRMAN GREG TRZUPEK: Okay. Public
 23 comment, any public left to comment on anything
 24 tonight? Okay, thank you. Future meetings.
 25 Monday is (indiscernible), he's not here. Do we

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1 need anybody for Monday's meeting?
 2 WOMAN 1: It's been canceled.
 3 CHAIRMAN GREG TRZUPEK: Makes it easy.
 4 February 3rd, anything to discuss right now?
 5 Okay. Planning on future meetings before St.
 6 Patrick's Day?
 7 WOMAN 1: Just Factor 75 coming up on
 8 the 17th; that's been continued.
 9 COMMISSIONER RICHARD MORTON: I will be
 10 traveling also.
 11 CHAIRMAN GREG TRZUPEK: February 17th,
 12 okay.
 13 WOMAN 1: That's all we got.
 14 CHAIRMAN GREG TRZUPEK: Is there
 15 anything else, anybody? Okay. Is there a motion
 16 to adjourn.
 17 COMMISSIONER RICHARD MORTON: So moved.
 18 CHAIRMAN GREG TRZUPEK: All in favor?
 19 ALL: Aye.
 20 CHAIRMAN GREG TRZUPEK: Thank you, good
 21 night.
 22
 23
 24
 25

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1 CERTIFICATION
 2
 3 I, Sonya Ledanski Hyde, certify that the
 4 foregoing transcript is a true and accurate
 5 record of the proceedings.
 6
 7
 8
 9 *Sonya M. Ledanski Hyde*
 10
 11 Veritext Legal Solutions
 12 330 Old Country Road
 13 Suite 300
 14 Mineola, NY 11501
 15
 16 Date: February 4, 2025
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VILLAGE OF BURR RIDGE PLAN COMMISSION/ZONING BOARD OF APPEALS
MINUTES FOR REGULAR MEETING OF FEBRUARY 3, 2025

I. ROLL CALL

The meeting of the Plan Commission/Zoning Board of Appeals was called to order at 7:00 p.m. at the Burr Ridge Village Hall Board Room, 7660 County Line Road, Burr Ridge, Illinois by Chairman Trzupek.

ROLL CALL was noted as follows:

PRESENT: 6 – McCollian, Petrich, Broline, Stratis, Morton, and Trzupek

ABSENT: 2 – Irwin and Parrella

Planner Ella Stern was also present.

II. PUBLIC HEARINGS

Chairman Trzupek introduced the public hearings on the agenda. Chairman Trzupek requested to swear in all those wishing to speak on such matters on the meeting agenda and a swearing in of such individuals was conducted.

A. V-01-2025: Oak Creek Club Subdivision (Curelo); Variation and Findings of Fact

Chairman Trzupek introduced the case and asked for a summary. Stern stated the request was for a variation from Section IV.K.2 of the Zoning Ordinance to permit the on-site outdoor storage of commercial vehicles and relevant attachments and implements for snow removal on a seasonal, annual basis. Stern stated that the petitioner was Kenneth Curelo, the President of the Oak Creek Club Home Owners Association (HOA). Stern noted the parcel was zoned R-3 Single-Family Residential and within the Oak Creek Club Subdivision. Stern stated that the Oak Creek Club was a gated community where streets are owned and maintained by the Oak Creek Club HOA and are for the exclusive use and benefit of the residents within the subdivision. Stern stated in 2020 the Oak Creek Club received approval for a variation permitting the storage of one snowplow vehicle and that the current petition was to amend that approval to add another snowplow. Stern stated that the snowplows are about the length and height of a large SUV and that the proposed snowplows were parked in a guest parking area. Stern noted that while the petitioner intends to have two snowplows, he did not indicate a specific number of additional snowplows permitted. The Commission may wish to consider limiting the number of snowplows permitted. Stern displayed images of the snowplows and a site plan with numbers corresponding to the location of each snowplow. Stern stated that if the Plan Commission chooses to recommend approval, staff recommends the following conditions that were identical to the original approved conditions except for the number of vehicles.

Mark Belongia, Vice President of the Homeowners Association (HOA), attended as a

petitioner and stated that the HOA had recently hired King Landscaping, which recommended storing a second snowplow on the property to improve snow removal efficiency and ensure life safety, particularly for the many elderly residents of Oak Creek Club. Belongia stated that the recommendation came from King Landscaping, not the HOA. Belongia also noted that the HOA already holds a variance for one snowplow and that, aside from one resident, he was unaware of any objections. Belongia stated that the snowplows are only on-site during the winter season.

Kenneth Curelo, President of the HOA and petitioner, noted that the topography, hills, and curved driveways were unique. Curelo stated that Oak Creek Club was unique as they provided door-to-door clearance of snow, including shoveling sideways, driveways, and garages. Curelo stated other communities, such as Ambiance and Fallingwater, only cleared the main streets. Curelo stated that the snowplow could make a 180-degree rotation in place so it could handle the contours, hills of detraction, and property. Curelo reiterated that the recommendation came from King Landscaping.

Chairman Trzupek stated that, based on his understanding from the previous variation discussion, all the streets within the community were private and that the HOA was responsible for maintaining the streets, sidewalks, and driveways. Chairman Trzupek acknowledged that the vehicles in question were not designed for use on public roads and must be towed or transported via trailer each time they were brought to the property. Chairman Trzupek acknowledged that the rationale for having the snowplow on-site was both for convenience and for cost savings associated with transportation. Chairman Trzupek noted that at least one resident had expressed concerns about an unexpected cost from the previous arrangement and dissatisfaction with the appearance of the existing equipment. Chairman Trzupek noted the prior concerns regarding the aesthetic impact of having a Bobcat parked in a visitor space throughout the winter. Chairman Trzupek noted that there appeared to be some level of resident pushback that was not as evident during the previous variation request.

Belongia confirmed that while one resident was unhappy, the community had 63 residents and townhomes, making it impossible to please everyone. Belongia noted that the designated location for the equipment was the least visible option and reiterated that the request was a matter of life safety. Belongia reiterated that the HOA already had a variance for one snowplow and was seeking approval for a second snowplow.

Chairman Trzupek inquired about the time and cost of bringing the snowplows to the site each time. Belongia stated that removing the snowplows from the property would add significant costs, as the HOA would have to pay for transportation each time. Belongia noted that it would increase expenses for all residents and lead to a higher contract cost, whereas the current snowplowing contract was set yearly. Belongia noted that, as a Planned Unit Development (PUD), Oak Creek Club was responsible for its maintenance, similar to his previous experience at Savoy Club. Belongia noted that their goal was to manage residents' needs effectively, ensuring the best service while keeping costs low.

Phil Van Slooten resident, 7 Bel Aire Court, noted that he was in support of the request. Van Slooten noted that the snowplows were parked off the side of the road and were not visible. Van Slooten stated that after the winter season they were removed and the parking spots became public parking for the rest of the residents. Van Slooten noted that they were not an inconvenience and that many residents supported the request.

Susan Sullivan, a resident of Oak Creek Club for over 30 years, expressed strong opposition to the snowplow, noting its unsightly presence and negative impact on property values and community ambiance. Sullivan stated that the community had managed without snowplows for 25 years. Sullivan noted that the location of the vehicles was visible to many residents and that being in an area with limited parking was inconvenient. Sullivan stated that if the variance were granted, the snowplow should be relocated to a less visible area and suggested alternative snow removal methods be explored.

Belongia disagreed with the points raised by Sullivan. Belongia reiterated that while one resident objected, the community had 63 residents, and only one had expressed concerns. Belongia stated that the HOA Board had made a prudent and reasonable decision in consultation with their vendor, stressing that the issue was related to life safety.

Commissioner Morton noted that the claim that Oak Creek Club was unique in removing snow from driveways and walkways was inaccurate, as Lake Ridge Club, a similarly sized community, also plowed driveways, walkways, and streets. Commissioner Morton acknowledged the growing trend of snow vendors requiring on-site equipment storage. Commissioner Morton raised concerns regarding the visual impact of multiple snowplows and questioned the reasoning behind the chosen locations. Morton suggested exploring alternative locations and inquired whether the Board had unintentionally selected the current spots based on proximity or other factors.

Belongia stated that the locations for the snowplows had been carefully considered in consultation with King Landscaping and based on the site plan. Belongia noted that the selected spots were the most inconspicuous on the property to minimize visibility for residents and passersby. Belongia emphasized that available space for snowplow storage was limited, making the two chosen locations the best options. Belongia reiterated that one of the locations had already been approved and that the current request pertained to the second location, which the HOA Board and vendor had determined to be the most suitable.

Commissioner Morton inquired why the second snowplow could not be located at the parking pad where the first snowplow was currently stored. Belongia stated that they could ask the vendor to relocate it to that location. Commissioner Morton suggested screening or coverings on the snowplows when they were not in use to help address concerns about their appearance. Commissioner Morton inquired whether any efforts had been made to explore screening. Belongia noted that screening or covering the

snowplows had not been considered but could be explored with King Landscaping. Belongia noted that screening would incur additional costs for homeowners. Belongia reiterated that out of 63 homeowners, only one had raised an objection and that while he believed the majority of homeowners might be open to the idea, he expressed concern that one homeowner objection would result in additional expenses for all 63 residents. Commissioner Morton noted that while he was unsure of the cost of a canvas cover, it seemed like a possible accommodation that could help address the complaint regarding the appearance of the snowplows.

Commissioner Stratis inquired whether all 63 residents received notice of the request. Belongia confirmed. Commissioner Stratis inquired about the location of the snowplow, referencing a picture that showed it occupying a northern parking spot in a group of six or seven. Commissioner Stratis questioned whether there was a particular reason the snowplow could not be placed further south, closer to the open area and further from the homes. Belongia stated that the HOA Board, in collaboration with King Landscaping, had carefully considered the location, noting that while the site plan might not fully capture the layout, an actual property walk-through provided a better understanding. Belongia stated that they were open to suggestions for a better location. Commissioner Stratis asked Sullivan why she preferred relocating the snowplow closer to her home rather than its current location, where the snowplow was not visible to her. Sullivan noted that the homeowners were not given notice during the first variation request. Sullivan stated that the snowplow should be moved closer to her house as it would be in an area that impacted fewer homeowners. Sullivan noted that the proposed area was congested with trucks and that the snowplows should be located in an area where there was an abundance of parking spaces and not traveled regularly through the community.

Curelo stated that Sullivan's desire to relocate the snowplow stemmed from its proximity to his home, located at 14 Laurel Oak Court. Curelo noted that Sullivan had previously filed litigation against the HOA Board, opposed its efforts, and frequently cited violations on the property. Curelo noted that despite Sullivan's concerns regarding property values, her home had pool noodles wrapped around the front lights and that the garbage cans were out until Saturday, even though pickups were scheduled earlier.

Commissioner Broline recalled that if snow removal equipment could not be stored on-site, service would be delayed. Commissioner Broline inquired whether this remained a factor in the current request. Curelo confirmed and noted that the contractor might refuse to transport the equipment to the site. Curelo explained that front-end loaders were more efficient, particularly for snowfall exceeding four inches, due to their maneuverability. Curelo stated that the new contractor, responsible for both snowplowing and landscaping, had recommended the snowplows.

Commissioner Petrich inquired about how the vote Belongia referenced was conducted. Belongia explained that support for the proposal was based on a lack of objections rather than a formal vote. Belongia stated that, despite notifying all residents and receiving positive feedback during his walks, only one resident, Ms. Sullivan, had objected. Commissioner Petrich expressed concerns about the visibility of the Bobcat, both to

people outside the Oak Creek subdivision and to nearby neighbors. Commissioner Petrich noted that the proposed location would be visible from other homes, particularly when the deciduous trees lose their leaves. Commissioner Petrich stated objections to the proposed location for the second snowplow, agreeing with Commissioner Morton that the current spot for the first snowplow was the least impactful to residents. Commissioner Petrich recalled asking the resident in 2020 who had a view of the first snowplow and learned that they were a snowbird and did not mind the placement. Commissioner Petrich suggested that the petitioners place the snowplows in the same spot with some covering and screening as a viable solution. Belongia noted that half of the community was snowbirds and reiterated that the equipment was not on-site year-round. Curelo stated that the parking space for the first snowplow was a guest parking spot located alongside one of the community ponds, not within any cul-de-sac. Curelo noted that the only person who could see the snowplow was a board member, Dr. Ann Williams, and she had no objection to the snowplow in that location.

Commissioner McCollian noted that she had met Mark before and that their daughters were good friends and as a result, recused herself from the discussion. Commissioner McCollian noted that she did not vote on variations.

Chairman Trzupek stated that the second snowplow appeared to have been on-site before the photograph was taken and noted that the request was for forgiveness rather than permission, as the snowplow had been present throughout the season. Chairman Trzupek clarified that the Village did not allow commercial vehicles to be parked outside overnight, which would require a variance. Chairman Trzupek emphasized that a variance required demonstrating hardship. Chairman Trzupek noted that the Commission had previously struggled to identify a valid hardship. Chairman Trzupek noted that hardship was typically driven by the land. He observed that the situation appeared to be manmade and motivated by economic benefit, with the safety concern primarily revolving around timing delays in snow removal rather than an actual safety risk. Chairman Trzupek suggested that the petitioners return with updated Findings of Fact that further explained the hardship next season. Chairman Trzupek noted that it was difficult to identify a hardship in the request to allow a second snowplow, particularly if there was any level of pushback. Chairman Trzupek stated that if any other Village resident requested to park a commercial vehicle in their driveway for convenience, it would likely be denied.

A **MOTION** was made by Commissioner Petrich and **SECONDED** by Commissioner Morton to close the public hearing for zoning case V-01-2025.

ROLL CALL VOTE was as follows:

AYES: 6– Petrich, Morton, McCollian, Broline, Stratis, and Trzupek
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0

A **MOTION** was made by Commissioner Morton and **SECONDED** by Commissioner Stratis to deny V-01-2025, a request for a variation from Section IV.K.2 of the Zoning Ordinance to permit the on-site outdoor storage of commercial vehicles and relevant attachments and implements to be used for snow removal on a seasonal, annual basis, with amended Findings of Fact by staff.

Commissioner Morton expressed sympathy for the issues raised but emphasized that the hardship requirement took precedence over convenience. Commissioner Morton suggested that alternative options, including nearby properties, might be available for consideration.

Commissioner Broline noted that the HOA has a lot of responsibility in how they maintain the property.

Commissioner Stratis acknowledged that 62 out of 63 homeowners had not raised objections, but he noted that if he lived in one of the unaffected homes, he likely would not have objected either. Commissioner Stratis agreed with Chairman Trzupsek's concerns and stated that while he had previously supported the first snowplow based on hardship, he found it difficult to justify approval for a second one.

ROLL CALL VOTE was as follows:

AYES: 5 – Morton, Stratis, Petrich, Broline, and Trzupsek

NAYS: 0 – None

MOTION CARRIED by a vote of 5-0

Chairman Trzupsek noted that the recommendation would be presented at the next Village Board meeting on February 24, 2025.

B. Z-01-2025: Zoning Ordinance Amendment for Masonry Piers (Village of Burr Ridge); Text Amendment and Findings of Fact

Chairman Trzupsek introduced the case and asked for a summary. Stern noted the request was to consider a text amendment to Section IV.I.38.g. of the Burr Ridge Zoning Ordinance to review the regulations regarding the location of masonry piers. Stern stated on July 22, 2024, the Board directed the Plan Commission to hold a public hearing on a potential Zoning Ordinance text amendment to review the regulations regarding the location of masonry piers. Stern noted the items were part of the annual zoning review from 2024 and a text amendment added by the Board. Stern stated that masonry piers were decorative structures that were currently permitted within the rear yard, provided they did not exceed 6 feet in height and 4 square feet in area. Stern stated some residents had expressed a desire to locate these in the front yard as elements alongside walkways, whereas they were typically associated with decks or patios. Stern noted that under current regulations, only architectural entrance structures were permitted in front yards alongside driveways and only on lots larger than 40,000 square feet. Stern displayed illustrations of masonry piers and architectural entrance structures. Stern reiterated and

displayed the current regulations for masonry piers. Stern displayed a chart outlining the regulations for architectural entrance structures and all structures within Zoning Ordinance Section IV.I.38. Stern discussed the proposed language and public hearing history.

Chairman Trzupsek confirmed that the provided illustration would be permitted with the proposed language, assuming the structure had a ten-foot setback from the property lines. Stern discussed the proposed language versus the current regulations.

Chairman Trzupsek asked for public comment. There was none.

Commissioner McCollian stated that it was strange that these free-standing structures were permitted in the rear yard.

Commissioner Petrich inquired whether the proposed language would apply to specific residential zoning districts or lot sizes. Stern confirmed that the language would apply to all residentially zoned districts.

Commissioner Petrich asked how many residents had requested masonry piers and noted that during his time on the Commission, no variances for masonry piers had been requested.

Chairman Trzupsek noted there had not been requests for masonry piers but that he did not see a problem or safety issue with the construction of a four-foot-high pier in a front yard in conjunction with a walkway and in compliance with setback regulations. Chairman Trzupsek noted that a six-foot-high pier in the front yard could impact the right of way, as there was limited space for it, and it typically implied the presence of a gate.

Commissioner Petrich noted he supported including a dimension noting a set distance requirement between the masonry piers and a home. Chairman Trzupsek stated that a resident could have a walkway almost anywhere in the front yard. Commissioner Petrich expressed concern about permitting masonry piers in front yards, noting that such structures are subjective to an individual's taste and design. Commissioner Petrich questioned whether lights would be permitted on the piers and noted that he would not be in favor of such requests. Commissioner Petrich expressed concern about placing piers in side or front yards. Commissioner Petrich noted potential issues with proximity to neighboring homes and the possible impact of lighting.

Commissioner Broline noted that there was no mention of gates and that he would have voted no to gates in the front yard.

Commissioner Stratis noted that he did not have an issue with the proposed language and expressed his support for allowing lights on the masonry piers. Chairman Trzupsek inquired whether light poles were permitted in the front yard. Stern confirmed. Commissioner Stratis stated that there were many lights in the community, including those on driveway gates.

Commissioner Morton expressed concerns about masonry piers, noting that many he had observed in the community were in a declining condition with issues such as tilting, poor tuckpointing, and staining. Commissioner Morton questioned whether allowing masonry piers in the front yard would lead to similar deterioration over time, potentially turning them into eyesores rather than amenities to the community. Commissioner Morton noted that he may support well-maintained piers that do not pose a safety issue and that his primary concern remained the long-term upkeep and impact on the community's appearance. Chairman Trzupke expressed agreement with Commissioner Morton's concerns. Chairman Trzupke noted examples of masonry mailboxes and staining from irrigation as evidence of potential maintenance issues but questioned whether these concerns should justify preventing the installation of masonry piers in the front yard due to the possibility that some homeowners might not maintain them properly.

Chairman Trzupke inquired whether many residents had requested masonry piers in the front yard. Stern stated that she had observed a few building permits for these structures that were denied. Stern noted that the Board of Trustees had included the text amendment during the annual zoning review. Chairman Trzupke stated that he did not have an issue with the staff report, acknowledged the concerns about maintaining the structures, and was uncertain about the level of demand for such installations.

Commissioner McCollian agreed with Commissioner Morton's comment. Commissioner McCollian noted an example of a subdivision along 91st Street with a tilting brick sign. Commissioner McCollian stated that those issues were more of an HOA concern than individual residents' responsibility and expressed uncertainty about how masonry piers would look in terms of how mailboxes would fit into the design. Stern confirmed that masonry mailboxes were prohibited.

Commissioner Stratis stated that he was agnostic on the request, noting that other structures like flagpoles and lampposts in front yards could also become stained. Commissioner Stratis stated that he did not feel strongly about the request but emphasized his preference against creating more laws, rules, and permissions without a clear reason. Commissioner Stratis questioned the need to approve such structures if there was no strong demand for them.

A **MOTION** was made by Commissioner Stratis and **SECONDED** by Commissioner McCollian to close the public hearing for zoning case Z-01-2025.

ROLL CALL VOTE was as follows:

AYES: 6– Stratis, McCollian, Petrich, Broline, Morton, and Trzupke
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0

Commissioner Stratis inquired about the process for a resident wishing to construct masonry piers in the front yard. Stern confirmed that the resident would currently need variation approval. Chairman Trzupsek noted that the Commission could classify masonry piers in the front yard as a special use. The Commission agreed there would be no hardship to necessitate a masonry pier in the front yard. Chairman Trzupsek stated that the Commission would probably not deny the special use request but there would at least be an acknowledgment of concerns, ensuring it's not a simple matter of automatic approval. Commissioner McCollian noted a special use allowed for a review process and that neighbors would have the opportunity to speak up. Commissioner Stratis stated that the Commission could then request a six-foot concrete footing.

Commissioner Petrich noted that since there was no groundswell of demand, he would not be in favor of an amendment. Commissioner Petrich stated that larger properties, such as those zoned R-2A, as well as larger structures, might be more appropriate for such structures. Commissioner Petrich noted concern regarding the potential disorganized appearance and the potential for deterioration over time on smaller R-3 properties. Commissioner Stratis agreed with Commissioner Petrich.

Chairman Trzupsek inquired about the applicant. Stern confirmed that the applicant was staff.

A **MOTION** was made by Commissioner Stratis and **SECONDED** by Commissioner Petrich to deny Z-01-2025, a request to consider a text amendment to Section IV.I.38.g. of the Zoning Ordinance to review the regulations regarding the location of masonry piers and to uphold the current masonry pier regulations.

ROLL CALL VOTE was as follows:

AYES: 6 – Stratis, Petrich, McCollian, Broline, Morton, and Trzupsek
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0

C. Z-02-2025: Zoning Ordinance Amendment for Attached Garage Overhead Doors (Village of Burr Ridge); Text Amendment and Findings of Fact

Chairman Trzupsek introduced the case and noted that, currently, a resident could have one attached overhead garage door up to 10 feet in height. Chairman Trzupsek stated that the Commission had recently reviewed a text amendment concerning the height of overhead doors on detached structures, and an Ordinance had been approved allowing one overhead garage door of 10 feet in height through a special use. Stern stated on December 9, 2024, the Board of Trustees directed the Plan Commission to hold a public hearing on a potential Zoning Ordinance text amendment to require a special use for overhead doors measuring 10 feet in height for attached garages in residential districts. Stern noted that the proposed amendment was brought up during the recent public hearing for an amendment for the overhead door height of detached garages (Z-19-

2024), held at the October 21, 2024, Plan Commission meeting. Stern reiterated the current regulations for an attached garage overhead door height. Stern discussed the public hearing history and displayed the proposed language, requiring special use approval for an overhead door 10 feet in height.

Commissioner Morton and Chairman Trzupke noted that a 10-foot door was large for a single-family residence.

Commissioner Stratis stated he had no issues with the proposal relative to uses, noting that there could be valid reasons for needing a larger door, such as for a trailer or snowmobile trailer, particularly if the resident did not have a detached shed or garage. Commissioner Stratis supported the special use process, as it would allow for more control and review whether the door faced the side yard rather than the front.

Commissioner Broline recalled that the consideration for a special use arose from a public comment during a previous meeting, where a resident expressed concern about the visual impact of varied garage door heights along a street. Commissioner Broline stated he had no objection to the special use requirement, noting that while a 10-foot door may not be an issue on certain homes, it would allow for review.

Commissioner Petrich stated he had no objection to the special use requirement, noting that if a request was received and was visually unappealing, the Plan Commission could deny the request.

Commissioner McCollian stated she had no objection to the special use requirement.

Chairman Trzupke stated he had no objection to the special use requirement. Chairman Trzupke questioned the implications of a special use in relation to property ownership, noting that a special use typically remains with the structure rather than the owner.

A **MOTION** was made by Commissioner Broline and **SECONDED** by Commissioner Stratis to close the public hearing for zoning case Z-02-2025.

ROLL CALL VOTE was as follows:

AYES: 6– Broline, Stratis, McCollian, Petrich, Morton, and Trzupke
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0

A **MOTION** was made by Commissioner Petrich and **SECONDED** by Commissioner Morton to approve Z-02-2025, a request to consider a text amendment to Section VI.A.4 and VI.A.5 of the Zoning Ordinance to require a special use for overhead doors measuring 10 feet in height for attached garages in residential districts.

ROLL CALL VOTE was as follows:

AYES: 6 – Petrich, Morton, McCollian, Broline, Stratis, and Trzupsek
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0

III. CORRESPONDENCE

There was no correspondence.

IV. OTHER CONSIDERATIONS

There was no considerations.

V. PUBLIC COMMENT

There was no public comment.

VI. FUTURE MEETINGS

Stern noted the items scheduled for the February 17, 2025, Plan Commission meeting. Commissioner Stratis stated that he could not attend the February 17, 2025, Plan Commission meeting. Chairman Trzupsek stated that he may not be able to attend the March 17, 2025, Plan Commission meeting.

Commissioner Broline noted that Lyons Truck Sales had installed the fence in accordance with their special use approval.

Commissioner Stratis inquired about updates from the Z-17-2024 zoning case. Stern stated that a letter was sent to the petitioners regarding the needed items for the March 17, 2025, Plan Commission meeting.

VII. ADJOURNMENT

A **MOTION** was made by Commissioner McCollian and **SECONDED** by Commissioner Petrich to adjourn the meeting at 8:06 p.m.

ROLL CALL VOTE was as follows:

AYES: 6 – McCollian, Petrich, Broline, Stratis, Morton, and Trzupsek
NAYS: 0 – None

MOTION CARRIED by a vote of 6-0.

Respectfully Submitted:

Ella Stern
Planner



VILLAGE OF
BURR RIDGE
A VERY SPECIAL PLACE

Z-05-2024: 340 Shore Drive (Factor75); Request for special uses for (1) outdoor storage in accordance with Zoning Ordinance Section X.F, (2) a special use for a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J; and a variation for (1) trash enclosure deviations in accordance with Zoning Ordinance Section IV.I.36.

HEARING:

February 17, 2025;
continued from January 6,
2025

TO:

Plan Commission
Greg Trzupek, Chairman

FROM:

Ella Stern

PETITIONER:

Factor75 /Timothy Foley

PETITIONER STATUS:

Attorney of Factor75,
tenant

PROPERTY OWNER:

LC&F Enterprises, Inc. c/o
Lonnie Peterson

EXISTING ZONING:

G-I General Industrial
PUD

LAND USE PLAN:

Recommends General
Industrial Uses

EXISTING LAND USE:

Food Manufacturing and
Distribution

SITE AREA:

1.34 Acres

SUBDIVISION:

Hinsdale Industrial Park



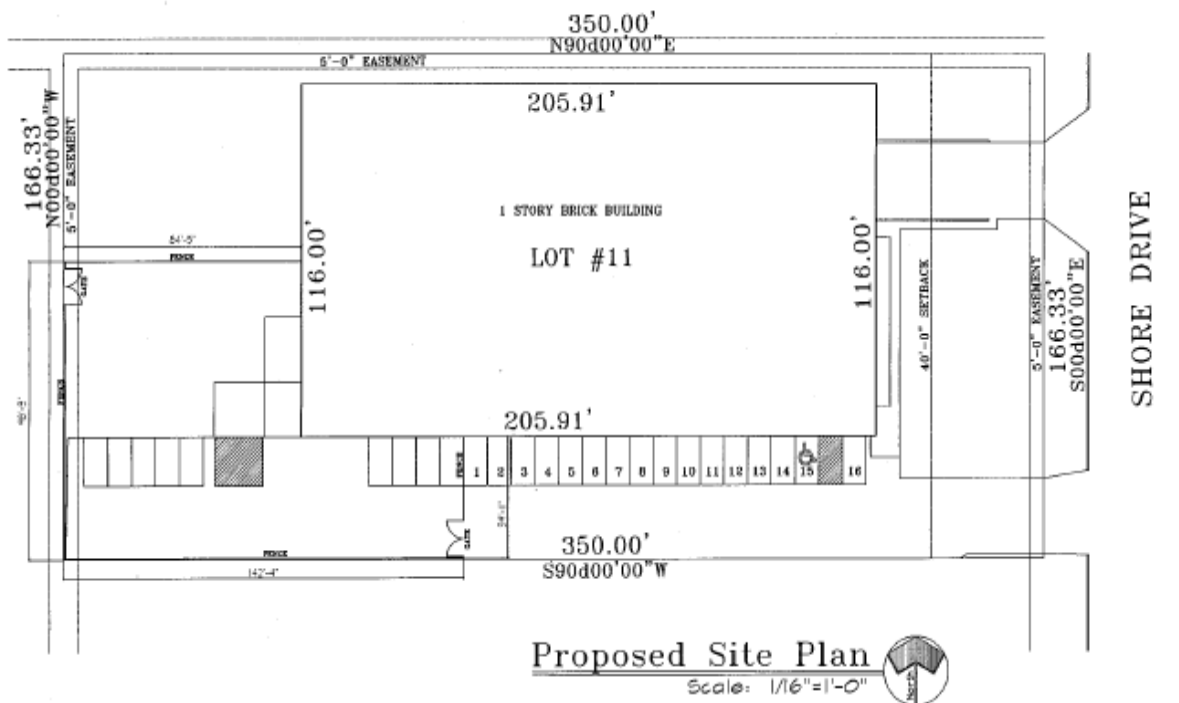
The petitioner, Timothy Foley, the attorney of Factor75, LLC, requests special uses for (1) outdoor storage in accordance with Zoning Ordinance Section X.F, (2) a special use for a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J; and a variation for (1) trash enclosure deviations in accordance with Zoning Ordinance Section IV.I.36. The case was heard by the Plan Commission and has been remanded back from the Board of Trustees for further review. Staff included a new variation request for a deviation from the trash enclosure regulations.

On August 19, 2024, the Plan Commission voted 4 to 1 to ***recommend that the Board of Trustees approve*** Z-05-2024, special use requests from sections IV.J & X.F of the Burr Ridge Zoning Ordinance to permit (1) outside storage in accordance with Zoning Ordinance Section X.F.; and (2) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J, with Findings of Fact, and with the following conditions:

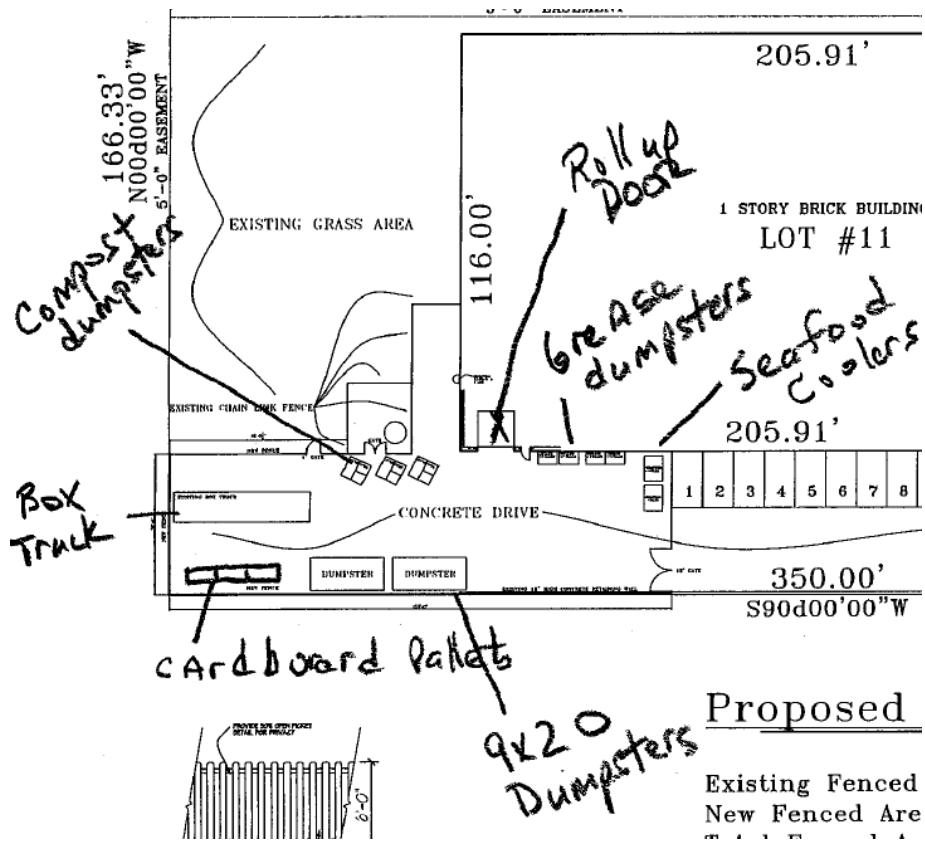
1. The special use shall be limited to Factor75, LLC and shall expire at such time that Factor75, LLC no longer occupies the space or an assignment or termination of the lease at 340 Shore Drive occurs.
2. The outdoor storage is limited to equipment and materials, and restricted only to the screened area as shown in Exhibit A.
3. The fences and gates shall substantially comply with the plans submitted by the petitioners and included as Exhibit A.
4. The fifty percent open, steel or iron fence, 6' in height and located in the rear yard and interior side yard, is permitted.
5. All outdoor storage, except for the box truck, is not to exceed 6' in height.
6. The dumpsters must comply with the trash enclosure regulations.
7. Staff must confirm that the properties leasing to Factor75 comply with the Village Code parking space requirements.
8. If conditions six and/or seven do not meet the requirements, the petition must be returned to the Plan Commission.

Following the meeting, staff further investigated conditions six and seven. Staff determined that the outdoor dumpsters did not meet the requirements for a trash enclosure. The dumpsters must be screened with a solid fence to comply with the trash enclosure regulations. Additionally, one of the conditions was to confirm that the properties leasing parking spaces to Factor75 complied with the Village Code parking space requirements. The requested parking information was not provided in time for the Village Board meeting. It was determined that the case would be re-noticed to include a variation request for the deviation regarding the trash enclosure. As a result, the Village Board of Trustees remanded the case to the Plan Commission for further consideration.

The Petitioner has submitted an updated and detailed addendum, including the findings and standards for the variation request, the proposed site plan, and documentation regarding the shared parking leases. These materials have been incorporated into the staff report and included as an exhibit in the staff report packet.



Site plan the petitioner wishes to pursue, as presented at the initial public hearing.



Previously proposed location of outdoor equipment..

Outdoor Storage:

In the G-I zoning district, outdoor storage requires a separate special use. The petitioner proposes an outdoor storage area in the rear yard for storage of the following trash dumpsters: (1) two 20 x 8 trash dumpsters, (2) two 6 x 4 compost dumpsters, and (3) five grease dumpsters, which are emptied on Monday, Wednesday, and Friday. Additionally, the petitioner requests to include a box truck and a few cardboard pallets and two cooler boxes in the proposed outdoor storage area.

Fence:

The petitioner requests a fence along the rear yard and interior side yard of the parking lot to screen the outdoor equipment. The petitioner is proposing a 6-foot-tall, solid, cedar fence.

In the G-I district, Zoning Ordinance section X.F.2 states that outdoor storage is a special use “provided that storage is located to the rear of the principal building, is screened on all sides, does not exceed the height of the screening, and is not visible from any adjacent streets or residential areas.”

In non-residential districts, a fence requires a special use permit. Fences must meet the same requirements as those in the residential districts and any deviation from those standards must be included as a condition.

- Fences must be 50% open; *the proposed fence is solid,*
- Fences shall not be more than 5’ in height; *the proposed fence is 6’ ft. in height.*
- Fences are permitted in the rear yard and behind the rear wall of the structure. For corner lots, the fence must meet the minimum corner side yard setback. *The proposed fence is in the interior side yard and rear yard.*
- All fence posts and all supports must face the interior of the property on which it is located. *The proposed fence posts and supports face the interior of the property of which it is located.*
- Chain link, barbed wire and fences which are electrically charged to produce a shock when touched are specifically prohibited. No fence shall have any sharp, dangerous, or impaling members. *The proposed fence material is cedar.*

The standards for consideration of a special use pertaining to a non-residential fence shall be limited to the standards referenced below:

1. The establishment, maintenance, or operation of the special use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.
2. The special use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood in which it is to be located.
3. 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.
4. The special use shall, in other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission or, if applicable, the Zoning Board of Appeals.

Within the Hinsdale Industrial Park area, the area bounded on the east by Madison St., the west and north by S. Frontage Rd., and the south by 83rd St., staff found fences that are black metal and 50 percent open. Most of the fences appear to exceed the 5-foot height limitation. No wooden fences were found.

Trash Enclosure:

The petitioner is requesting a variation to deviate from the trash enclosure requirements outlined in Zoning Ordinance Section IV.I.36. As stated in Zoning Ordinance Section IV.I.36, trash dumpsters must be enclosed on all sides with solid walls made of materials and colors that are compatible with the principal building. Additionally, dumpsters shall be located within a principal or accessory building or adjacent to the rear wall of the principal building, and there shall be no more than one dumpster enclosure for a building (or one per tenant for a multiple-tenant building) and said dumpster enclosure shall be used only for the enclosure of a trash dumpster.

The petitioner is requesting approval for one solid fence to be placed in the interior side yard and rear yard to enclose the entire proposed outdoor storage area, including the dumpsters. The current proposed site plan does not specify the location of the dumpsters, and the previous site plan indicated that the dumpsters were located in the southwest corner of the property. The petitioner noted that the rear yard of the property is unimproved green space and that the only paved area to the rear of the principal building is in the Southwest corner of the property.

Section IV.I.36 of the Zoning Ordinance provides that trash dumpsters shall be permitted on non-residential properties subject to compliance with the following conditions:

Trash Dumpsters – Non-Single-Family Residential

All facilities for the collection of garbage, refuse, ashes and similar waste materials shall comply with Chapter 50 of the Village of Burr Ridge Municipal Code. Dumpsters for the storage of such waste materials shall be permitted to be located on non-residential properties subject to compliance with the following conditions:

1. Dumpsters shall be located within a principal or accessory building or adjacent to the rear wall of the principal building. If the property is adjacent to a residential property, the Community Development Director may approve an alternate location for the purpose of ensuring that a dumpster is not located in proximity to the residential property.
2. Dumpsters shall be enclosed on all sides with solid walls of a material and color compatible with the principal building. Wall enclosures for dumpsters may be masonry or solid wood subject to the review and approval of the Community Development Director. The access gate to a dumpster shall be properly maintained and kept latched except when being used.
3. There shall be no more than one dumpster enclosure for a building (or one per tenant for a multiple-tenant building) and said dumpster enclosure shall be used only for the enclosure of a trash dumpster.

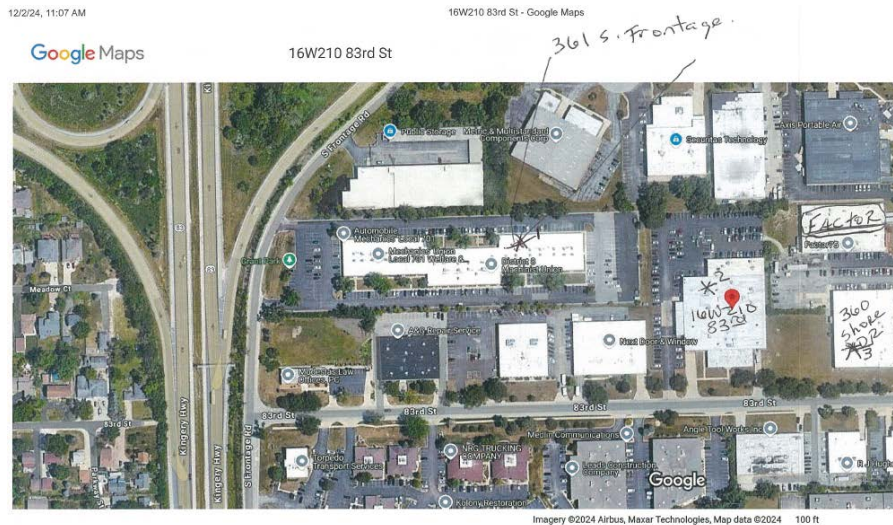
Outdoor Parking:

The petitioner has provided updated information concerning the properties from which Factor75 leases parking spaces, along with documentation confirming that these properties comply with the Village Code parking space requirements, as requested by the Plan Commission. Staff has confirmed that both Factor75 and the properties leasing parking spaces to Factor75 comply with the parking regulations and have an adequate amount of parking spaces.

The area located in the rear yard of the subject property has approximately nine parking spaces that the petitioner intends to use for outdoor storage. To the front of the outdoor storage area, 16 parking spaces are provided onsite. Factor75 has shared parking leases with three adjacent

properties, 361 S Frontage Road, 16W210 83rd Street, and 360 Shore Drive. The three properties provide a total of 140 parking spaces to the Factor75 employees while complying with parking regulations for their tenants and use. The Village’s Zoning Code requires two parking spaces for every three employees. Factor75 employs 145-165 employees throughout a shift.

Therefore, Factor75 must have 110 parking spaces but will maintain around 156 parking spaces, exceeding the requirement.



- X¹ - 361 S Frontage
- X² - 16W 210 83rd Street
- X³ - 360 Shore Dr.

Properties with shared parking lease agreements with Factor75.

Previous Outdoor Storage Requests

Staff reviewed previous zoning cases related to outdoor storage between 2015 and 2024. Staff found no requests for outdoor storage submitted in 2015, 2016, 2017, 2018, 2019, and 2021. In the years that outdoor storage requests were submitted, staff found that each request was approved with the installation of a fence. Additionally, staff found four special use requests for outdoor storage were related to storage, sales, rentals, or equipment services for automobiles.

Zoning Case	Property Address	Request	Outcome
Z-09-2020	15W776 North Frontage Road	A special use request for temporary outdoor, overnight storage of retail vehicles ancillary to a permitted or special use in the G-I General Industrial District.	Approved -One of the conditions was noted as follows; “A black metal fence included as Exhibit B shall be installed along Madison Street.”
Z-03-2022	15W776 North Frontage Road	A permanent special use for outdoor, overnight storage of retail vehicles ancillary to a permitted or special use in the G-I General Industrial District.	Approved
Z-24-2022	311 Shore Drive	Request for special uses for (1) automobile and equipment service	Approved

		and (2) outdoor storage pursuant to Zoning Ordinance section X.F.2; and a special use for (3) a fence in a non-residential district pursuant to Zoning Ordinance section IV.J.	
Z-02-2023	60 Shore Drive	Special use amendment and special use for expanding an existing automobile sale use, overnight, outdoor storage, and for a fence in a non-residential district.	Approved
Z-18-2023	411-421 Heathrow Court	Requests for special uses for (1) equipment sales and rentals in accordance with Zoning Ordinance Section X.F.; (2) outside storage in accordance with Zoning Ordinance Section X.F.; and (3) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J.	Approved

Land Use and Site Plan

The property is surrounded on all sides by G-I General Industrial zoning. Outdoor storage is listed as a special use in the G-I General Industrial District. Other retail sales and service businesses are also listed as special uses in the G-I General Industrial District. The petitioner provided a business plan and Plat of Survey detailing the location of the outdoor storage and fence, included as Exhibit A.

Public Hearing History

Ordinance A-454-15-92: Variation to permit a fenced-in area to the rear of the building for a corrugated recycling system. The fence remains to the rear of the building and is chain-link.

Public Comment

No public comments were received.

Findings of Fact and Recommendation

The petitioner has provided Findings of Fact, which may be adopted if the Plan Commission is in agreement with those findings. If the Plan Commission chooses to recommend approval of special uses for (1) outdoor storage in accordance with Zoning Ordinance Section X.F, (2) a special use for a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J; and a variation for (1) trash enclosure deviations in accordance with Zoning Ordinance Section IV.I.36, staff recommends that the special uses and variation be granted subject to the following conditions and Findings of Fact:

1. The special use shall be limited to Factor75, LLC and shall expire at such time that Factor75, LLC no longer occupies the space or an assignment or termination of the lease at 340 Shore Drive occurs.
2. The outdoor storage is limited to equipment and materials, and restricted only to the screened area as shown in Exhibit A.
3. The fences and gates shall substantially comply with the plans submitted by the petitioners and included as Exhibit A.
4. The solid, cedar fence, 6’ in height and located in the rear yard and interior side yard, is permitted.
5. All outdoor storage, except for the box truck, is not to exceed 6’ in height.

Appendix

Exhibit A - Petitioner's Materials and Public Notifications

- Application
- Findings of Fact
- Proposed site plan and illustrations
- Public Notifications

Exhibit B – Ordinance #A-454-15-92



VILLAGE OF BURR RIDGE

PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): Factor 75, LLC a Delaware limited liability corporation.

PETITIONER'S ADDRESS: 170 Water Street, Batavia, Illinois 60510

COUNSEL FOR PETITIONER: Timothy Foley – Fornaro Law - PHONE: 708-341-0481 - EMAIL:tim@fornarolaw.com

ADDRESS OF SUBJECT PROPERTY: 340 Shore Drive, Burr Ridge, Illinois 60510

PROPERTY OWNER: LC&F Enterprises, Inc. c/o Lonnie Peterson

PROPERTY OWNER'S ADDRESS: 20 Willow Bay Drive, South Barrington, IL 60010

PHONE: 847-431-1311

PUBLIC HEARING REQUESTED: Special Use Rezoning Text Amendment Variation(s)

DESCRIPTION OF REQUEST:

Special Use Permit for (1) outdoor storage in accordance with Section X.F.2 of Village's Zoning Ordinance; and (2) To provide for fencing around the proposed outdoor storage area in accordance with Section IV.J of the Village's Zoning Ordinance.

PROPERTY INFORMATION (to be completed by Village staff)

PROPERTY ACREAGE/SQ FOOTAGE: 1.34 acres EXISTING ZONING: G1PUD

EXISTING USE/IMPROVEMENTS: Food manufacturing/distribution

SUBDIVISION: Hinsdale Industrial Park

PIN(S) # 09-35-204-019

The above information and the attached Plat of Survey are true and accurate to the best of my knowledge. I understand the information contained in this petition will be used in preparation of a legal notice for public hearing. I acknowledge that I will be held responsible for any costs made necessary by an error in this petition.

Petitioner: Factor75 LLC

John Childs

03 / 18 / 2024

John Childs – Managing Director

Date

**THIRD ADDENDUM TO THE
ZONING APPLICATION OF FACTOR75 LLC
FOR 340 SHORE DRIVE, BURR RIDGE, ILLINOIS**

Petitioner: Factor75 LLC, a Delaware limited liability company

Property Address: 340 Shore Drive, Burr Ridge, Illinois 60527

PIN: 09-35-204-019

Property Owner: LC&F Enterprises, Inc., an Illinois Corporation (the “Owner”). The Petitioner is a tenant of the Property.

Zoning District: G-I: General Industrial - Planned Unit Development

Zoning Relief Requested: A variation from Section IV.I.36 of the Burr Ridge Zoning Ordinance (hereinafter referred to as the “Zoning Relief”).

I. SUMMARY; INTRODUCTION:

The Petitioner was founded in Chicago in 2013 to provide delicious, ready-to-eat, chef-designed, dietician-approved food to fuel active lifestyles. *Inc. 5000* publication recognized the Petitioner in its annual list of America’s Fastest Growing Companies each year between 2016 and 2020. Petitioner has expanded its operations to five locations in northern Illinois to better serve a growing customer base. Grocery Delivery E-Services USA Inc. dba HelloFresh, the nation’s leading meal kit company, acquired the Petitioner in 2020. The Petitioner is now one of the nation’s leading providers of ready-to-eat meals.

At its August 19, 2024 meeting, the Plan Commission approved a motion, subject to certain conditions, to provide a favorable recommendation to the Village Board of Trustees in support of Petitioner’s request for a special use permit for: (1) outdoor storage in accordance with Section X.F.2 of the Village of Burr Ridge Zoning Ordinance; and (2) to provide for fencing around the proposed outdoor storage area in accordance with Section IV.J of the Burr Ridge Zoning Ordinance. One of the conditions required that the Village’s Zoning Administrator determine whether the Petitioner’s proposed site plan concerning trash dumpsters conforms to the Zoning Ordinance. After careful consideration, the Village’s Zoning Administrator determined that the Petitioner’s plan for the trash dumpsters did not conform to a strict interpretation of the Zoning Ordinance; the Village Board of Trustees remanded this case to the Plan Commission for further consideration.

II. PETITIONER’S REQUESTED ZONING RELIEF:

The Petitioner requests a variation from Section IV.I.36 of the Zoning Ordinance to provide it with relief from a strict interpretation of the Zoning Ordinance concerning the conditions for trash dumpsters. Trash dumpsters are provided for in Section IV.I.36 of the Zoning Ordinance under the heading “Permitted Accessory Buildings, Structures and Uses”. The Zoning Ordinance permits modifications to the regulations for accessory buildings, structures, and uses¹.

¹ Burr Ridge Zoning Ordinance, Section XIII.H.4(h).

Section IV.I.36 of the Zoning Ordinance provides that trash dumpsters shall be permitted on non-residential properties subject to compliance with the following conditions:

Dumpsters shall be located within a principal or accessory building or adjacent to the rear wall of the principal building. If the property is adjacent to a residential property, the Community Development Director may approve an alternate location for the purpose of ensuring that a dumpster is not located in proximity to the residential property.

Dumpsters shall be enclosed on all sides with solid walls of a material and color compatible with the principal building. Wall enclosures for dumpsters may be masonry or solid wood subject to the review and approval of the Community Development Director. The access gate to a dumpster shall be properly maintained and kept latched except when being used.

There shall be no more than one dumpster enclosure for a building (or one per tenant for a multiple-tenant building) and said dumpster enclosure shall be used only for the enclosure of a trash dumpster.

The Petitioner's proposed site plan is appended hereto as **Exhibit 1**. Petitioner seeks to conform as closely to Section IV.I.36 as reasonably possible thereby limiting the extent to which the Village must vary its regulations. The rear yard of the Property is unimproved green space. The only paved area to the rear of the principal building is in the SW corner of the Property. As a food manufacturer, the Petitioner requires the following trash dumpsters: (1) two 20 x 8 trash dumpsters, (2) two 6 x 4 compost dumpsters and (3) five grease dumpsters. These trash dumpsters must be located in the limited area in the SW corner of the Property. The Petitioner proposes enclosing the trash dumpsters within a single fenced area, enclosed on all sides, which will include closed boards, comprised of treated wood, and stand six feet high.

It is well established in Illinois zoning law that the Village Board may vary its zoning regulations in cases where there are practical difficulties or particular hardships in the way of carrying out the strict letter of any of the Village's zoning regulations relating to the use, construction, or alteration of buildings or structures or the use of land.² In this case, the Petitioner has made its best efforts to conform the Zoning Ordinance; however, the limited area in the SW corner of the Property prevents the Petitioner from conforming to the strict letter of the Zoning Ordinance concerning trash dumpsters. The Petitioner did not create the hardship caused by the limited area in the SW corner of the Property. This feature existed on the Property prior to Petitioner's occupying the Property as a tenant. Petitioner considered other options to conform to Section IV.I.36, however, such options did not provide adequate area or turn radius for waste pickup trucks to maneuver within the fence area.

In this case, applying a strict interpretation to the Zoning Ordinance would cause the Petitioner a hardship; therefore, as mentioned above, the Petitioner proposes to enclose the trash dumpsters within a single fenced area, enclosed on all sides, which will include closed boards, comprised of treated wood, and stand six feet high. Petitioner has attempted to conform to the general spirit of the conditions of compliance set forth in Section IV.I.36.

² 65 ILCS 5/11-13-5

III. STANDARDS FOR VARIATIONS:

The Zoning Board of Appeals shall not recommend variations from the regulations of this Ordinance unless it shall make findings based upon the evidence presented to it in each specific case that³:

1. *Because of the particular physical surroundings, shape, or topographical conditions of the specific property involved, a particular hardship to the owner would result, as distinguished from a mere inconvenience, if the strict letter of the regulations were to be carried out.*

The rear yard of the Property is unimproved green space. The only paved area to the rear of the principal building is in the SW corner of the Property. The Petitioner did not create the hardship caused by the limited paved area in the SW corner of the Property. This feature existed prior to Petitioner’s occupying the Property as a tenant. The Petitioner must use trash dumpsters as part of its food processing operations; in this case, a strict letter of the regulations would cause an unnecessary hardship to the Petitioner.

2. *The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations governing the zoning district in which it is located.*

Waste management is an essential part of the Petitioner’s business. The Petitioner could not operate its business without the adequate use and availability of trash dumpsters.

3. *The conditions upon which an application for a variation is based are unique to the property for which the variance is sought, and are not applicable, generally, to other property within the same zoning classification.*

As established during consideration of the Petitioner’s request for special use permit for outdoor storage, the Property is unique relative to other properties in the zoning district as it does not have any paved area in the rear yard directly behind the principal building. Trash dumpsters must be located on paved surfaces. The only paved area in the rear portion of the Property is a limited area in the SW corner.

4. *The purpose of the variation is not based primarily upon a desire to increase financial gain.*

As previously mentioned, waste management is an essential part of the Petitioner’s business. The Petitioner could not operate its business without the adequate use and availability of trash dumpsters.

5. *The alleged difficulty or hardship is caused by this Ordinance and has not been created by any persons presently having an interest in the property.*

In this case, the Petitioner’s hardship is related to the limited paved area in the SW corner of the Property. This hardship existed prior to Petitioner’s occupying the Property as a tenant, and was not caused by any person having an interest in the Property.

6. *The granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.*

Granting of the variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood in which the property is located.

³ Burr Ridge Zoning Ordinance, Section XIII.H.3

7. The granting of the variation will not alter the essential character of the neighborhood or locality.

The Property is located in the Village’s Industrial zoning district. The proposed variation will allow the Petitioner to provide for the use of trash dumpsters in a manner that will comply with the Zoning Ordinance subject to limited modifications. All properties within the Industrial district have trash dumpsters on site, therefore, granting the variation will not alter the character of the neighborhood.

8. The proposed variation will not impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

Nothing proposed or intended by the Petitioner will impair an adequate supply of light and air to adjacent property or substantially increase the congestion of the public streets, or increase the danger of fire, or impair natural drainage or create drainage problems on adjacent properties, or endanger the public safety, or substantially diminish or impair property values within the neighborhood.

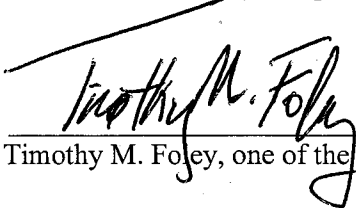
9. The proposed variation is consistent with the official Comprehensive Plan of the Village of Burr Ridge and other development codes of the Village. The Zoning Board of Appeals may recommend and the Village Board of Trustees may impose such conditions and restrictions upon the premises benefitted by a variation as may be necessary to comply with the standards established in this section and the objectives of this Ordinance.

The Property is located in the Village’s I-1 Industrial district. Accommodating the Petitioner’s request for a variation would be consistent with the Village’s established framework for industrial development to maintain existing business as “so as to strengthen and maintain property values and provide a strong tax base for the Village”.⁴

IV. REQUEST FOR ZONING RELIEF:

For the reasons set forth herein, the Petitioner respectfully requests that the Plan Commission provide a favorable recommendation to the Village Board of Trustees in support of the Petitioner’s request for variation from Section IV.I.36 of the Zoning Ordinance.

Petitioner: Factor 75, LLC, a Delaware limited liability company

By: 

Timothy M. Foley, one of the attorneys for the Petitioner

Date: February 11, 2025

⁴ Comprehensive Plan of the Village of Burr Ridge, page 16.

EXHIBIT 1

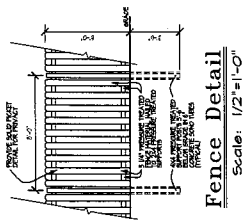
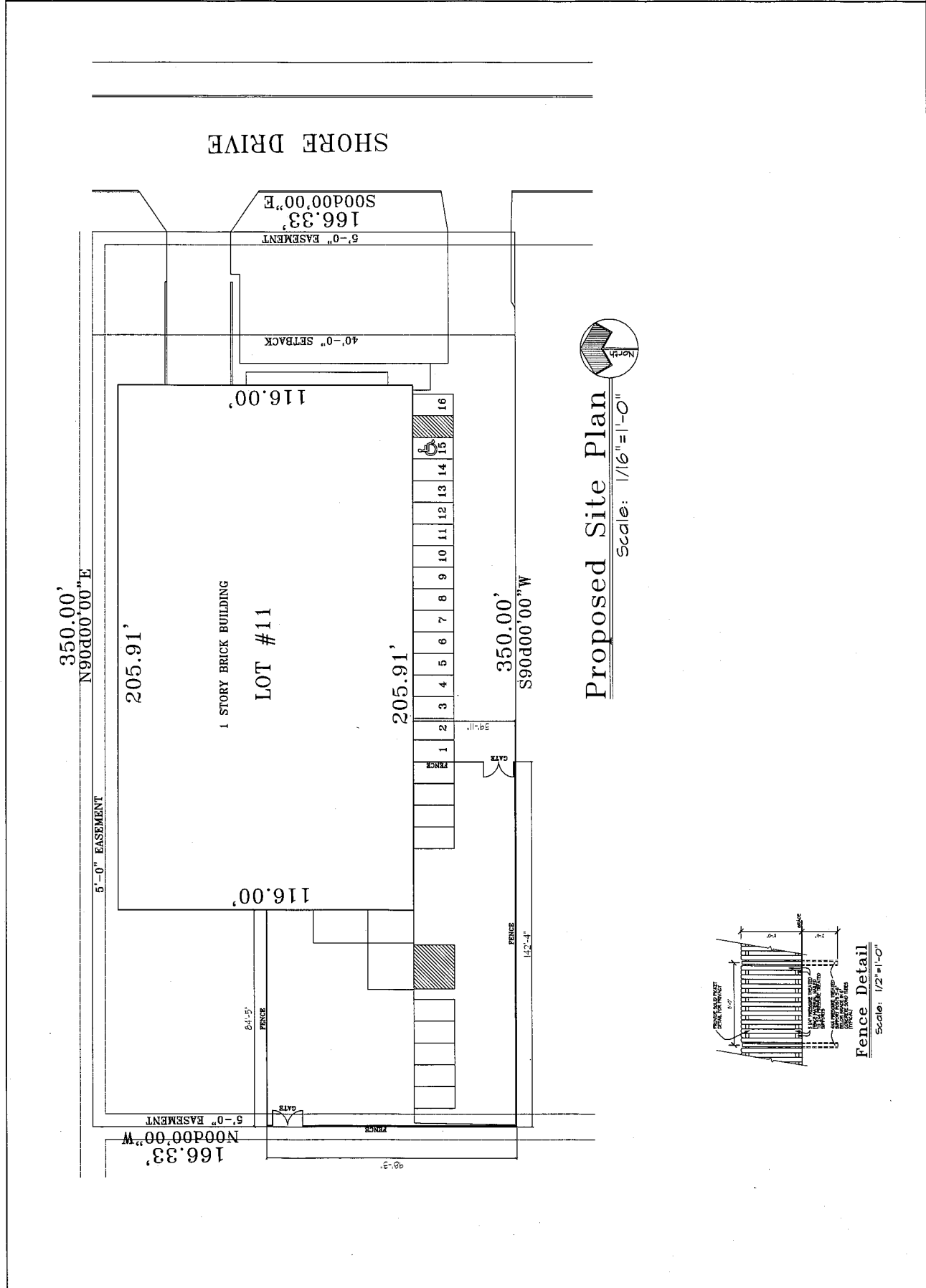


Architects
By
Design, PC
198 Opden Avenue
Charlotte, NC 28204
(704) 522-8811
(704) 522-8811 (F)
www.architectsbydesign.com

A Site Plan For
Factor 75
BURN MIDDLE LINKS

File No.	22-0000	Sheet	308/324
Checked	PKK	Drawn	C.A.P.
DATE: 11-19-09			
SCALE: 1/16" = 1'-0"			
STAMP:			

SHEET NO:
S-1
OF
SHEET
CONTRACT NO. 22-0000
ARCHITECTS BY DESIGN





LEGAL NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following Public Hearing beginning at 7:00 p.m. on **Monday, January 6, 2025**, at **Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527**.

PURPOSE OF HEARING

The Plan Commission/Zoning Board of Appeals will hold a public hearing to consider a request by Timothy Foley of Factor 75, LLC for a special use for outside storage in accordance with Zoning Ordinance Section X.F, a special use for a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J, and a variation for trash enclosure deviations in accordance with Zoning Ordinance Section IV.I.36. The case was heard by the Plan Commission and has been remanded back from the Board of Trustees for further review. Staff included a new variation request for a deviation from the trash enclosure regulations. The petition number and address of this petition is **Z-05-2024: 340 Shore Drive** and the Permanent Real Estate Index Number is **09-35-204-019-0000**.

Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Wednesday, January 1, 2025. All public comment may be emailed to Planner Ella Stern (estern@burr-ridge.gov) or mailed to Ms. Stern's attention at the address above. The Plan Commission/Zoning Board of Appeals reserves the right to continue said hearings from time to time as may be required without further notice, except as may be required by the Illinois Open Meetings Act.

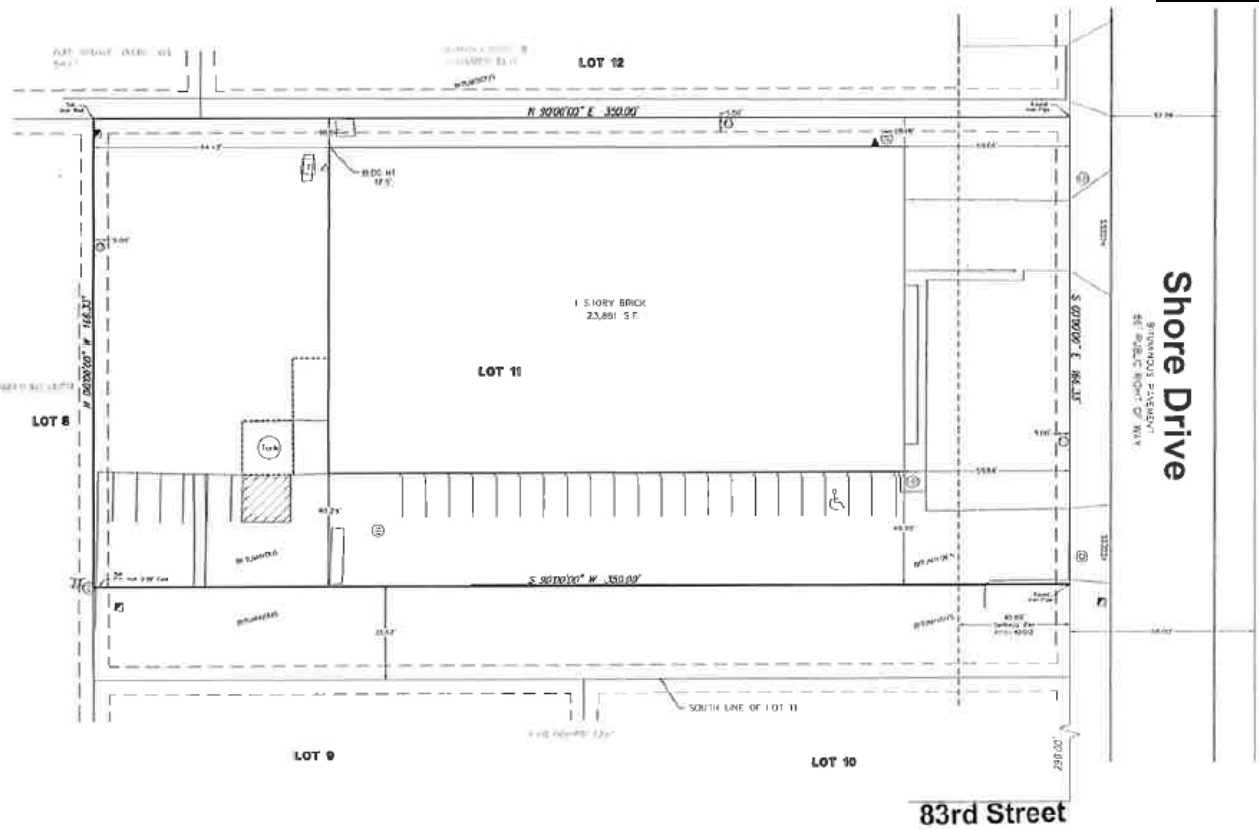
BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF BURR RIDGE, COOK AND DUPAGE COUNTIES, ILLINOIS.

Greg Trzupke, Chairman

MEMBERS: GREG TRUZPEK, MIKE STRATIS, JIM BROLINE, BARRY IRWIN, JOSEPH PETRICH, ENZA PARRELLA, RICHARD MORTON, AND DEANNA MCCOLLIAN.



The site is starred in red.



Site Plan.

Additional information is posted on the Village’s website in the link below:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/index.php

Burr Ridge homepage – Government – Boards, Committees, and Commissions – Plan Commission & Zoning Board of Appeals – Upcoming Public Hearing Petitions

The Plan Commission meeting agenda packet will be posted Thursday before the meeting and will be available on the website here:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/agendas_minutes.php

Burr Ridge homepage – Government – Agendas & Minutes – Plan Commission & Zoning Board of Appeals

MEADEN LLC
16W210 83RD ST
BURR RIDGE, IL 60527

ESTATE OF LINDA WATSON
4564 NORMANDY DR
LISLE, IL 60532

BRIL T
P O BOX 683
MOUNT PROSPECT, IL 60056

LM BURR RIDGE HOLDINGS
3010 HIGHLAND PKWY NO 225
DOWNERS GROVE, IL60515

VIP MORGAN LLC
477 W WRIGHTWOOD AVE
ELMHURST, IL60126

GROZICH, PHYLLIS M TR
16W184 89TH ST
BURR RIDGE, IL 60527

GROZICH, PHYLLIS M
16W184 89TH ST
BURR RIDGE, IL 60527

NLA TDG BURR RIDGE LLC
105 TALLAPOOSA ST STE 307
MONTGOMERY, AL 36104

BRONSON & BRATTON
240 SHORE DR
BURR RIDGE, IL 60521

L C & F ENTERPRISES INC
20 WILLOW BAY DR
S BARRINGTON, IL 60010

ALMERO PROPERTIES LLC
16W115 83RD ST
BURR RIDGE, IL 60527

ORD CHICAGO WORKSPACE FD
19000 W BLUEMOUND RD
BROOKFIELD, WI 53045

240 WEST 83RD ST LLC
1801 PRATT BLVD
ELK GROVE VILLAGE, IL 60007

COOK FINANCIAL LLC
5600 N RIVER RD NO 150
ROSEMONT, IL 60018

ORD CHICAGO WORKSPACE SD
19000 W BLUEMOUND RD
BROOKFIELD, WI 53045

MB FINANCIAL BANK
2727 LBJ FREEWAY NO 806
DALLAS, TX 75234

SPARROWHAWK CHICAGO IND
700 COMMERCE DR NO 450
OAK BROOK, IL 60523

COMMUNITY SUPPORT SERVICE
9021 OGDEN AVE
BROOKFIELD, IL 60513

83RD BURR RIDGE PARTNERS
16W030 83RD ST
BURR RIDGE, IL 60527

8320 MADISON LLC
2015 E 17TH ST
BROOKLYN, NY 11229

DONNAN REAL ESTATE I LLC
224 SHORE CT
BURR RIDGE, IL 60527

CMI GROUP LLC
360 SHORE DR
HINSDALE, IL 60521

CTLTC B7900554824
10 S LASALLE ST STE 2750
CHICAGO, IL 60603

VK 221 SHORE LLC
9500 BRYN MAWR AVE UNIT 340
ROSEMONT, IL 60018

PUBLIC STORAGE INC
PO BOX 25025
GLENDALE, CA 91201

FGHREALCO
7700 BRUSH HILL RD UNIT 117
BURR RIDGE, IL 60527

ANZILOTTI, CHAS & GERALDINE
11385 77TH ST
BURR RIDGE, IL 60527

MC NAUGHTON BUILDERS INC
347 W 83RD ST
BURR RIDGE, IL 60527

WESTINGHOUSE ELECTRIC CO
1000 WESTINGHOUSE DR
CRANBERRY TWP, PA 16066

BRONSON & BRATTON INC
220 SHORE DR
BURR RIDGE, IL 60521

PAYOVICH, MS
P O BOX 3786
OAK BROOK, IL 60522

260 WEST 83RD ST LLC
1801 PRATT BLVD
ELK GROVE VILLAGE, IL 60007

BURR RIDGE
1400 16TH ST NO 250
OAK BROOK, IL 60523

HUGHES INVESTMENT PROPERT
PO BOX 515
OAK BROOK, IL 60522

MRS TRUST
P O BOX 683
MOUNT PROSPECT, IL 60056

CTLTC BV11880
10 S LASALLE ST STE 2750
CHICAGO, IL 60603

VILARDO, TOM
5123 LEE
DOWNS GROVE, IL 60515

CCC BURR RIDGE LLC
3100 DUNDEE RD NO 116
NORTHBROOK, IL 60062

240 W 83RD LLC
1801 PRATT BLVD
ELK GROVE VILLAGE, IL60007

Jan 14, 2025 at 2:58:34 PM

341 Shore Dr
Burr Ridge IL 60527
United States



WARNING
ALL UNAUTHORIZED VEHICLES
WILL BE TOWED BY
S&S TOWING MELROSE PK. IL
(708) 538-0220
MOTORCYCLES \$400/HR
VEHICLES WITH FOR SALE SIGNS WILL BE TOWED

NOTICE
Village of Burr Ridge
There will be a public hearing to
consider zoning changes or approvals
for this property.
For further information,
please call or visit:
Burr Ridge Village Hall
7660 County Line Road
(630)654-8181, Extension
Ask for Information - RZ Z-05-2024
Further details are available at:
www.burr-ridge.gov
(see Public Hearing/Plan
Commission Agenda)

**SECOND ADDENDUM TO THE
ZONING APPLICATION OF FACTOR75 LLC
FOR 340 SHORE DRIVE, BURR RIDGE, ILLINOIS**

Petitioner: Factor75 LLC, a Delaware limited liability company
Property Address: 340 Shore Drive, Burr Ridge, Illinois 60527
PIN: 09-35-204-019
Property Owner: LC&F Enterprises, Inc., an Illinois Corporation (the “Owner”). The Petitioner is a tenant of the Property
Zoning District: G-I: General Industrial - Planned Unit Development

Petitioner seeks the following zoning relief: Special Use Permit for: (1) outdoor storage in accordance with Section X.F.2 of the Village of Burr Ridge Zoning Ordinance; and (2) to provide for fencing around the proposed outdoor storage area in accordance with Section IV.J of the Village of Burr Ridge Zoning Ordinance (hereinafter referred to as the “Zoning Relief”).

I. INTRODUCTION:

Since the initial zoning hearing on May 20, 2024, the Petitioner has been working with village staff, its architect, its attorney and its facilities staff to provide a revised site plan that is responsive to the concerns expressed on the Commissioners at the hearing.

II. THE PETITIONER:

The Petitioner and its parent company, Grocery Delivery E-Services USA Inc. dba HelloFresh, represent the nation’s leading meal kit company serving the ready-to-eat meals market, which as is currently valued at approximately 179 billion; it is predicted to reach 277 billion by 2030.

III. PETITIONER’S REQUESTED ZONING RELIEF

The Petitioner requests special use permits to provide for outdoor storage; and, to provide screening around the proposed outdoor storage area as required by the village.

A. Outdoor Storage Area:

As provided in its First Addendum, the Petitioner intends to include the following in the proposed outdoor storage area:

- i. 2 - 20 x 8 Regular Waste Dumpsters
- 2- 6x4 Food Compost Dumpsters
- 4 - 5x3 Grease Dumpsters

(These are emptied M, W, and F)

- ii. Cardboard pallets that are pressed and tied by bailer machine.
Cooler boxes for salmon (only twice each week).
(Note: Gaylords of recyclable plastics have been eliminated).
(Quantities of each of the above vary depending on operational needs:
These are picked up M, W, and F)

iii: Box Truck

It is customary for companies, such as the Petitioner, and particularly in Industrial Zoning Districts, to utilize outdoor storage areas to allow companies to improve operational efficiency, reduce the need for extensive indoor storage facilities, and thereby reduce their overall operating costs.

The Commissioners expressed concerns about the scope of the proposed outdoor storage area (“OSA”) and questioned whether outdoor storage is necessary. In response to the Commissioners concerns, the Petitioner has significantly reduced the size of the proposed OSA, limiting the proposed area to only the area that is currently paved rather than encroaching onto the southwest portion of the rear yard. A copy of the revised site plan is appended hereto as Exhibit 1.

The Petitioner considered ways to accommodate the suggestions of some of the Commissioners to limit the proposed area to waste management only. Despite Petitioners good faith efforts, the Petitioner has concluded that it must have a dedicated portion of the proposed OSA for its seafood coolers. Currently, the Petitioner prepares its seafood meals twice weekly. Those meals are stored in industrial sized coolers that maintain the freshness of its perishable items regardless of outside temperatures. As previously mentioned, these coolers are picked up within 24 hours of being staged. The Petitioner uses these types of seafood coolers throughout its operations in the U.S. and Europe.

The Petitioner also considered possibly providing a separate enclosure for all its dumpsters, but the limited size of the proposed OSA makes this option impractical. The village’s zoning ordinance provides for no more than one dumpster enclosure per building; therefore, all eight dumpsters would need to be proximately located to each dumpster, which would be too restrictive.

A Commissioner questioned whether the Petitioner’s proposed OSA meets the definition of outdoor storage as defined in the village’s zoning ordinance. The village zoning ordinance defines outdoor storage as: “... located to the rear of the principal building, is screened on all sides, does not exceed the height of the screening, and is not visible from any adjacent streets or residential areas.” (Section X.F.2(k)). To resolve this, we need to consider two issues: (1) determine the meaning of the following “... located to the rear of the principal building...”, and (2) precedent established by the PZC and village trustees.

- (1.) The language of Section X.F.2(k), specifically “... located to the rear of the principal building...”, is ambiguous. In this case, I suggest that the use of the preposition “to” is intended to suggest direction rather than specific location. Therefore, it would be appropriate to interpret this section to provide for an OSA located towards the rear of the building, while precluding an OSA towards to front of the building.
- (2.) Regarding case precedent, the PZC and village trustees earlier this year considered and subsequently approved a special use application for outdoor storage area and screening for an outdoor storage area that was located on the side yard of the property.

A copy of the relevant portion of the zoning case is appended hereto as Exhibit 2. Despite this, the PZC voted 5-0 to recommend approval.

The Petitioner's case can be distinguished from the above referenced case by recognizing the Petitioner's proposed OSA is substantially located in the rear SW portion of the Property, beyond the principal building.

The location of the proposed OSA has been determined by the Property's existing features, which the Petitioner did not create. The entire rear yard of the Property is permeable area. To relocate the OSA to the rear yard would require the Petitioner to pave the rear yard, thereby expanding the Property's impervious area and substantially reducing the limited permeable area that currently exists. This is not a viable option for the Petitioner and it is likely not an option the village would find acceptable.


B. The proposed fence has been modified to respond to the concerns of various Commissioners.

The proposed fence shall be comprised of treated wood and stand 6' high (dog-ear style). In response to various Commissioners' concerns, the proposed fence shall be 50% open; the Petitioner is no longer requesting an exception to provide a closed fence.

IV. CONCLUSION

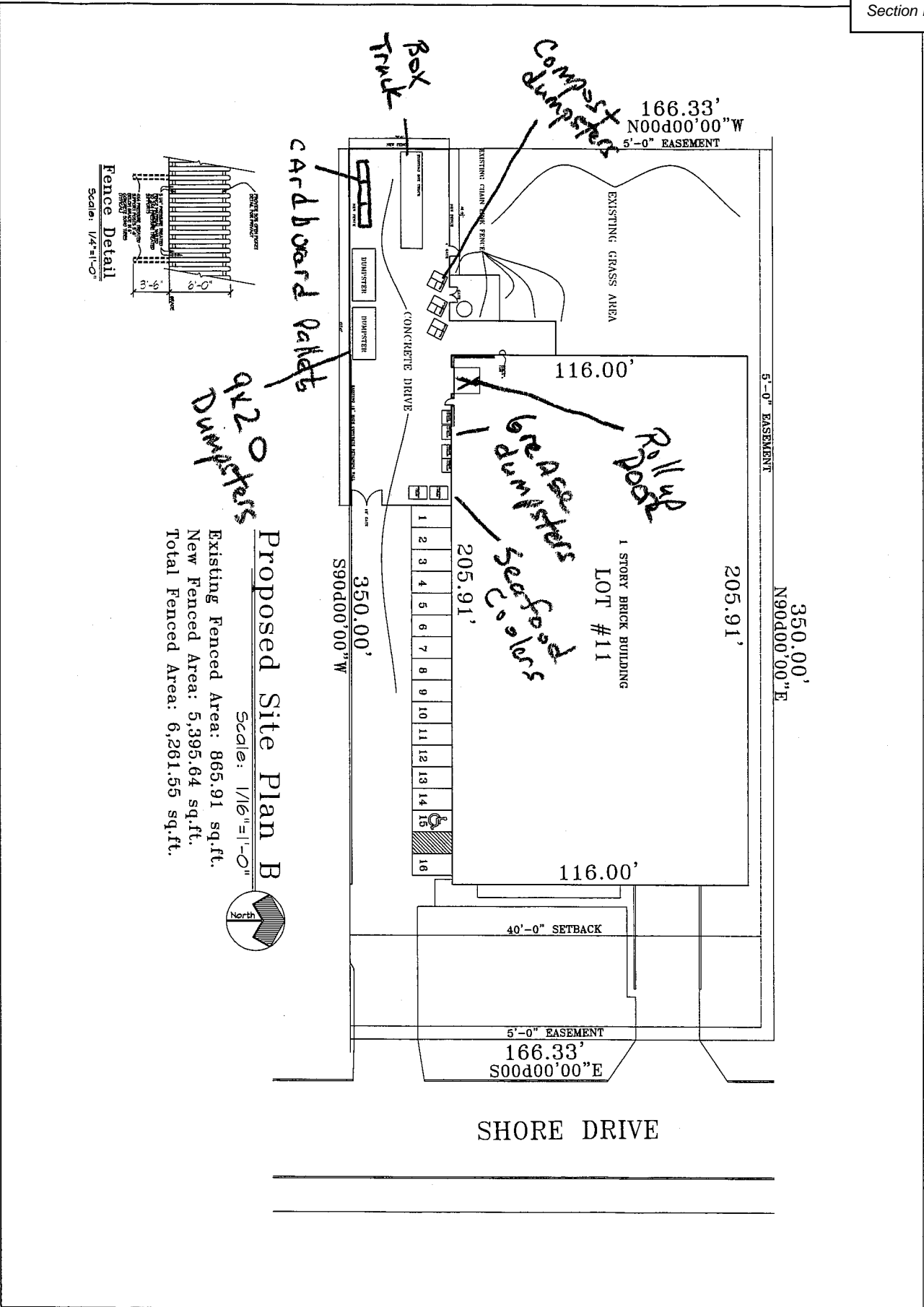
For the reasons set forth herein, the Petitioner respectfully requests that the PZC make a favorable recommendation to the Village Board of Trustees in support of the Petitioner's request for zoning relief.

Petitioner: Factor 75, LLC, a Delaware limited liability company

By: 
Timothy M. Foley, one of the attorneys for the Petitioner

Date: 8/14/24

EXHIBIT 1



<p>Architects By Design, P.C. 118 Ogden Avenue Evanston, Illinois 60201 (847) 328-9414 (F) (847) 328-9414 (H) www.factor75.com</p>	<p>A Site Plan For Factor 75 540 SHORE DRIVE BURN RIDGE, ILLINOIS</p>	<p>DATE: 01/24/11 DRAWN BY: CAV CHECKED BY: CAV</p>	<p>PROJECT NO.: 11-0220 SHEET NO.: S-1</p>
	<p>CONTRACT NO. 2008-01 ARCHITECTS: F. J. BROWN, P.C.</p>	<p>DATE: 01/24/11 DRAWN BY: CAV CHECKED BY: CAV</p>	<p>PROJECT NO.: 11-0220 SHEET NO.: S-1</p>

EXHIBIT 2



February 12, 2024

Mayor Gary Grasso and Board of Trustees
7660 County Line Road
Burr Ridge, Illinois 60527

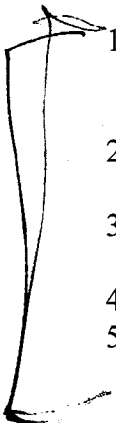
Re: Z-18-2023: 411-421 Heathrow Ct. (Shipper/ARX Perimeters); Special Use and Findings of Fact

Dear Mayor and Board of Trustees:

The Plan Commission transmits its recommendation to approve a request by Ben Shipper of ARX Perimeters for special uses from sections IV.J & X.F of the Burr Ridge Zoning Ordinance to permit (1) equipment sales and rentals in accordance with Zoning Ordinance Section X.F.; (2) outside storage in accordance with Zoning Ordinance Section X.F.; and (3) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J.

The petitioner operates ARX Perimeters from the property which rents and sells mobile high-security perimeter systems and vehicle barriers. After due notice as required by law, the Plan Commission held a public hearing on January 15, 2024. No public comments were made at the public hearing. The Plan Commission determined the fence shall be 50% open and the outdoor equipment shall be no taller than 6 feet in height. The Plan Commission determined that the outdoor storage and fence would not negatively impact other properties or businesses in the area.

Based on the above considerations and the submitted Findings of Fact, the Plan Commission voted 5 to 0 to **recommend that the Board of Trustees approve** special use requests from sections IV.J & X.F of the Burr Ridge Zoning Ordinance to permit (1) equipment sales and rentals in accordance with Zoning Ordinance Section X.F.; (2) outside storage in accordance with Zoning Ordinance Section X.F.; and (3) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J, with Findings of Fact, and with the following conditions:

- 
1. The special use shall be limited to Ben Shipper of ARX Perimeters and his business partners and shall expire at such time that Mr. Shipper and his business partners no longer occupy the space or an assignment or termination of the lease at 411-421 Heathrow Court occurs.
 2. The outdoor storage is limited to equipment and materials, and restricted only to the screened area as shown in Exhibit A.
 3. The fences and gates shall substantially comply with the plans submitted by the petitioners and included as Exhibit A.
 4. The fence located in the front yard shall be 50% open, wooden, 6' in height, is permitted.
 5. The outdoor equipment shall be no taller than 6 feet.

Sincerely,

Greg Trzupek, Chairman
Plan Commission/Zoning Board of Appeals



Z-18-2023: 411-421 Heathrow Court (Shipper – ARX Perimeters); Requests for special uses for (1) equipment sales and rentals in accordance with Zoning Ordinance Section X.F.; (2) outside storage in accordance with Zoning Ordinance Section X.F.; and (3) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J.

HEARING:

January 15, 2024

TO:

Plan Commission
Greg Trzuppek, Chairman

FROM:

Ella Stern

PETITIONER:

Ben Shipper, ARX
Perimeters

PETITIONER STATUS:

Tenant

PROPERTY OWNER:

UP HEATHROW LLC

EXISTING ZONING:

G-I General Industrial
PUD

LAND USE PLAN:

Recommends General
Industrial Uses

EXISTING LAND USE:

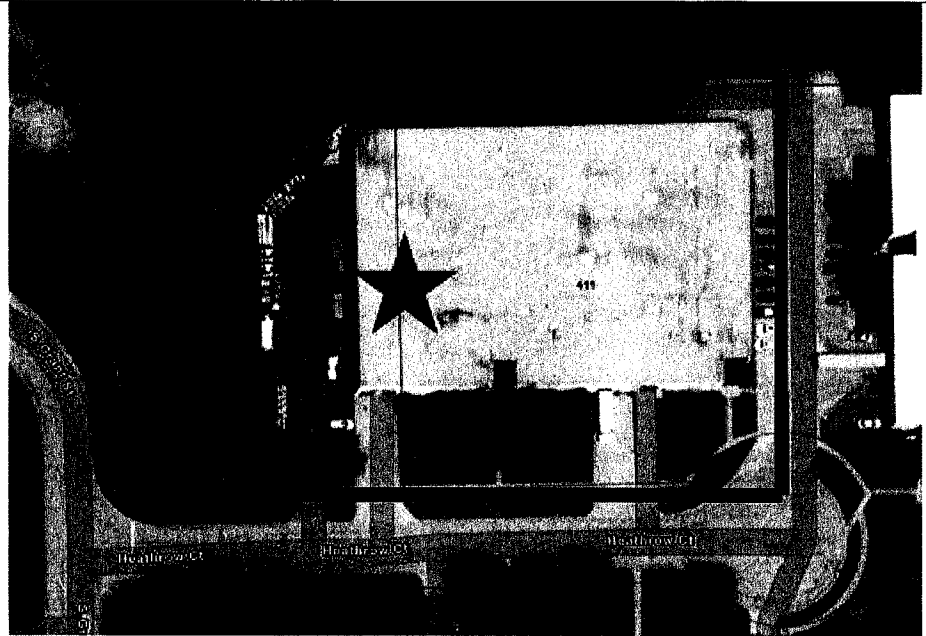
Multi-tenant building

SITE AREA:

2.4 Acres

SUBDIVISION:

Burr Ridge Industrial
Common



Staff Report and Summary

Z-18-2023: 411-421 Heathrow Court. (Shipper/ARX Perimeters); Special Use, and Findings of Fact

Page 2 of 5

The petitioner, Ben Shipper, a current tenant operating ARX Perimeters from the site, requests a special use for equipment sales and rentals, outside storage, and a fence in a non-residential district. ARX Perimeters rents and sells mobile high-security perimeter systems and vehicle barriers. In the General Industrial/G-I zoning district, equipment sales and rentals are not permitted without a special use.

ALTA/ASCM
LAND TITLE SURVEY

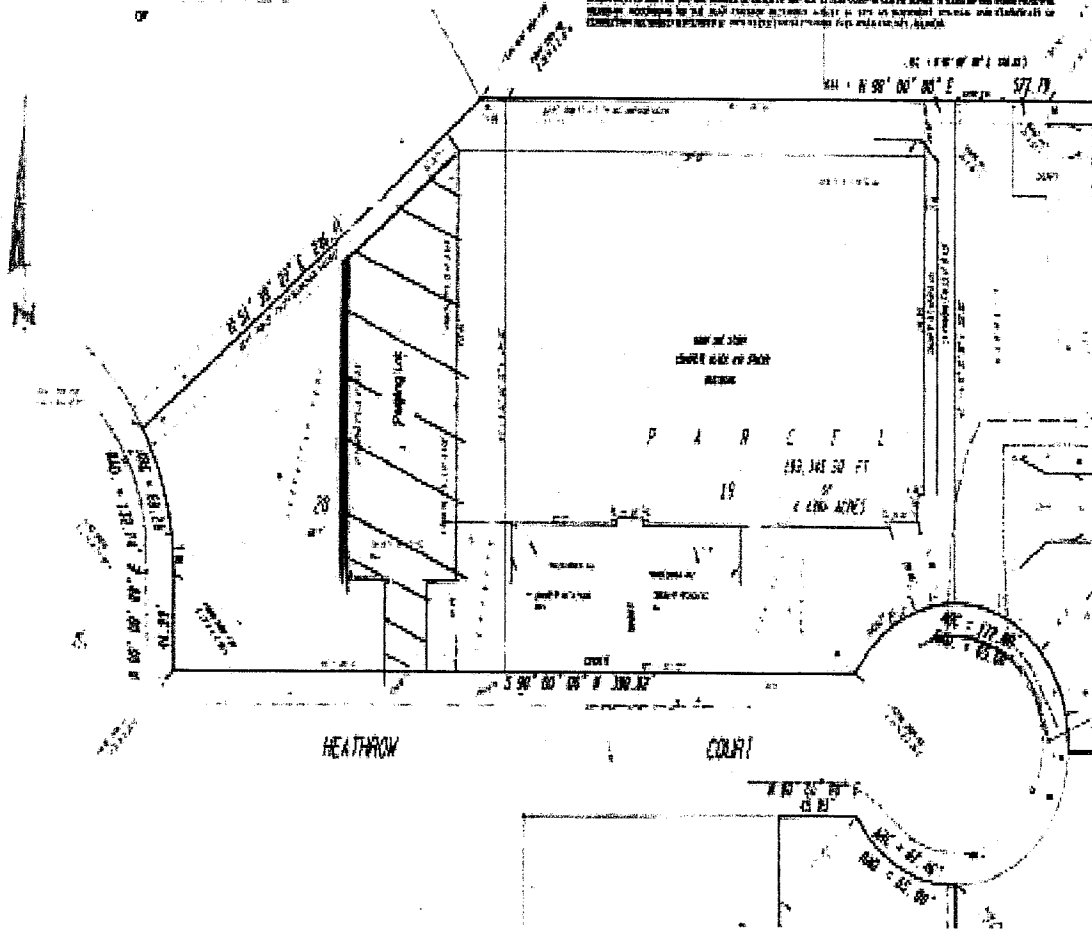


Illustration of the Plat of Survey.

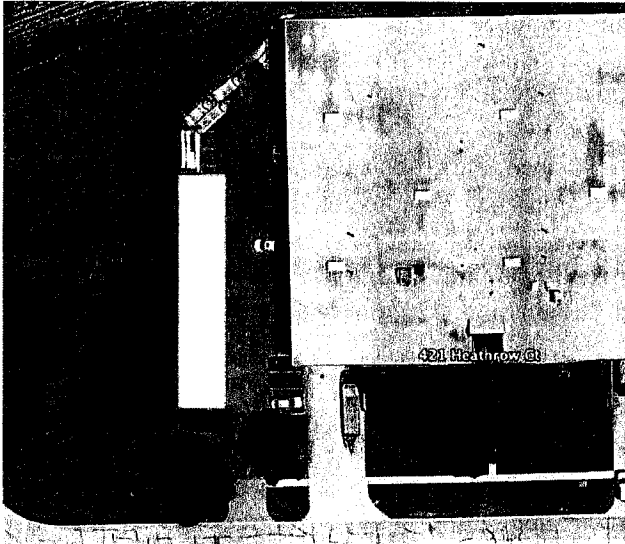
Outdoor Storage:

In the G-I zoning district, outdoor storage requires a separate special use. The petitioner uses the area in the front and corner side yard of the main entrance (near Grant St. and Heathrow Ct.) for outdoor storage of vehicle barricades and trailers. The area located in the corner side yard has approximately 36 striped parking spaces. The petitioner intends to use about 15 parking spaces for outdoor storage.

Staff Report and Summary

Z-18-2023: 411-421 Heathrow Court. (Shipper/ARX Perimeters); Special Use, and Findings of Fact

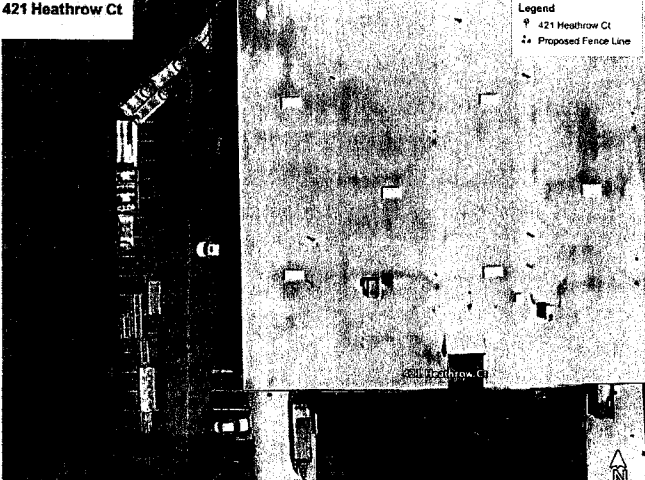
Page 3 of 5



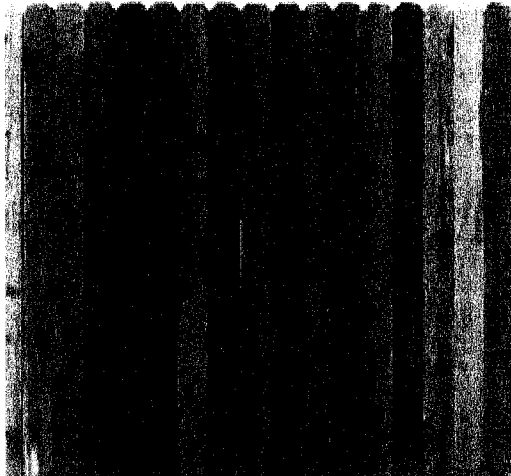
The white box represents the proposed outdoor storage area.

The petitioner requests a fence along the west side of the parking lot to screen the outdoor equipment. The petitioner is proposing a 6 ft. tall, solid cedar fence. In the G-I district, Zoning Ordinance section X.F.2 states that outdoor storage is a special use “provided that storage is located to the rear of the principal building, is screened on all sides, does not exceed the height of the screening, and is not visible from any adjacent streets or residential areas.” The property's frontage is Grant Street, although the building faces Heathrow Court. The proposed outdoor storage is in the front yard, which deviates from the regulation that outdoor storage be located to the rear of the building. The proposed fence only screens a portion of the front yard (Grant St.) from the outdoor storage. The proposed fence location does not appear to screen the corner side yard (Heathrow Ct.) from the outdoor storage area. Additionally, the height of the equipment is unknown; therefore, the proposed fence may inadequately screen the equipment and outside storage area.

421 Heathrow Ct



The red line represents the location for the proposed fence.



The proposed fence.

Staff Report and Summary

Z-18-2023: 411-421 Heathrow Court. (Shipper/ARX Perimeters); Special Use, and Findings of Fact

Page 4 of 5

In non-residential districts, a fence requires a special use permit. Fences must meet the same requirements as those in the residential districts and any deviation from those standards must be included as a condition. The deviations from the Zoning Ordinance regulations for the petitioner's proposed fence is below:

- Fences must be 50% open; the proposed fence is solid.
- Fences shall not be more than 5' in height; the proposed fence is 6' ft. in height.
- Fences are permitted in the rear yard and behind the rear wall of the structure. For corner lots, the fence must meet the minimum corner side yard setback. The proposed fence is within the front yard (Grant St.) although the front of the building faces Heathrow Ct.

The standards for consideration of a special use pertaining to a non-residential fence shall be limited to the standards referenced below:

1. The establishment, maintenance, or operation of the special use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.
2. The special use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood in which it is to be located.
3. 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.
4. The special use shall, in other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission or, if applicable, the Zoning Board of Appeals.

Within the Burr Ridge Industrial Common Subdivision area, only two properties had a fence, 412 Rockwell Court and 407 Heathrow Court. 412 Rockwell Court was approved in 2017 for a fenced-in area for overnight and outdoor parking of vans and trucks. The fence is behind the rear of the building; it is 8' tall and made of cedar wood. (Ordinance #A-834-15-17, Permit 2018-0291). The fences located at 407 Heathrow Court were recently approved. Two of the fences are around generators, and two of the fences are around entryways. The fences are 8' ft., made of steel, 50% open, and flat-topped.

Land Use and Site Plan

The property is surrounded on all sides by G-I General Industrial zoning. Equipment sales/rentals and outdoor storage are listed as special uses in the G-I General Industrial District. Other retail sales and service businesses are also listed as special uses in the G-I General Industrial District. The petitioner provided a business plan and Plat of Survey detailing the location of the outdoor storage and fence, included as Exhibit A.

Public Hearing History

No public hearing history.

Public Comment

No public comments were received.

Findings of Fact and Recommendation

The petitioner has provided Findings of Fact which may be adopted if the Plan Commission is in agreement with those findings. Should the Plan Commission wish to recommend approval of the

Staff Report and Summary

Z-18-2023: 411-421 Heathrow Court. (Shipper/ARX Perimeters); Special Use, and Findings of Fact

Page 5 of 5

special use for equipment sales and rentals, outside storage, and a fence in a non-residential district with Findings of Fact, staff recommends the following conditions:

1. The special use shall be limited to Ben Shipper of ARX Perimeters and his business partners and shall expire at such time that Mr. Shipper and his business partners no longer occupy the space or an assignment or termination of the lease at 411-421 Heathrow Court occurs.
2. The outdoor storage is limited to equipment and materials, and restricted only to the screened area as shown in Exhibit A.
3. The fences and gates shall substantially comply with the plans submitted by the petitioners and included as Exhibit A.
4. The solid fence, 6' in height and located in the front yard, is permitted.

Appendix

Exhibit A – Petitioner’s Application and Public Notifications

**ADDENDUM TO THE
ZONING APPLICATION OF FACTOR75 LLC
FOR 340 SHORE DRIVE, BURR RIDGE, ILLINOIS**

Petitioner: Factor75 LLC, a Delaware limited liability company

Property Address: 340 Shore Drive, Burr Ridge, Illinois 60527

PIN: 09-35-204-019

Property Owner: LC&F Enterprises, Inc., an Illinois Corporation (the “Owner”). The Owner has authorized the Petitioner, as tenant of the Property, to file this zoning application. A copy of the Owner’s written authorization is appended hereto as **Exhibit 1**.

Zoning District: G-I: General Industrial - Planned Unit Development

Legal Description: THE NORTHERLY 166.33 FEET OF LOT 11 IN HINSDALE INDUSTRIAL PARK, UNIT TWO, BEING A SUBDIVISION OF PART OF THE NORTHEAST QUARTER OF SECTION 35, TOWNSHIP 38 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 19,1969 AS DOCUMENT NUMBER R69-42012 IN DUPAGE COUNTY, ILLINOIS.

Lot Size: 1.34 acres; 58,215.50 sf with a 1-story building – 23,881 sf (the survey is appended hereto as **Exhibit 2**)

Petitioner seeks the following zoning relief: Special Use Permit for: (1) outdoor storage in accordance with Section X.F.2 of the Village of Burr Ridge Zoning Ordinance; and (2) to provide for fencing around the proposed outdoor storage area in accordance with Section IV.J of the Village of Burr Ridge Zoning Ordinance (hereinafter referred to as the “Zoning Relief”).

I. INTRODUCTION:

Factor 75, LLC, a Delaware limited liability company (the “Petitioner”), is the lessee at 340 Shore Drive, Burr Ridge, Illinois (the “Property”). The Petitioner has submitted this zoning application for the Zoning Relief set forth herein to provide for outdoor storage and to construct a fence around the proposed outdoor storage area in accordance with Section IV.J of the Village of Burr Ridge Zoning Ordinance.

II. ABOUT THE PETITIONER:

The Petitioner was founded in Chicago in 2013 to provide delicious, ready-to-eat, chef-designed, dietician-approved food to fuel active lifestyles. Inc. 5000 recognized the Petitioner in its annual list of America’s Fastest Growing Companies each year between 2016-2020. Factor has expanded its operations to five locations in northern Illinois to better serve a growing customer base and create increased job opportunities. Grocery Delivery E-Services USA Inc. dba HelloFresh, the nation’s leading meal kit company, acquired Factor in 2020. Factor is now one of the nation’s leading providers of ready-to-eat meals.

The ready-to-eat meals market size was valued at 152.29 billion in 2022 and is predicted to reach 276.10 billion by 2030. Ready-to-eat meals are pre-packaged, fully cooked food products that are designed to be quickly and easily heated and consumed. Ready-to-eat meals provide consumers convenience by eliminating planning and cooking, while also offering diverse options including a variety of cuisines and dietary options, such as vegetarian, gluten-free, and low-calorie options. It also contributes to reducing food waste while supporting healthier eating habits by emphasizing the use of fresh ingredients and balanced nutrition.¹

III. PETITIONER’S REQUESTED ZONING RELIEF

The Petitioner requests special use permits to provide for outdoor storage; and, to provide fencing around the proposed outdoor storage area.

A. Outdoor Storage Area:

It is customary for companies, like Petitioner, to utilize outdoor storage areas to allow companies to improve their operational efficiency, reduce the need for extensive indoor storage facilities, and thereby reduce their overall operational costs. A copy of the site plan that identifies the proposed outdoor storage area is appended hereto as **Exhibit 3**. The Petitioner intends to maintain the following items within its proposed outdoor storage area:

- i. 1 - 20 x 8 Regular Waste Dumpsters
 2- 6x4 Food Compost Dumpsters
 3 - 5x3 Grease Dumpsters
 (These are emptied M, W, and F by the vendor)
- ii. 1- Cardboard pallets that are pressed and tied by bailer machine.
 2-Gaylords of recyclable plastics
 3-Cooler boxes
 (Quantities of each of the above vary depending on operational needs: These are picked up M, W, and F)
- iii: Box Truck

¹ Next Move Strategy Consulting: www.nextmnc.com/report/ready-meals-market. Publish Date: September 2023

B. Proposed Fence to Provide Screening for the Outdoor Storage Area.

The proposed fence shall include closed boards, comprised of treated wood, and stand 6’ high (dog-ear style)². The proposed fence is intended to provide screening for the outdoor storage area; it is not intended as a security fence.

IV. THE PETITIONER COMPLIES WITH THE VILLAGE’S PARKING AND LOADING REQUIREMENTS.

The Petitioner operates three shifts daily. Depending on its labor needs, the Petitioner generally has 140 hourly employees and 15 salaried employees during each shift. The Petitioner has 187 parking spaces. The Property provides 16 parking spaces onsite; and, the Petitioner has parking leases with proximately located companies that provide the Petitioner with an additional 171 parking spaces. An illustration that reflects the location of the various parking lots is appended hereto as **Exhibit 4**³. The Village's Zoning Ordinance requires the Petitioner provide two parking spaces for three employees⁴; therefore, the Petitioner provides adequate parking in accordance with the Village’s Zoning Ordinance.

The building is 23,881 sf and includes two loading berths; therefore, the Property complies with the Village’s Zoning Ordinance.⁵

V. STANDARDS OF APPROVAL FOR SPECIAL USE

Pursuant to Section XII.K.7 of the Village of Burr Ridge Zoning Ordinance, the Petitioner confirms the following findings of fact:

- 1) *The use meets a public necessity or otherwise provides a service or opportunity that is not otherwise available within the Village and is of benefit to the Village and its residents.*

The Petitioner’s primary use, as previously mentioned, serves an ever-increasing need of consumers by providing ready-to-eat meals that are fully cooked, which provide consumers convenience by eliminating planning and cooking, while also offering diverse options including a variety of cuisines and dietary options. Granting Petitioner’s request for outdoor storage would provide Petitioner the opportunity to use a designated area for outdoor storage that would improve its operational efficiency, reduce the need for additional indoor storage space, and thereby reduce its overall operational costs.

² Village of Burr Ridge Zoning Ordinance Section IV.J.2(c).

³ CM International Industries Corp. 360 Shore Dr, Burr Ridge, IL 60527 (51- parking spaces); Meaden Precision Machined Products 6W210 83rd St, Burr Ridge, IL 60527 (70- parking spaces; and, LM Burr Ridge Holdings LLC 361 S. Frontage Road, Burr Ridge, IL 60527 (50-parking spaces).

⁴ Village of Burr Ridge Zoning Ordinance Section XI.C(13)(d).

⁵ Village of Burr Ridge Zoning Ordinance Section XI.C(14).

- 2) ***The establishment, maintenance, or operation of the special use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.***

Petitioner's establishment, maintenance, or operation of an outdoor storage area will be compatible with the objectives of the Village's Comprehensive Plan and the Village's Zoning Ordinance. The Petitioner does not propose any use or activity that would be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

- 3) ***The special use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood in which it is to be located.***

The proposed use will not be injurious to the value of other property in the area because the intended use is consistent with, and compatible with, the uses occurring at proximately located properties. Accommodating the Petitioner's request would be consistent with the Village's established framework for industrial development to maintain existing business as "so as to strengthen and maintain property values and provide a strong tax base for the Village".⁶

- 4) ***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 proposed use will not impede the orderly development of surrounding properties, rather granting the special use will allow the Petitioner to conduct business in a manner that was intended by the corporate authorities and will be consistent with objectives of the Comprehensive Plan of the Village of Burr Ridge.

- 5) ***Adequate utilities, access roads, drainage and/ or necessary facilities have been or will be provided.***

Adequate utilities, access roads, and drainage have been provided. The Zoning Relief requested by the Petitioner shall not expand its current uses of utilities and access roads; and there will be no increase of impervious area such that additional drainage would be required. The Property provides easy access to major transportation thoroughfares which avoids unnecessary traffic using Village side streets.

⁶ Comprehensive Plan of the Village of Burr Ridge, page 16.

- 6) Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

The Zoning Relief requested by the Petitioner shall not increase the volume of traffic to the Property, therefore, granting the Petitioner’s request will not increase traffic either entering or exiting the Property.

- 7) The proposed special use is not contrary to the objectives of the Official Comprehensive Plan of the Village of Burr Ridge as amended.

The proposed Zoning Relief will be consistent with the objectives of the Comprehensive Plan of the Village of Burr Ridge. The Petitioner does not propose any use, or intend to conduct any activity that is inconsistent with the objectives of the Village’s Comprehensive Plan.

- 8) The special use shall, in other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission or, if applicable, the Zoning Board of Appeals.

Petitioner’s operations and business activity within the outdoor storage area, and the maintenance of the fence, shall conform to the applicable regulations of the General Industrial - Planned Unit Development district in which it is located.

VI. CONCLUSION

Petitioner respectfully requests that the Corporate Authorities approve its request for the Zoning Relief as set forth herein.

Petitioner: Factor 75, LLC, A Delaware limited liability company

By: John Childs

Its: Managing Director

Date: 03 / 18 / 2024

EXHIBIT 1


AUTHORIZATION TO FILE ZONING APPLICATION

To: Janine Farrell, Community Development Director, Village of Burr Ridge

Re: AUTHORIZATION TO FILE ZONING APPLICATION
340 Shore Drive, Burr Ridge, Illinois 60527
PIN: 09-35-204-019

L C & F Enterprises, Inc., an Illinois Corporation, (the "Owner"), the fee owner of real property commonly known as 340 Shore Drive, Burr Ridge, Illinois 60527 (the "Subject Property"), hereby authorizes Factor75 LLC, a Delaware limited liability company, and its agents, to take all actions that may be required to file a zoning application with the Village Burr Ridge to obtain special use permits to provide for outdoor storage, and fencing, and any other approvals or permits that may be necessary in connection therewith. The Owner provides this authorization with the understanding that it shall not be required to incur any expense in connection with said authorization.

L C & F ENTERPRISES, INC.

By:  _____

Its: President

Date: 3-14-24 _____

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AUTHORIZATION TO FILE ZONING APPLICATION

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L C & F ENTERPRISES, INC.

By:  _____

Its: President

Date: 3-14-24 _____

EXHIBIT 2

Legend

- Property Line
- Right-of-Way Line
- Utility Line
- Other
- ...

Zoning Information

This drawing has been prepared with the zoning information by the authority shown in Table A below.

Code	Description
...	...

Significant Observations

...

ALTAIRSPS Land Title Survey

Schedule B

...

Surveyor's Certificate

...

Vicinity Map

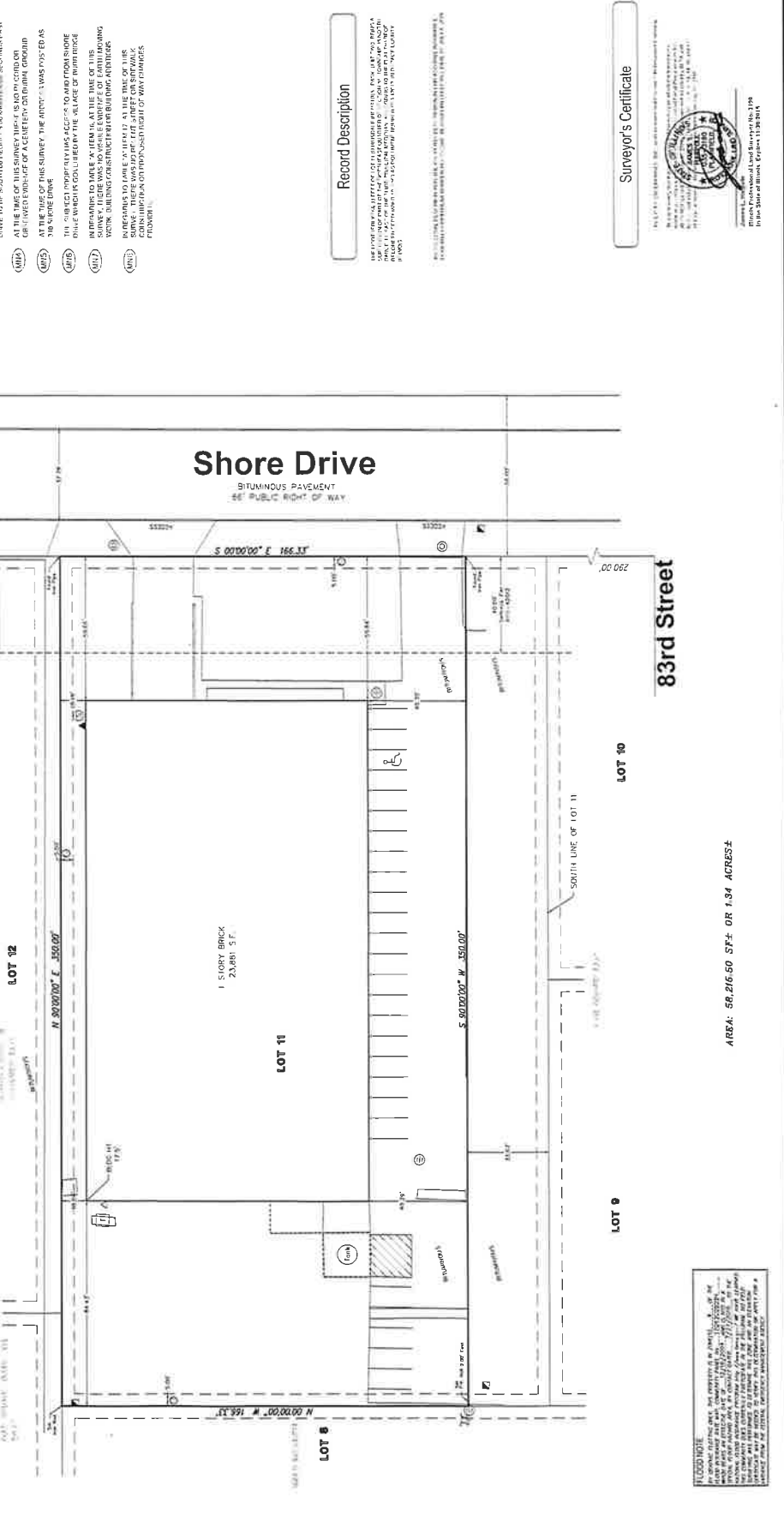
Miscellaneous Notes

ALL FIELD WORK HAS BEEN DONE IN ACCORDANCE WITH THE PROFESSIONAL STANDARDS OF PRACTICE OF SURVEYING IN THE STATE OF ILLINOIS.

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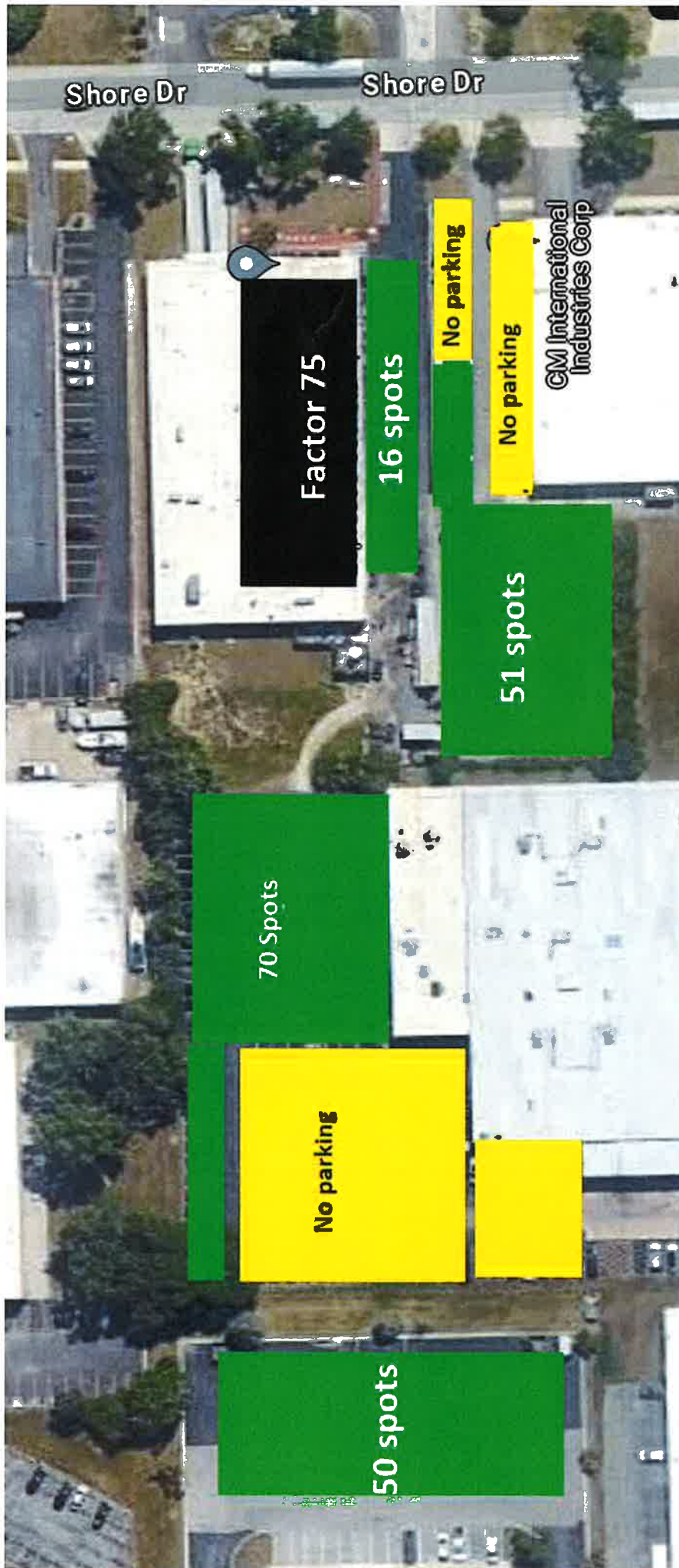
Record Description

...



AREA: 56,216.50 SF± OR 1.34 ACRES±

EXHIBIT 4





LEGAL NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following Public Hearing beginning at 7:00 p.m. on **Monday, May 20, 2024**, at **Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527**.

PURPOSE OF HEARING

The Plan Commission/Zoning Board of Appeals will hold a public hearing to consider a request by Timothy Foley of Factor 75, LLC for special uses for (1) outside storage in accordance with Zoning Ordinance Section X.F.; and (2) a fence in a non-residential district in accordance with Zoning Ordinance Section IV.J. The petition number and address of this petition is **Z-05-2024: 340 Shore Drive** and the Permanent Real Estate Index Number is **09-35-204-019-0000**.

Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Tuesday, May 14, 2024. All public comment may be emailed to Planner Ella Stern (estern@burr-ridge.gov) or mailed to Ms. Stern's attention at the address above. The Plan Commission/Zoning Board of Appeals reserves the right to continue said hearings from time to time as may be required without further notice, except as may be required by the Illinois Open Meetings Act.

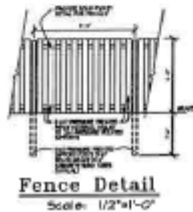
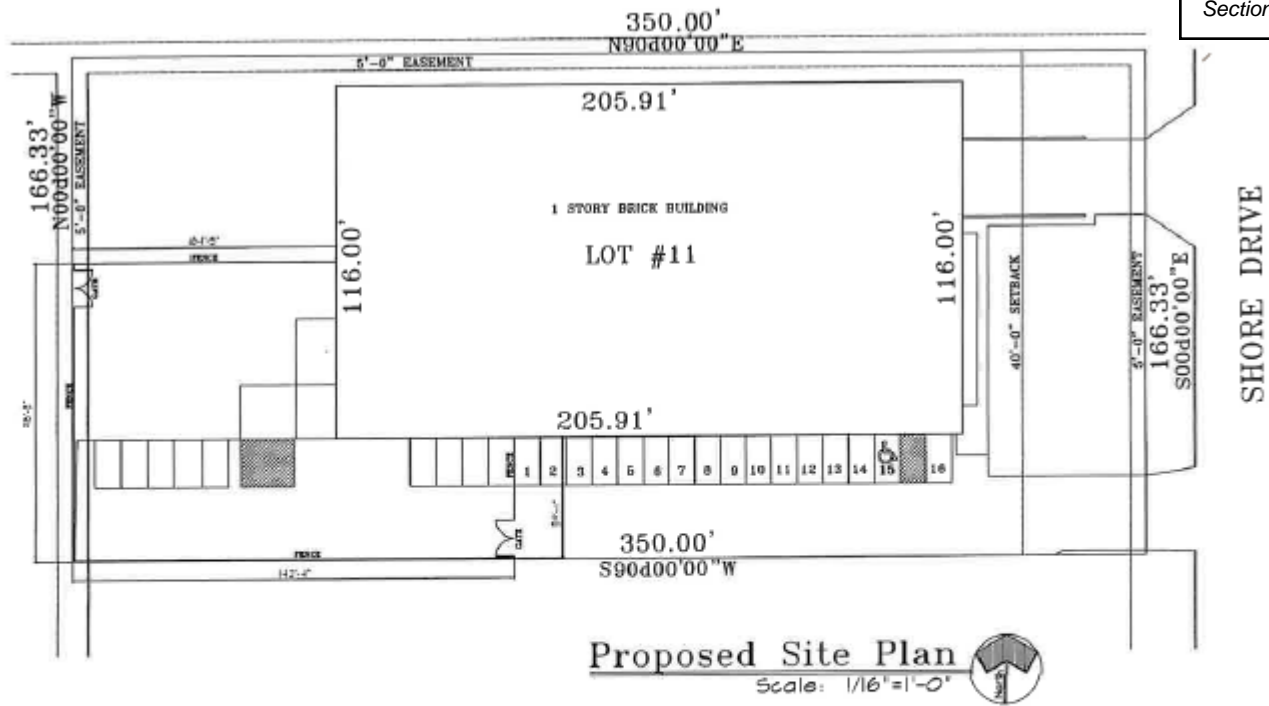
BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF BURR RIDGE, COOK AND DUPAGE COUNTIES, ILLINOIS.

Greg Trzupsek, Chairman

MEMBERS: GREG TRUZPEK, MIKE STRATIS, JIM BROLINE, BARRY IRWIN, JOSEPH PETRICH, ENZA PARRELLA, RICHARD MORTON, AND DEANNA MCCOLLIAN.



The site is starred in red.



Proposed outdoor storage and fence area.

Additional information is posted on the Village's website in the link below:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/index.php

Burr Ridge homepage – Government – Boards, Committees, and Commissions – Plan Commission & Zoning Board of Appeals – Upcoming Public Hearing Petitions

The Plan Commission meeting agenda packet will be posted the Thursday before the meeting and will be available on the website here:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/agendas_minutes.php

Burr Ridge homepage – Government – Agendas & Minutes – Plan Commission & Zoning Board of Appeals

VIP MORGAN LLC
 477 W WRIGHTWOOD AVE
 ELMHURST, IL 60126

83RD BURR RIDGE PARTNERS
 16W030 83RD ST
 BURR RIDGE, IL 60527

GROZICH, PHYLLIS
 16W184 89TH ST
 BURR RIDGE, IL 60527

COOK FINANCIAL LLC
 5600 N RIVER RD APT. 150
 ROSEMONT, IL 60018

ALMERO PROPERTIES LLC
 16W115 83RD ST
 BURR RIDGE, IL 60527

CMI GROUP LLC
 1 RIDGE FARM RD
 BURR RIDGE, IL 60527

240 WEST 83RD ST LLC
 1801 PRATT BLVD
 ELK GROVE, IL, 60007

VK 221 SHORE LLC
 9500 BRYN MAWR AVE APT. 340
 ROSEMONT, IL 60018

MB FINANCIAL BANK
 2727 LBJ FREEWAY APT. 806
 DALLAS, TX 75234

SPARROWHAWK CHICAGO IND
 700 COMMERCE DR APT. 450
 OAK BROOK, IL 60523

PUBLIC STORAGE INC
 701 WESTERN AVE PO BOX 25025
 GLENDALE, CA 91201

KARLYN BLDG JOINT VENTURE
 9450 W BRYN MAWR APT. 550
 ROSEMONT, IL 60018

CTLTC BV11880
 10 S LASALLE ST APT. 2750
 CHICAGO, IL 60603

WOOD CREEK II VENTURE LLC
 9450 BRYN MAWR AVE APT. 550
 ROSEMONT, IL 60018

CTLTC
 10 S LASALLE ST APT. 2750
 CHICAGO, IL 60603

COMMUNITY SUPPORT SERVICE
 9021 OGDEN AVE
 BROOKFIELD, IL 60513

HUGHES INVESTMENT PROPERT
 16W153 83RD ST
 BURR RIDGE, IL 60527

WESTINGHOUSE ELECTRIC CO
 1000 WESTINGHOUSE DR
 CRANBERRY TWP, PA 16066

FGH REALCO
 7700 BRUSH HILL RD APT. 117
 BURR RIDGE, IL 60527

BRONSON & BRATTON
 240 SHORE DR
 BURR RIDGE, IL 60521

GROZICH, PHYLLIS M
 16W184 89TH ST
 BURR RIDGE, IL 60527

MADISON STREET PART LLC
 14497 JOHN HUMPHREY APT. 200
 ORLAND PARK, IL 60462

PAYOVICH, MS
 PO BOX 3786
 OAK BROOK, IL 60522

DONNAN REAL ESTATE LLC
 224 SHORE CT
 BURR RIDGE, IL 60527

VILARDO, TOM
 5123 LEE AVE
 DOWNERS GROVE, IL 60515

ANZILOTTI, CHAS&GERALDINE
 11385 77TH ST
 BURR RIDGE, IL 60527

240 W 83RD LLC
 1801 PRATT BLVD
 ELK GROVE VILLAGE, IL 60007

BURR RIDGE INDUSTRIAL
 1400 16TH ST APT. 250
 OAK BROOK, IL60523

BRIL TRUST
 PO BOX 683
 MT PROSPECT, IL 60056

L C & F ENTERPRISES INC
 20 WILLOW BAY DR
 S BARRINGTON, IL 60010

LM BURR RIDGE HOLDINGS
20 DANADA SQ W APT. 274
WHEATON, IL 60189

ZACCONE BUILDING LLC
535 SANCTARY DR APT. C-107
LONGBOAT KEY, FL 34228

260 WEST 83RD ST
1801 PRATT BLVD
ELK GROVE, IL 60007

Section III, Item A.

ESTATE OF LINDA WATSON
4564 NORMANDY DR
LISLE, IL 60532

MEADEN, THOMAS
16W210 83RD ST
BURR RIDGE, IL 60527

BRONSON & BRATTON INC
220 SHORE DR
BURR RIDGE, IL 60521

MC NAUGHTON BUILDERS INC
347 W 83RD ST
BURR RIDGE, IL 60527

CCC BURR RIDGE LLC
3100 DUNDEE RD APT. 116
NORTHBROOK, IL 60062



**VILLAGE OF
BURR RIDGE
PLAN
COMMISSION
AND ZONING
BOARD OF
APPEALS**

Consent to Install Public Notice Sign

The owner of the property referenced below, or an authorized representative of the owner, which is the subject of a public hearing before the Village of Burr Ridge Plan Commission or Zoning Board of Appeals, hereby consents to allow the Village of Burr Ridge to install a public notice sign on the aforesaid property. The public notice sign will be erected 15 to 30 days prior to the public hearing and will remain on the property until it is removed by the Village of Burr Ridge subsequent to a final dispensation of petition request.

Street Address of Subject Property:

340 SHORE DRIVE, BURR RIDGE, IL 60510

Property Owner or Petitioner:

FACTOR75 LLC

John Childs

By: John Childs:
Its: Managing Director

May 1, 2024 at 11:26:03 AM
340 Shore Dr
Burr Ridge IL 60527
United States

 **NOTICE**
Village of Burr Ridge

There will be a public hearing to consider zoning changes or approvals for this property.

For further information, please call or visit:

Burr Ridge Village Hall
7660 County Line Road
(630)654-8181, Extension

Ask for Information Re: **Z-05-2024 B**

Further details are available at:
www.burr-ridge.gov
(see Public Hearing/Plan Commission Agenda)



FS
7/15/92

ORDINANCE NO. A-454-15-92

**AN ORDINANCE GRANTING A VARIATION
(340 Shore Drive - J.I. Case)**

WHEREAS, an application has been filed with the Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, seeking a variation for certain real estate, all as more fully described below; and

WHEREAS, the Zoning Board of Appeals of this Village held a public hearing on the question of granting said variation on June 15, 1992 and July 6, 1992, at the Village Hall of this Village, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, legal notice of said public hearing was published in the manner and form required by law not more than 30 days nor less than 15 days prior to said meeting in the Burr Ridge Doings, a newspaper of general circulation in this Village, there being no newspaper published in this Village, all as required by law;

NOW, THEREFORE, Be It Ordained by the President and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

Section 1: That the Zoning Board of Appeals has made its report, including its findings and recommendations to this President and Board of Trustees, which report and findings are herein incorporated by reference as findings of this Board of Trustees.

Section 2: That this Board of Trustees, after considering the report and recommendations of the Zoning Board of Appeals and other matters properly before it, finds as follows:

- a. That the Petitioner for the variation for the Subject Property located at 340 Shore Drive is J.I. Case, (hereinafter "Petitioner"). The Petitioner is requesting a variation for the Subject Property to permit the installation of a corrugated recycling system at the rear exterior of the building, rather than the requirement that all activities be within an enclosed building, as required by Section VIII.B of the Burr Ridge Zoning Ordinance. The Petitioner is seeking to construct a corrugated recycling system on the Subject Property.
- b. That the plight of the Petitioner is due to unique circumstances. The building on the Subject Property provides inadequate internal space, access doors and servicing driveway to allow placement of the recycling unit inside the building.
- c. That denial of this variation would be a hardship for the Petitioner because the construction cost of enclosing the recycling system is estimated to be \$75,000 and the cost of daily removal to a landfill is estimated to exceed \$12,000 per year and would preclude the use of the \$10,000 compacting unit owned by Case.
- d. That the granting of this variation will not alter the essential character of the locality since the corrugated recycling system will be enclosed by a fence adequate to preserve the character of the locality. The fence will be between seven and eight feet tall and will be constructed of chain link with slats that are of a color which is compatible with the existing building.
- e. That the condition upon which this petition for variation is based would not be applicable generally to other properties within the same zoning district because it is limited to a recycling unit and does not include manufacturing activities in connection with the business.
- f. That the granting of this variation will not be detrimental to the public welfare or injurious to other property or improvements in the neighborhood where the property is located and this recycling unit will not impair an adequate supply of light and air to adjacent property or substantially increase the danger of fire or otherwise endanger the public safety or substantially diminish or impair property values within the neighborhood. Further, the recycling unit is compatible with public safety requirements and is completely justified by eliminating the need to landfill the material. Additionally, the recycling unit will be enclosed in a seven to eight foot chain link fence with slats to screen the view from adjoining businesses.

Section 3: That a variation be and is hereby granted for the Subject Property to permit the installation of a corrugated

recycling system at the rear exterior of the building, rather than the requirement that all activities be within an enclosed building, as required by Section VIII.B of the Ridge Zoning Ordinance, subject to the construction of a seven to eight foot chain link fence with slats that are of a color which is compatible with the existing building, said Subject Property being legally described as follows:

North 166.33 feet of Lot 11 in Hinsdale Industrial Park, Unit 2, being a Subdivision of Part of the Northeast Quarter of Section 35, Township 38 North, Range 11, East of the Third Principal Meridian, in DuPage County, Illinois.

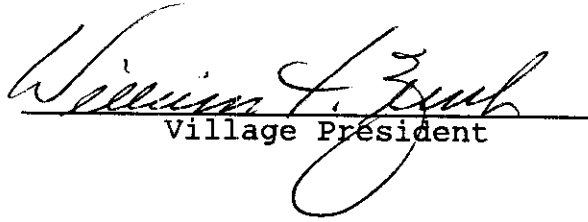
Said property is commonly known as 340 Shore Drive, Burr Ridge, Illinois (J.I. Case property).

Section 4: That this Ordinance shall be in full force and effect from and after its passage, approval and publication as required by law. The village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

PASSED this 27th day of July, 1992 by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

- AYES:** 5 - Trustees Irmien, Jacobs, McGirr, Cizek & Marshall
- NAYS:** 0 - None
- ABSENT:** 1 - Trustee Santacaterina

APPROVED by the President of the Village of Burr Ridge on the 27th day of July, 1992.


Village President

ATTEST:

Village Clerk



VILLAGE OF
BURR RIDGE
A VERY SPECIAL PLACE

Z-03-2025: 60 Shore Drive (Naddaf – Coda Motors); Requests for an amendment to Ordinance #A-834-02-19 and Ordinance #A-834-01-24, a special use for automobile sales, outdoor, overnight storage of retail vehicles, and a fence in a non-residential district. The petitioner requests to eliminate the requirement of a fence along the southeast boundary of its property.

HEARINGS:

February 17, 2025

TO:

Plan Commission
Greg Trzupek, Chairman

FROM:

Ella Stern

PETITIONER:

Joseph Naddaf, Coda Motors

PETITIONER STATUS:

Tenant

PROPERTY OWNER:

Tim Masters

EXISTING ZONING:

G-I General Industrial PUD

LAND USE PLAN:

Recommends Light Industrial
Uses

EXISTING LAND USE:

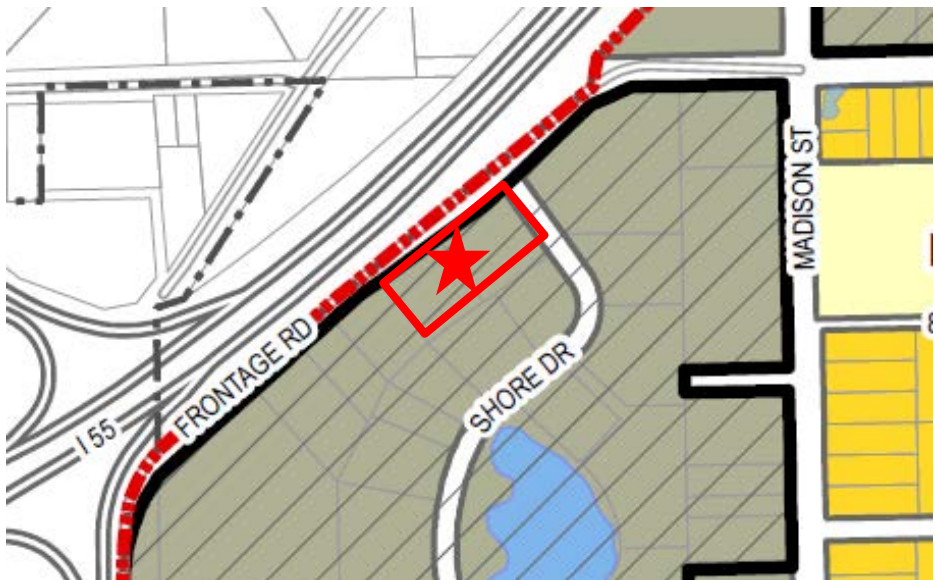
Multi-tenant Building

SITE AREA:

2.2 Acres

SUBDIVISION:

Hinsdale Industrial Park



Fact

Page 2 of 5

The petitioner, Joseph Naddaf, is the current tenant operating Coda Motors, an online-based automobile sales business. The petitioner is requesting an amendment to Ordinance A-834-02-19 and Ordinance A-834-01-24, which granted a special use for automobile sales, outdoor overnight storage of retail vehicles, and a fence in a non-residential district. The petitioner seeks to amend the previous special use approvals to eliminate the requirement for a fence along the southeast boundary of the subject property.

On February 11, 2019, Coda Motors was approved for a special use to permit automobile sales at the site under Ordinance A-834-02-19. As part of the approval, two conditions were imposed: limiting the business floor area to 7,400 square feet and prohibiting the outdoor display or storage of automobiles.

On January 8, 2024, Coda Motors received approval for an amendment to the previously granted special use under Ordinance A-834-01-24, allowing for the expansion of the existing automobile sales use, overnight outdoor storage and display of automobiles, and the installation of a fence in a non-residential district. The petitioner was approved for a metal fence, 50% open, up to 6 feet in height, in conjunction with the outdoor, overnight storage of automobiles. A condition from the 2024 approval required the removal of the asphalt parking area outside of the fence, closest to Shore Drive, to be replaced with grass. Along with many other conditions, evergreen shrubs or trees were to be planted in front of the fence along Shore Drive to provide screening. However, the petitioner has not yet installed the fence and landscaping or removed the asphalt parking area outside the approved fence area. Outdoor storage of vehicles has been ongoing since Ordinance approval. Staff has continued to follow up with Coda Motors since July 2024 regarding noncompliance with the conditions outlined in the approved Ordinance.

The petitioner stated that the reason for requesting the elimination of the fence requirement was due to new tenants occupying a portion of the building and the parking spaces, whereas the fence was originally intended to be enclosed for the outdoor storage of Coda Motors vehicles. As a replacement for the fence, the petitioner proposed the installation of landscaping near the entrance, consisting of fourteen Mission arborvitae, each 5 feet in height. Evergreen shrubs or trees were already required as part of the 2024 approval but have not yet been planted. The proposed plan indicates that the petitioner does not intend to remove any asphalt paving as was previously conditioned. Since pavement is not being removed, it appears that some of the trees are proposed to be planted in the right-of-way. Evergreen trees are prohibited from being planted in the right-of-way (Municipal Code section 57.14).

Public Hearing History

Z-01-2019: An Ordinance granting special use approval pursuant to Section X.F.2.a of the Burr Ridge Zoning Ordinance to permit an automobile sales use in an existing building (Ordinance A-834-02-19).

Z-02-2023: An Ordinance granting special use amendment and special use for expanding an existing automobile sale use, overnight, outdoor storage, and for a fence in a non-residential district (Ordinance A-834-01-24).

Public Comment

No public comments were received.

Findings of Fact

The petitioner has provided findings of fact, which the Plan Commission may adopt if in agreement with those findings.

Standards for Special Use

No special use shall be recommended by the Plan Commission or approved by the Village Board unless it is found that:

- a. The use meets a public necessity or otherwise provides a service or opportunity that is not otherwise available within the Village and is of benefit to the Village and its residents.
- b. The establishment, maintenance, or operation of the special use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.
- c. The special use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood in which it is to be located.
- d. 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. Adequate utilities, access roads, drainage and/or necessary facilities have been or will be provided.
- f. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.
- g. The proposed special use is not contrary to the objectives of the Official Comprehensive Plan of the Village of Burr Ridge as amended.
- h. The special use shall, in all other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission or, if applicable, the Zoning Board of Appeals.

Recommendation

If the Plan Commission chooses to recommend approval of a requests for an amendment to Ordinance #A-834-02-19 and Ordinance #A-834-01-24, a special use for automobile sales, and outdoor, overnight storage of retail vehicles, eliminating the requirement of a fence along the southeast boundary of its property, staff recommends the following conditions which are identical to the original approved conditions with the exception of the fence conditions:

1. The special use shall be limited to the sale of automobiles with minor detailing and repairs.
2. The special use shall be limited to the 10, 100 square feet of floor area known as Suites A- B at 60 Shore Drive.
3. The special use shall be limited to Joseph Naddaf and his business partners and shall expire at such time that Mr. Naddaf and his business partners no longer occupy the space or an assignment or termination of the lease at 60 Shore Drive occurs.
4. Outdoor mechanical maintenance of any vehicle shall be prohibited.
5. The outdoor storage of vehicles shall be limited to the spaces as shown in Exhibit A.
6. The outdoor display of vehicles used as an advertising mechanism is prohibited.
7. Evergreen shrubs or trees, a minimum of five feet in height, shall be planted in the areas shown on the plans submitted in Exhibit A.

Appendix

Exhibit A - Petitioner's Materials and Public Notifications

- Application
- Findings of Fact
- Proposed site plan and illustrations
- Public Comment
- Public Notifications

Exhibit B – Ordinance A-834-02-19 and Ordinance A-834-01-24



VILLAGE OF BURR RIDGE

Section III, Item B.

PETITION FOR PUBLIC HEARING PLAN COMMISSION/ZONING BOARD OF APPEALS

GENERAL INFORMATION (to be completed by Petitioner)

PETITIONER (All correspondence will be directed to the Petitioner): CODA MOTORS LLC

STATUS OF PETITIONER: BUSINESS (SPECIAL USE) CAR DEALER

PETITIONER'S ADDRESS: 60 SHORE DR, BURR RIDGE, IL 60527

ADDRESS OF SUBJECT PROPERTY: SAME

PHONE: (630) 709-2277

EMAIL: JOSEPH@CODAMOTORS.COM

PROPERTY OWNER: TIM MASTERS

PROPERTY OWNER'S ADDRESS: SAME PHONE: (708) 705-2233

PUBLIC HEARING REQUESTED: Special Use Rezoning Text Amendment Variation(s)

DESCRIPTION OF REQUEST:

PERMISSION TO PARK VEHICLES IN THE BACK AREA OF THE LOT. FRONT TO REMAIN EMPTY AFTER CLOSING EVERY DAY. (SPECIAL USE AMENDMENT) The petitioner requests an amendment to Ordinance #A-824-02-19 & A-824-01-24, to eliminate the requirement of a fence.

-ES

PROPERTY INFORMATION (to be completed by Village staff)


PROPERTY ACREAGE/SQ FOOTAGE: ± 2.2 acres EXISTING ZONING: G-I PUD

EXISTING USE/IMPROVEMENTS: Multi-tenant industrial building

SUBDIVISION: Hinsdale Industrial park

PIN(S) # 09-35-203-005 & 09-35-203-004

The above information and the attached Plat of Survey are true and accurate to the best of my knowledge. I understand the information contained in this petition will be used in preparation of a legal notice for public hearing. I acknowledge that I will be held responsible for any costs made necessary by an error in this petition.


Petitioner's Signature

1.4.2025
Date of Filing



VILLAGE OF BURR RIDGE
PLAN COMMISSION AND
ZONING BOARD OF APPEALS

Consent to Install Public Notice Sign

The owner of the property referenced below, or an authorized representative of the owner, which is the subject of a public hearing before the Village of Burr Ridge Plan Commission or Zoning Board of Appeals, hereby consents to allow the Village of Burr Ridge to install a public notice sign on the aforesaid property. The public notice sign will be erected 15 to 30 days prior to the public hearing and will remain on the property until it is removed by the Village of Burr Ridge subsequent to a final dispensation of petition request.

Street Address of Subject Property:

60 SHORE DR, BURR RIDGE

Property Owner or Petitioner:

JOSEPH NADDAF
(Print Name)

[Handwritten Signature]
(Signature)



60 SHORE DR, A-B BURR RIDGE, IL 60527

As per Section XII.K.7 of the Village of Burr Ridge Zoning Ordinance, for a special use to be approved, the petitioner must confirm all of the following findings by providing facts supporting each finding.

- a. The use meets a public necessity or otherwise provides a service or opportunity that is not otherwise available within the Village and is of benefit to the Village and its residents.

CODA MOTORS IS AN INTERNET BASE DEALERSHIP, OUR PRESENCE IN BURR RIDGE CAN BRING IN EXTRA REVENUE TO THE VILLAGE WHILE FOLLOWING THE GUIDELINES

- b. The establishment, maintenance, or operation of the special use will not be detrimental to, or endanger the public health, safety, morals, comfort, or general welfare.

CODA MOTORS IS A BOUTIQUE DEALERSHIP WE DON'T HAVE A SERVICE DEPARTMENT OR ANY USE OF CHEMICALS THAT CAN ENDANGER THE NEIGHBORHOOD

- c. The special use will not be injurious to the uses and enjoyment of other property in the immediate vicinity for the purposes already permitted, nor substantially diminish or impair property values within the neighborhood in which it is to be located.

NO ADDITIONS OR CHANGES TO THE BUILDING, SAFETY IS OUR #1 CONCERN

- d. The establishment of the special use will not impeded the normal and orderly development and improvement of the surrounding property for uses permitted in the district.

OUR DEALERSHIP WILL NOT AFFECT THE NORMAL & ORDERLY DEVELOPMENT

- e. Adequate utilities, access roads, drainage and/ or necessary facilities have been or will be provided.

YES

- f. Adequate measures have been or will be taken to provide ingress and egress so designed as to minimize traffic congestion in the public streets.

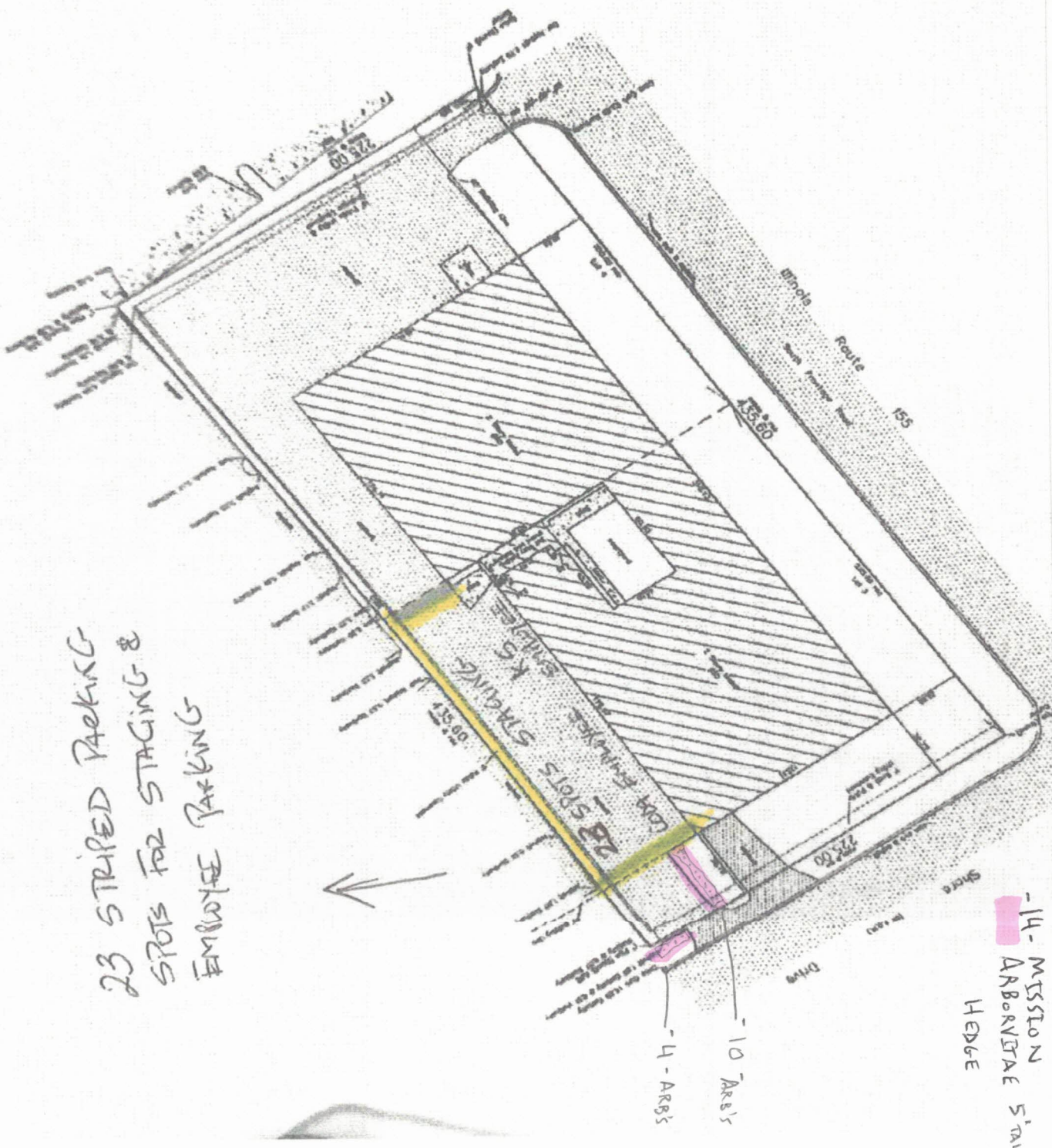
YES, WE ARE BY APPOINTMENT ONLY

- g. The proposed special use is not contrary to the objectives of the Official Comprehensive Plan of the Village of Burr Ridge as amended.

AGREE

- h. The special use shall, in other respects, conform to the applicable regulations of the district in which it is located, except as such regulations may, in each instance, be modified pursuant to the recommendations of the Plan Commission or, if applicable, the Zoning Board of Appeals.

AGREE



23 STRIPED PARKING
 SPOTS FOR STAGING &
 EMPLOYEE PARKING

14 - MISSISSAUGA
 ARBORVITAE STAKE
 HEDGE











LEGAL NOTICE OF PUBLIC HEARING

NOTICE IS HEREBY GIVEN that the Plan Commission and Zoning Board of Appeals of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, will conduct the following Public Hearing beginning at 7:00 p.m. on **Monday, February 17, 2025**, at **Village Hall, 7660 County Line Road, Burr Ridge, Illinois, 60527**.

PURPOSE OF HEARING

The Plan Commission/Zoning Board of Appeals will hold a public hearing to consider a request by Joseph Naddaf of Coda Motors for an amendment to Ordinance #A-834-02-19 and Ordinance #A-834-01-24, a special use for automobile sales, outdoor, overnight storage of retail vehicles, and a fence in a non-residential district. The petitioner requests to eliminate the requirement of a fence along the southeast boundary of its property. The petitioner requests to eliminate the requirement of a fence along the southeast boundary of its property. The petition number and address of this petition is **Z-03-2025: 60 Shore Drive** and the Permanent Real Estate Index Numbers are **09-35-203-005-0000 and 09-35-203-004-0000**.

Public comment may be provided by individuals who physically attend the meeting at 7660 County Line Road, Burr Ridge, Illinois, 60527. All written public comment wishing to appear in the Plan Commission report shall be provided no later than Tuesday, February 11, 2025. All public comment may be emailed to Planner Ella Stern (estern@burr-ridge.gov) or mailed to Ms. Stern's attention at the address above. The Plan Commission/Zoning Board of Appeals reserves the right to continue said hearings from time to time as may be required without further notice, except as may be required by the Illinois Open Meetings Act.

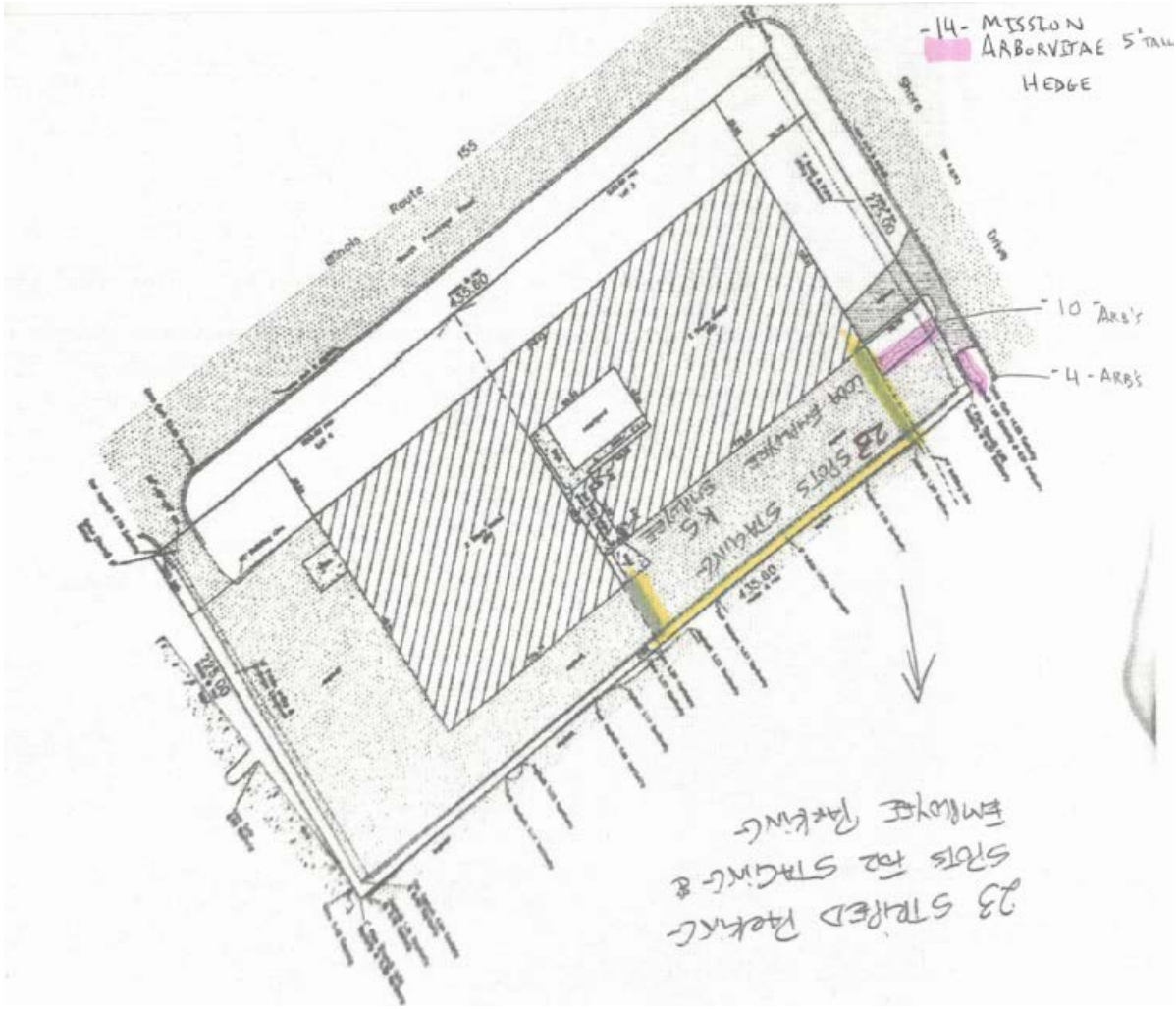
BY ORDER OF THE PLAN COMMISSION/ZONING BOARD OF APPEALS OF THE VILLAGE OF BURR RIDGE, COOK AND DUPAGE COUNTIES, ILLINOIS.

Greg Trzupek, Chairman

MEMBERS: GREG TRUZPEK, MIKE STRATIS, JIM BROLINE, BARRY IRWIN, JOSEPH PETRICH, ENZA PARRELLA, RICHARD MORTON, AND DEANNA MCCOLLIAN.



The site is outlined in red.



Site plan noting the previously approved location of the fence (yellow) and the newly proposed addition of landscaping (pink).

Additional information is posted on the Village’s website in the link below:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/index.php

Burr Ridge homepage – Government – Boards, Committees, and Commissions – Plan Commission & Zoning Board of Appeals – Upcoming Public Hearing Petitions

The Plan Commission meeting agenda packet will be posted the Thursday before the meeting and will be available on the website here:

https://www.burr-ridge.gov/government/boards_committees_commissions/plan_commissions_zoning_board_of_appeals/agendas_minutes.php

Burr Ridge homepage – Government – Agendas & Minutes – Plan Commission & Zoning Board of Appeals

M.T. REAL ESTATE HOLDINGS
136 SHORE DR
BURR RIDGE, IL 60527

COMPASS RE HOLDINGS LLC
15W580 FRONTAGE RD
BURR RIDGE, IL, 60527

M.T. REAL ESTATE HO
136 SHORE DR
BURR RIDGE, IL 60527

EWM LLC
1955 ISLAND DR
MORRIS, IL 60450

WILLOWBROOK 2012 LLC
50W580 N FRONTAGE RD
BURR RIDGE, IL 60516

SCHOOL DISTRICT NO 62
7700 CLARENDON HILLS
WILLOWBROOK, IL 60527

BRONSON & BRATTON
240 SHORE DR
BURR RIDGE, IL 60521

7900 MADISON LLC
3100 DUNDEE RD
NORTHBROOK, IL 60062

ORD CHICAGO WORKSPACE FD
19000 W BLUEMOUND RD
BROOKFIELD, WI 53045

RUSH TRUCK CENTERS OF IL
P O BOX 06019
CHICAGO, IL 60606

GUO, ZHENGANG
1413 WESLEY CT
WESTMONT, IL 60559

FERRIS MEDIA LLC
111 SHORE DR
BURR RIDGE, IL 60527

LA SALLE NATL 113122
3100 DUNDEE RD NO 116
NORTHBROOK, IL 60062

760 N FRONTAGE LLC
760 N FRONTAGE RD
WILLOWBROOK, IL 60527

DRK REAL ESTATE INVEST
19W451 DEERPATH LN
LEMONT, IL 60439

QSS REAL ESTATE LLC
1519 W 55TH ST
LA GRANGE, IL 60525

PACKAGING DESIGN CORP
101 SHORE DR
BURR RIDGE, IL 60521

LEWANDOWSKI, DONALD E
14818 GREENVIEW RD
ORLAND PARK, IL 60462

ALCO SALES & SERVICE CO
6851 HIGH GROVE BLVD
BURR RIDGE, IL 60527

ORD CHICAGO WORKSPACE MS
19000 W BLUEMOUND RD
BROOKFIELD, WI 53045

8040 MADISON LLC
3100 DUNDEE RD NO 116
NORTHBROOK, IL 60062

DONNAN REAL ESTATE I LLC
224 SHORE CT
BURR RIDGE, IL 60527

VILLAGE OF WILLOWBROOK
835 MIDWAY DR
WILLOWBROOK, IL 60527

LDD PROPERTIES LLC
16W020 79TH ST
BURR RIDGE, IL 60527

G2K LLC
109 SHORE DR
BURR RIDGE, IL 60527

BRONSON & BRATTON INC
220 SHORE DR
BURR RIDGE, IL 60521

COMPLETE SUPPLY INC
16W281 79TH ST
HINSDALE, IL 60521

KLING CORP
800 W 79TH ST
WILLOWBROOK, IL 60527

LAYKO PROPERTIES
100 SHORE DR NO 2
BURR RIDGE, IL 60527

RANDOLPH PROPERTIES LLC
250 LAKELAND DR
PALOS PARK, IL 60464

LOMBARDI, ANNE
406 W 69TH ST
DARIEN, IL 60561

SSC PROPERTY HOLDINGS INC
PO BOX 25025
GLENDALE, CA 91201

CHICAGO TITLE 800
150 SHORE DR
BURR RIDGE, IL 60527

Section III, Item B.

GINGER, BETSY A
15 DEER PATH TR
BURR RIDGE, IL 60527

M.T. REAL ESTATE HOLDINGS
136 SHORE DR
BURR RIDGE, IL 60527

Jan 29, 2025 at 9:51:55 AM
2-34 Shore Dr
Burr Ridge IL 60527
United States

NG
Y
E



NOTICE
Village of Burr Ridge

There will be a public hearing to consider zoning changes or approvals for this property.

For further information, please call or visit:

Burr Ridge Village Hall
7660 County Line Road
(630)654-8181, Extension 123

Ask for Information Re: **Z-03-2025-018**

Further details are available at:
www.burr-ridge.gov
(see Public Hearing/Plan Commission Agenda)

my green
mattress

CONVENT
EST. 1883

Jan 29, 2025 at 9:51:58 AM

2-34 Shore Dr
Burr Ridge IL 60527
United States



NOTICE

Village of Burr Ridge

There will be a public hearing to consider zoning changes or approvals for this property.

For further information, please call or visit:

Burr Ridge Village Hall
7660 County Line Road
(630)654-8181, Extension 123

Ask for Information Re: **Z-03-2025**

Further details are available at:

www.burr-ridge.gov

(see Public Hearing/Plan Commission Agenda)

ORDINANCE NO. A-834-01-24

AN ORDINANCE GRANTING SPECIAL USE AMENDMENT AND SPECIAL USE FOR EXPANDING AN EXISTING AUTOMOBILE SALE USE, OVERNIGHT OUTDOOR STORAGE, AND FOR A FENCE IN A NON-RESIDENTIAL DISTRICT

(Z-02-2023: 60 SHORE DRIVE - NADDAF/CODA MOTORS, LLC)

WHEREAS, an application for three special use approvals for certain real estate has been filed with the Community Development Director of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Plan Commission of this Village held public hearings on the question of granting said special use approvals on May 1, June 5, July 17, October 16, and November 20, 2023, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in The Doings and Sun-Times, newspapers of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Plan Commission has made its report on the request for special use approvals, including its findings and recommendations, to this Mayor and Board of

Trustees, and this Mayor and Board of Trustees has duly considered said report, findings, and recommendations.

NOW THEREFORE, Be It Ordained by the Mayor and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

Section 1: All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This Mayor and Board of Trustees find that the granting of the special use approvals indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

Section 2: That this Mayor and Board of Trustees, after considering the report, findings, and recommendations of the Plan Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the petitioner for the special use requests for the property located at 60 Shore Drive, Burr Ridge, Illinois, is Joseph Naddaf of Coda Motors, LLC (hereinafter "Petitioner"). The Petitioner requests (1) a special use for automobile sales, to expand the existing special use from 7,400 sq. ft. to 10,100 sq. ft; (2) a special use for outdoor, overnight storage of retail vehicles ancillary to a special use per Zoning Ordinance Section X.F.; and (3) a special use for a fence in a non-residential district in accordance with Section IV.J of the Burr Ridge Zoning Ordinance.
- B. The Coda Motors, LLC approval for the interior expansion of the use was consistent with the prior 2019

approval and would not be detrimental to the surrounding industrial area.

- C. That the requests are unique to the property's location and the specific requirements and business plan of Coda Motors, LLC.

Section 3: That special use approvals for automobile sales, expanding the existing special use from 7,400 sq. ft. to 10,100 sq. ft; outdoor, overnight storage of retail vehicles, and a fence in a non-residential district are **hereby granted** for the property commonly known as 60 Shore Drive and identified with Permanent Real Estate Index Numbers of 09-35-203-004 and 09-35-203-005, subject to the following conditions:

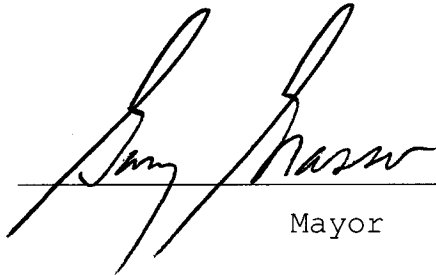
1. The special use shall be limited to the sale of automobiles with minor detailing and repairs.
2. The special use shall be limited to the 10,100 square feet of floor area known as Suites A-B at 60 Shore Drive.
3. The special use shall be limited to Joseph Naddaf and his business partners and shall expire at such time that Mr. Naddaf and his business partners no longer occupy the space or an assignment or termination of the lease at 60 Shore Drive occurs.
4. Outdoor mechanical maintenance of any vehicle shall be prohibited.
5. The outdoor storage of vehicles shall be limited to the spaces as shown in Exhibit A.
6. The outdoor display of vehicles used as an advertising mechanism is prohibited.
7. The fence shall substantially comply with the plans submitted in Exhibit A. The fence shall be permitted in the side yard, not closer to Shore Dr. than the front wall of the building and may be up to 6 ft. in height.
8. The asphalt parking area outside of the fence closest to Shore Dr. will be removed and replaced with grass. There shall be evergreen shrubs or trees planted in front of the fence along Shore Dr. to provide screening.
9. Owner approval for the fence shall be provided at the time of building permit application.

Section 4: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law. The Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

PASSED this 8th day of January, 2024, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

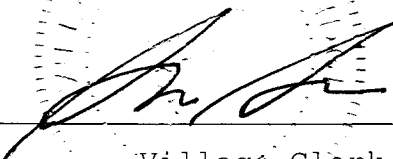
- AYES:** 6 - Trustees Schiappa, Mital, Smith, Franzese, Paveza, Snyder
- NAYS:** 0 - None
- ABSENT:** 0 - None

APPROVED by the Mayor of the Village of Burr Ridge on this 8th day of January, 2024.

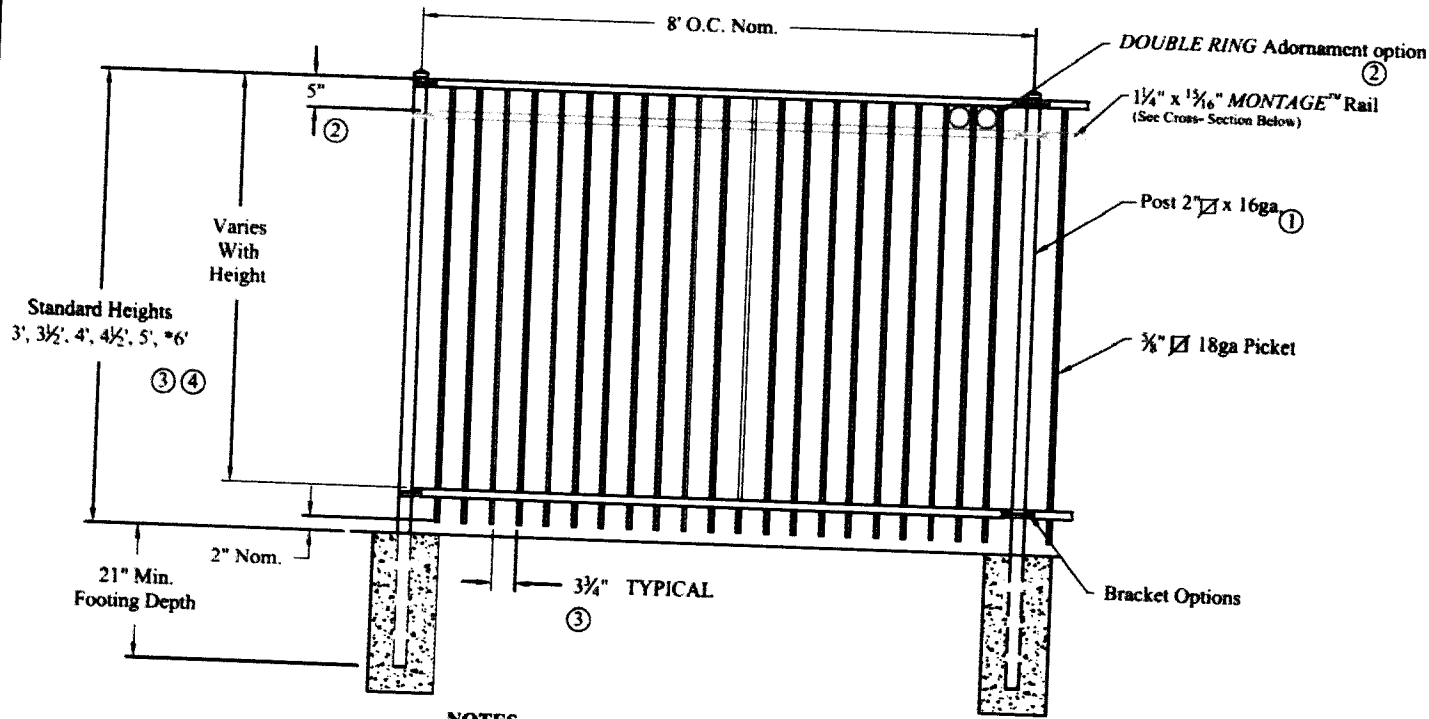


 Mayor

ATTEST:

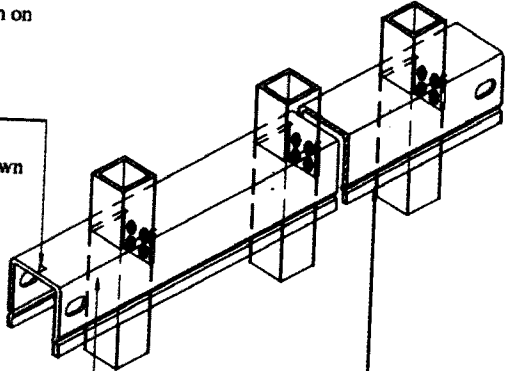


 Village Clerk



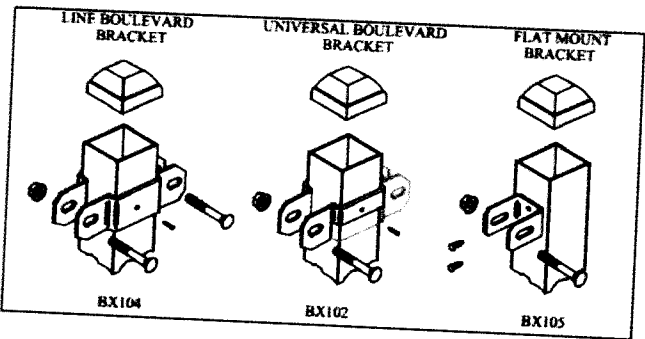
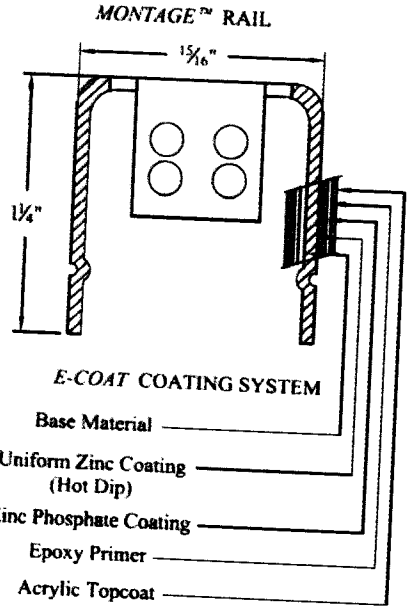
- NOTES:**
- 1.) Post size depends on fence height and wind loads. See *MONTAGE™* specifications for post sizing chart.
 - 2.) Third rail required for *Double Rings*.
 - 3.) Available in 3" air space and/or Flush Bottom on most heights.
 - 4.) Three rails required for 6' tall.

RAKING DIRECTIONAL ARROW
 Welded panel can be raked 45° over 8' with arrow pointing down grade.



PROFUSION™ WELDING PROCESS
 No exposed welds,
 Good Neighbor profile - Same appearance on both sides

MONTAGE™ RAIL
 Specially formed high strength architectural shape.



Values shown are nominal and not to be used for installation purposes. See product specification for installation requirements.

RMISO

RESIDENTIAL WELDED STEEL PANEL
PRE-ASSEMBLED

Title: MONTAGE MAJESTIC 2/3-RAIL		
DR: CI	SH: 1 of 1	SCALE: DO NOT SCALE
CK: ME	Date: 7-19-11	REV: c



1555 N. Mingo
 Tulsa, OK 74116
 1-888-333-3422
 www.ameristarfence.com



STATE OF ILLINOIS)
COUNTY OF C O O K) SS.
COUNTY OF DU PAGE)

CLERK'S CERTIFICATE

I, Sue Schaus, the duly elected, qualified, and acting Village Clerk of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, do hereby certify that attached hereto is a true and correct copy of that Ordinance now on file in my office, entitled:

ORDINANCE NO. A-834-01-24

AN ORDINANCE GRANTING SPECIAL USE AMENDMENT AND SPECIAL USE FOR EXPANDING AN EXISTING AUTOMOBILE SALE USE, OVERNIGHT OUTDOOR STORAGE, AND FOR A FENCE IN A NON-RESIDENTIAL DISTRICT

(Z-02-2023: 60 SHORE DRIVE - NADDAF/CODA MOTORS, LLC)

which Ordinance was passed by the Board of Trustees of the Village of Burr Ridge at a regular meeting held on the 8th day of January, 2024 which meeting a quorum was present, and approved by the Mayor of the Village of Burr Ridge on the 8th day of January, 2024.

I further certify that the vote on the question of the passage of the said Ordinance by the Board of Trustees of the Village of Burr Ridge was taken by the Ayes and Nays and recorded in the Journal of Proceedings of the Board of Trustees of the Village of Burr Ridge, and that the result of said vote was as follows, to-wit:

AYES: 6 - Trustees Schiappa, Mital, Smith, Franzese, Paveza, Snyder

NAYS: 0 - None

ABSENT: 0 - None

I do further certify that the original Ordinance, of which the attached is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Burr Ridge, this 8th day of January, 2024.



Village Clerk

PAMPHLET

FRONT OF PAMPHLET

ORDINANCE NO. A-834-01-24

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(Z-02-2023: 60 SHORE DRIVE - NADDAF/CODA MOTORS, LLC)

Published in pamphlet form this 8th day of January, 2024 by Order of the Corporate Authorities of the Village of Burr Ridge, Cook and DuPage Counties, Illinois.



Village Clerk

PAMPHLET

BACK OF PAMPHLET

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of the Village of Burr Ridge, DuPage and Cook Counties, Illinois.

ORDINANCE NO. A-834-02-19

AN ORDINANCE GRANTING SPECIAL USE APPROVAL PURSUANT TO SECTION X.F.2.a OF THE BURR RIDGE ZONING ORDINANCE TO PERMIT AN AUTOMOBILE SALES USE IN AN EXISTING BUILDING

(Z-01-2019: 60 Shore Drive - Naddaf)

WHEREAS, an application for a special use for certain real estate has been filed with the Assistant to the Village Administrator of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, and said application has been referred to the Plan Commission of said Village and has been processed in accordance with the Burr Ridge Zoning Ordinance; and

WHEREAS, said Plan Commission of this Village held a public hearing on the question of granting said special use on January 21, 2019, at the Burr Ridge Village Hall, at which time all persons desiring to be heard were given the opportunity to be heard; and

WHEREAS, public notice in the form required by law was provided for said public hearing not more than 30 nor less than 15 days prior to said public hearing by publication in The Doings Weekly, a newspaper of general circulation in this Village, there being no newspaper published in this Village; and

WHEREAS, the Village of Burr Ridge Plan Commission has made its report on the request for special uses, including its

findings and recommendations, to this President and Board of Trustees, and this President and Board of Trustees has duly considered said report, findings, and recommendations.

NOW THEREFORE, Be It Ordained by the President and Board of Trustees of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, as follows:

Section 1: All Exhibits submitted at the aforesaid public hearing are hereby incorporated by reference. This President and Board of Trustees find that the granting of special use indicated herein is in the public good and in the best interests of the Village of Burr Ridge and its residents, is consistent with and fosters the purposes and spirit of the Burr Ridge Zoning Ordinance as set forth in Section II thereof.

Section 2: That this President and Board of Trustees, after considering the report, findings, and recommendations of the Plan Commission and other matters properly before it, in addition to the findings set forth in Section 1, finds as follows:

- A. That the Petitioner for the special use for the property located at 60 Shore Drive, Burr Ridge, Illinois, is Joseph Naddaf (hereinafter "Petitioner"). The Petitioner requests special use approval as per Section X.F.2.a of the Burr Ridge Zoning Ordinance to permit an automobile sales use in an existing building.
- B. That the property will not detract from the public health, safety, morals, comfort, or general welfare.
- C. That the special use will not adversely impact any adjacent properties.

- D. That the special use will allow the petitioner to bring a necessary service to the residents of the Village.
- E. That the site plan of the property is adequate for the use.
- F. That adequate traffic facilities are present on or adjacent to the property.
- G. That the use is not contrary to the objectives of the Official Comprehensive Plan.
- H. That the special use will otherwise conform to the applicable regulations of the Zoning Ordinance.

Section 3: That the special use approval as per Section X.F.2.a of the Burr Ridge Zoning Ordinance to permit an automobile sales use in an existing building is **hereby granted** for the property commonly known as 60 Shore Drive and identified by the Permanent Real Estate Index Number (PIN) of: **09-35-203-005.**

Section 4: That approval of the special uses is subject to compliance with the following conditions:

- A. The special use permit shall be limited to the sales of automobiles with minor detailing and repairs.
- B. The special use shall be limited to the 7,400 square feet of floor area known as Suite A at 60 Shore Drive.
- C. The special use permit shall be limited to Joseph Naddaf and his business partners and shall expire at such time that Mr. Naddaf and his business partners no longer occupies the space or an assignment or termination of the lease at 60 Shore Drive occurs.
- D. Outside display or storage of any goods, materials, and automobiles shall be prohibited.
- E. Outdoor mechanical maintenance of any vehicle shall be prohibited.

Section 5: That this Ordinance shall be in full force and effect from and after its passage, approval, and publication as required by law. The Village Clerk is hereby directed and ordered to publish this Ordinance in pamphlet form.

PASSED this 11th day of February, 2019, by the Corporate Authorities of the Village of Burr Ridge on a roll call vote as follows:

AYES: 6 - Trustees Snyder, Mital, Paveza, Mottl, Franzese, Schiappa

NAYS: 0 - None

ABSENT: 0 - None

APPROVED by the President of the Village of Burr Ridge on this 11th day of February, 2019.


Acting Village President

ATTEST:

Village Clerk



PAMPHLET

FRONT OF PAMPHLET

ORDINANCE NO. A-834-02-19

AN ORDINANCE GRANTING SPECIAL USE APPROVAL PURSUANT TO SECTION
X.F.2.a OF THE BURR RIDGE ZONING ORDINANCE TO PERMIT AN AUTOMOBILE
SALES USE IN AN EXISTING BUILDING

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Village Clerk

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STATE OF ILLINOIS)
COUNTY OF C O O K) SS.
COUNTY OF DU PAGE)

CLERK'S CERTIFICATE

I, KAREN J. THOMAS, the duly elected, qualified, and acting Village Clerk of the Village of Burr Ridge, Cook and DuPage Counties, Illinois, do hereby certify that attached hereto is a true and correct copy of that Ordinance now on file in my office, entitled:

ORDINANCE NO. A-834-02-19

AN ORDINANCE GRANTING SPECIAL USE APPROVAL PURSUANT TO SECTION X.F.2.a OF THE BURR RIDGE ZONING ORDINANCE TO PERMIT AN AUTOMOBILE SALES USE IN AN EXISTING BUILDING

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which Ordinance was passed by the Board of Trustees of the Village of Burr Ridge at a regular meeting held on the 11th day of February, 2019 which meeting a quorum was present, and approved by the President of the Village of Burr Ridge on the 11th day of February, 2019.

I further certify that the vote on the question of the passage of the said Ordinance by the Board of Trustees of the Village of Burr Ridge was taken by the Ayes and Nays and recorded in the Journal of Proceedings of the Board of Trustees of the Village of Burr Ridge, and that the result of said vote was as follows, to-wit:

AYES: 6 - Trustees Snyder, Mital, Paveza, Mottl, Franzese, Schiappa

NAYS: 0 - None

ABSENT: 0 - None

I do further certify that the original Ordinance, of which the attached is a true copy, is entrusted to my care for safekeeping, and that I am the lawful keeper of the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the Village of Burr Ridge, this 11th day of February, 2019.


Village Clerk