



**REGULAR MEETING  
VILLAGE OF BURR RIDGE  
PLAN COMMISSION**

**April 18, 2016  
7:30 P.M.**

**I. ROLL CALL**

**Greg Trzupek, Chairman**

**Mike Stratis  
Dehn Grunsten  
Robert Grela**

**Luisa Hoch  
Greg Scott  
Mary Praxmarer  
Jim Broline, Alternate**

**II. APPROVAL OF PRIOR MEETING MINUTES**

**A. March 21, 2016 Plan Commission Regular Meeting**

**III. PUBLIC HEARINGS**

**A. Z-02-2016: 100 Harvester Drive (Hampton/Falls); Text Amendment, Planned Unit Development Amendment, and Findings of Fact; continued from March 21, 2016.**

Requests an amendment to Section IX.D.2 of the Burr Ridge Zoning Ordinance to add “Event Center” or some such similar classification to the list of special uses in the O-2 Office and Hotel District and for special use approval as per Sections IX.D.2.g of the Burr Ridge Zoning Ordinance for an amendment to the Estancia Planned Unit Development, Ordinance No. A-834-08-04 to permit development of a four-story hotel and a one-story event center building, rather than the previously approved four-story office building with a parking deck.

**B. Z-03-2016: 9191 Drew Avenue (Kavanaugh); Rezoning Upon Annexation and Findings of Fact.**

Request for rezoning upon annexation to the R-2B Single Family Residence District of the Burr Ridge Zoning Ordinance.

**C. Z-04-2016: 7960 Madison Street (Burr Ridge Kettlebell); Text Amendment, Special Use and Findings of Fact.**

Requests an amendment to Section X.F.2 of the Burr Ridge Zoning Ordinance to clarify the special use listings for Health and Wellness Clinic and Private Athletic Training and Practice Facility and requests a special use as per the amended Section X.F.2 to permit a fitness training and instruction facility.

#### **IV. CORRESPONDENCE**

- A.** Board Report –March 28, 2016 and April 11, 2016
- B.** Building Report – March, 2016

#### **V. OTHER CONSIDERATIONS**

- A.** **S-02-2016: 100 Harvester Drive (Hampton/Falls); PUD Sign Approval**
- B.** **Preliminary Plat of Subdivision – Kavanaugh – 9191 Drew Avenue**

#### **VI. FUTURE SCHEDULED MEETINGS**

- A.** **May 2, 2016:** The following public hearings are scheduled:
  - **Z-05-2016: 10S371 Madison Street (Valincius); Rezoning Upon Annexation**
  - **Z-06-2016: 510 Village Center Drive (Coopers Hawk); Special Use**
- B.** **May 16, 2016:** The filing deadline for this meeting is April 25, 2016

#### **VII. ADJOURNMENT**

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**PLEASE NOTE:** All Plan Commission recommendations are advisory and are submitted to the Mayor and Board of Trustees for review and final action. Any item being voted on at this Plan Commission meeting will be forwarded to the Mayor and Board of Trustees for consideration at their April 25, 2016 Regular Meeting beginning at 7:00 P.M. Chairman Trzupsek is the scheduled Plan Commission representative for the April 25, 2016 Board meeting.

**PLAN COMMISSION/ZONING BOARD OF APPEALS**  
**VILLAGE OF BURR RIDGE**  
**MINUTES FOR REGULAR MEETING OF**  
**MARCH 21, 2016**

**I. ROLL CALL**

The Regular Meeting of the Plan Commission/Zoning Board of Appeals was called to order at 7:30 p.m. at the Burr Ridge Village Hall, 7660 County Line Road, Burr Ridge, Illinois by Chairman Trzupek.

**ROLL CALL** was noted as follows:

**PRESENT:** 8 – Stratis, Hoch, Grunsten, Broline, Praxmarer, Grela, Scott and Trzupek

**ABSENT:** 0 – None

Also present was Community Development Director Doug Pollock.

**II. APPROVAL OF PRIOR MEETING MINUTES**

A **MOTION** was made by Commissioner Hoch and **SECONDED** by Commissioner Praxmarer to approve the minutes of the February 15, 2016 Plan Commission meeting.

**ROLL CALL VOTE** was as follows:

**AYES:** 4 – Hoch, Praxmarer, Scott, and Broline

**NAYS:** 0 – None

**ABSTAIN:** 4 – Stratis, Grunsten, Grela, and Trzupek

**MOTION CARRIED** by a vote of 4-0.

**III. PUBLIC HEARINGS**

Chairman Trzupek confirmed all those wishing to speak during the public hearing on the agenda for tonight's meeting.

**V-01-2016: 16W380 93<sup>rd</sup> Place (Dlugopolski); Variation and Findings of Fact.**

As directed by Chairman Trzupek, Mr. Pollock described this request as follows: The subject property consists of two platted lots and a portion of a third platted lot. The two platted lots front on Route 83. The petitioner seeks to re-subdivide the lots so that there are two lots of record both fronting on 93rd Place. The existing lots do not meet the minimum lot area or lot width requirements. The re-subdivision also does not meet the minimum lot area or lot width requirement. The minimum required lot area is 20,000 square feet per lot and the minimum required lot width is 100 feet. The proposed lots are 13,813 square feet in area and 92 feet in width.

Chairman Trzupek asked the petitioner if he had anything to add. Mr. Kristof Dlugopolski was present and said he intended to build two homes on the property.

There were no questions or comments from the public. Chairman Trzupek asked for questions and comments from the Plan Commission.

Commissioner Scott asked if the plat was exactly the same as approved in 2002. Mr. Dlugopolski said it was the same.

Commissioner Praxmarer said that the size of the lots are consistent with the surrounding area.

Commissioner Broline said that the re-subdivision improves the lots and makes them more suitable for development.

Commissioner Grunsten said she agrees with the previous statements.

Chairman Trzupek asked the petitioner if he agrees with the staff comments. Mr. Dlugopolski said he did agree.

There being no further questions, Chairman Trzupek asked for a motion to close the hearing.

At 7:40 p.m. a **MOTION** was made by Commissioner Grela and **SECONDED** by Commissioner Grunsten to close the hearing for V-01-2016.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Grela, Grunsten, Stratis, Hoch, Praxmarer, Scott, and Trzupek

**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

A **MOTION** was made by Commissioner Grela and **SECONDED** by Commissioner Scott to adopt the petitioner's findings of fact and to recommend that the Board of Trustees grant variations from Section VI.F.3.a of the Burr Ridge Zoning Ordinance to permit the re-subdivision of three parcels into two lots fronting on 93rd Place with the proposed lots being 13,813 square feet in area and 92 feet in width rather than the required 20,000 square feet in area and 100 feet in width.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Grela, Scott, Stratis, Hoch, Grunsten, Praxmarer, and Trzupek

**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

Chairman Trzupek suggested to take the following related consideration out of order from the agenda.

**Preliminary Plat of Subdivision – Dlugopolski – 16W380 93<sup>rd</sup> Place.**

Chairman Trzupek asked for a summary from Mr. Pollock. Mr. Pollock said that the plat is consistent with the zoning variation recommended by the Plan Commission. He said that if approved by the Board of Trustees, the property owner may proceed with final engineering plans and a final plat that would be approved by staff and by the Village Board. He said this is the only time a subdivision comes before the Plan Commission.

Chairman Trzupek asked the petitioner if they had read and agreed to the conditions recommended in the written staff report. Mr. Dlugopolski said that he had read the conditions and agrees to the conditions.

There being no further questions or comments, Chairman Trzupek asked for a motion.

A **MOTION** was made by Commissioner Grela and **SECONDED** by Commissioner Hoch to recommend that the Board of Trustees approve the preliminary plat of subdivision subject to the conditions in the written staff summary.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Grela, Hoch, Stratis, Hoch, Grunsten, Praxmarer, Scott, and Trzupek

**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

**Z-02-2016: 100 Harvester Drive (Hampton/Falls); Text Amendment, PUD Amendment and Findings of Fact.**

Chairman Trzupek asked Mr. Pollock to provide a summary of this request.

Mr. Pollock provided the following summary: The petitioner requests an amendment to the O-2 District to add “Event Center” as a special use and requests an amendment to the Estancia Planned Unit Development for construction and use of a four-story, Hampton Inn hotel a one-story events center. The property is the third lot in the three lot PUD known as the Estancia Center. The other two lots are developed with a one-story office building and a three-story office building. All three lots share access and parking.

Commissioner Grela stated that he is currently working with the petitioner’s engineer and landscape architect but has no direct participation in the proposed project. Commissioner Stratis said he has worked with the petitioner’s engineer in the past.

Chairman Trzupek asked the petitioner for their presentation.

Mr. Jim Oguin, attorney for the petitioner, stated that there are two national groups interested in locating in Burr Ridge. He said that the Hilton hotel group wants to put a Hampton Inn in Burr Ridge and The Falls Event Center wants to enter the Chicago market and build its first in Chicagoland in Burr Ridge. He said that he read the staff report and would like to address the issues raised in the report. In regards to parking, Mr. Oguin said that the event center would have a maximum of 100 people for daytime events and that would generate the need for about 50 parking spaces. He said that on weekends and evenings, events are typically 150 people with 75 cars. Mr. Oguin concluded that there is sufficient parking for events of this size. He noted that that the office buildings use very little parking on the weekends. Mr. Oguin submitted a floor plan for the event center with a list of maximum occupancy for each room. He clarified that each room would not be full to its capacity as rooms serve dual purposes during events.

Mr. Oguin introduced the architect for the event center, Mr. Alan Shurtliff. Mr. Shurtliff described the architecture of the event center building. Mr. Oguin also introduced the architect for the hotel, Mr. Michael Maust, who described the architecture for the hotel building.

Mr. Oguin concluded with a brief description of the landscaping for both buildings and the patio and water features for the event center.

Chairman Trzupek said that the Commission had reviewed the idea of a hotel at this location in an informal discussion with the property owner and that the response was generally positive but that the informal discussion did not include the event center. He said that parking was the real problem for the event center and if they had 200 people at an event during a weekday, there would not be enough parking. Chairman Trzupek also said he would like to see a traffic study and a site plan for the entire PUD property. He added that the architecture for the buildings should do more to complement the existing buildings.

Chairman Trzupek asked for comments and questions from the public.

Mr. Mark Tomas, 7515 Drew Avenue, said that he thought this would be a good site for a hotel at the time that the hotel was proposed on the south side of I-55. He said that since that time he has read about hotels impact on crime. He cited statistics and specific incidents of crime related to hotels. He also questioned whether there was any benefit from a hotel to the Village given that hotel motel taxes are restricted.

In response, Mr. Oguin said that 60 to 70% of the Hampton Inn guests would be corporate and that he believes there is significant benefit to the community from taxes as well as added business for local restaurants and stores.

Chairman Trzupek asked if there was anyone else in attendance that would like to speak. There being no one, he asked for questions and comments from the Plan Commission.

Commissioner Stratis said that his primary concerns were architecture and parking and that most of his questions were about the event center. He was impressed by the architecture of both buildings but that they did not seem to fit in with other buildings in the area. He also said that he would not normally ask about ownership but since there were so many proposals for this property over the years, he asked about the contract status for the property and specifically if there were two buyers or one.

Mr. Robert Palka, representing the property owner, said that the entire 4.4 acre property is under contract to the hotel developer and the hotel developer has a partnership with the Event Center.

Commissioner Stratis asked staff whether the property could be divided at a future date. Mr. Pollock responded that they are asking for PUD relief to allow two buildings on one lot which would otherwise not be permitted. He said they could ask to create two different lots but that would create a need for a different PUD relief to allow the creation of lots that do not meet the minimum lot area and buildings that would not meet the minimum side yard setbacks.

Commissioner Stratis asked about the definition of an event center. He noted that the floor plan does not show any areas for food preparation. Mr. John Neubauer, of the Falls Event Center responded. He said that the Falls Event Center is unique because they do not provide food preparation but instead customers hire their own caterers who bring food and drinks into the facility. In response to a question about capacity, Mr. Neubauer said that the rooms have their own capacity, but are not occupied separately. He said that there would not be multiple events using different rooms at the same time.

Commissioner Stratis asked where catering trucks would be parked. Mr. Neubauer said that the caterers use vans and normally park in standard parking spaces.

Commissioner Stratis asked if the Village had an amusement tax. Mr. Pollock said the Village does not have an amusement tax.

Commissioner Stratis asked about the events that may occur at the hotel. Mr. Oguin said that only hotel guests use the meeting space at the hotel and outside events are not scheduled.

Commissioner Stratis wondered what would happen if there was a change in the use on the office buildings such as a call center that would generate parking on evenings and

weekends. Mr. Oguin said that if a few such businesses are located in the office buildings, there would still be plenty of parking. He added that the event center can manage their events based on available parking.

Commissioner Hoch said she agrees with the comments regarding the architecture. She said she would like to see a picture of both buildings together. She said she does not understand the nature of the event center and does not like the event center. She added that she would like to see an image of the entire PUD.

Commissioner Grunsten said she agrees with the other Commissioners regarding the aesthetics, would like to see a traffic study and a picture of everything within the PUD. She said she is not necessarily opposed to the event center, but would just like to see more information about the event center.

Commissioner Broline said that he would like to see more about the traffic and the impact of the hotel on other businesses in the area.

Mr. Oguin said that there is no other business quite like the proposed event center which provides much greater flexibility for event organizers. Commissioner Broline asked if there is any spillover business from the Hampton to other restaurants and businesses. Mr. Oguin said there would definitely be hotel guests using restaurants in the area.

Commissioner Praxmarer said she is in agreement with the other Commissioner's comments and has nothing further to add at this time.

Commissioner Grela stated that he does not object to the event use but is concerned about parking. He said occupancy of the event center should be based on calculated occupancy at its highest load. He said he was disappointed that a floor plan was not provided in advance so he could see the capacity.

He said that the parking deficiency of 100 spaces was significant and questioned what would happen if there is a large event during a weekday when the office parking lot is full. He asked if there was an agreement for shared parking which Mr. Oguin confirmed. Commissioner Grela added that providing more than the required handicap parking spaces should also be considered.

Commissioner Scott said he is very concerned about parking and future use of the office buildings already on the property. He said he would like to get information from the Burr Ridge Police Department regarding crime statistics for hotels in Burr Ridge and that he is concerned about the architecture of the buildings.

Mr. Oguin said there is more parking for this event center location than the six other Falls Event Centers. He also said that the Falls Event Center can manage their schedule to ensure that larger events occur when more parking is available. In response to questions from Mr. Oguin, Chairman Trzupek said he is looking for architectural changes that would make the buildings more complementary to the existing office buildings.

Chairman Trzupek suggested that they compare the event center and hotel to the existing Marriott hotel in regards to parking. He also asked about phasing to which Mr. Oguin said the plan is build both buildings at the same time.

Mr. Pollock summarized the Plan Commission's requests for more information. He said that additional information is requested regarding a traffic study, an overall site plan,

perspective drawings of the proposed and existing buildings, more comprehensive information regarding occupancy of the event center, changes to the architecture to complement the existing office buildings and elimination of stucco, and a report from the Police Department regarding crime at hotels.

There being no further questions or comments, Chairman Trzupek suggested that the public hearing be continued to allow time for the petitioner to provide the information requested.

At 8:55 p.m. a **MOTION** was made by Commissioner Grela and **SECONDED** by Commissioner Stratis to continue the hearing for Z-02-2016 to April 18, 2016.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Grela, Stratis, Grunsten, Hoch, Praxmarer, Scott, and Trzupek

**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

Commissioner Stratis asked if the Commission was also going to discuss the signs. Chairman Trzupek said the sign consideration should be continued, but that any comments regarding the signs are welcome.

Commissioner Stratis said that he agrees with staffs' comments regarding the sign and prefers that the wall signs be back lit and that the monument signs be replaced with compliance traffic directional signs.

#### **IV. CORRESPONDENCE**

There was no discussion regarding the Building Report or the Board Report.

#### **V. OTHER CONSIDERATIONS**

##### **S-01-2016: 15W300 South Frontage Road (Crown Plaza Hotel); Conditional Sign Approval and Sign Variations.**

Chairman Trzupek asked Mr. Pollock for a summary of this request. Mr. Pollock provided the summary as follows: The property owner is in the process of converting this property to a Crown Plaza Hotel. Zoning approval was granted in 2015 to accommodate the continued use of the property as a hotel. This request seeks approval for a sign package for the new hotel. Mr. Pollock referenced the written staff report which provides additional information about this request and provides information about signs for other hotels in the Village of Burr Ridge.

Chairman Trzupek asked if the pole sign on the property is a legal sign. Mr. Pollock said it was a legal sign and was approved by a sign variation.

Mr. Sanjay Sukhramani said he was the general manager and owner of the hotel. He said that the hotel is under renovation after being neglected for many years. He said the signs were an important part of the renovation and future success of the hotel.

Commissioner Grela asked if they were removing the pole sign and erecting a new sign. Mr. Sukhramani said that he is removing and replacing the pole sign. Commissioner Grela responded that his preference is that the sign be brought into conformance when it is removed, but that he understands the desire for the sign.



Commissioner Scott said he understood why the petitioner wants the pole sign but he believes the sign should be brought into conformance with the Sign Ordinance height restrictions.

Commissioner Praxmarer said she agreed that the pole sign should be made to conform.

Commissioner Grela said that he appreciates all of the efforts to improve the property, but that he believes the code has to be enforced relative to bringing non-conforming signs into conformance.

Mr. Sukhramani said that he could just replace the face of the sign but he prefers to replace the entire sign and improve its overall appearance.

Commissioner Grela said that he would agree to keep the pole sign because it has been there for so long, but he would not go along with two wall signs in addition to the pole sign.

Commissioners Praxmarer and Grunsten said that they agreed with Commissioner Grela.

Chairman Trzupek asked the petitioner about removing one of the wall signs and using an awning sign instead as suggested by staff.

Mr. Sukhramani said that he would prefer to keep the two wall signs even if it meant removing the pole sign.

Commissioners generally agreed that they would prefer the two wall signs rather than one wall sign and the pole sign.

Chairman Trzupek asked about the internal illumination. The Commission generally agreed that the type of internal illumination was okay in this situation facing I-55.

A **MOTION** was made by Commissioner Stratis and **SECONDED** by Commissioner Hoch to adopt the petitioner's findings of fact and recommend approval of S-01-2016 as amended including removal of the pole sign and approval of the two wall signs as submitted.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Stratis, Hoch, Grunsten, Praxmarer, Grela, Scott, and Trzupek

**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

**S-02-2016: 100 Harvester Drive (Hampton/Falls); Sign Variations.**

A **MOTION** was made by Commissioner Grela and **SECONDED** by Commissioner Scott to continue S-02-2016 to the April 18, 2016 meeting.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Grela, Scott, Stratis, Hoch, Grunsten, Praxmarer, and Trzupek

**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

**PC-02-2016: Administrative Appeal – Health and Wellness Clinic and Indoor Private Athletic Training Facility.**

Mr. Pollock described this request as follows: The owner of the Burr Ridge Kettlebell Club, previously located at 16W251 South Frontage Road, has moved to 7960 Madison Street. The business did not obtain a Zoning Certificate of Occupancy prior to relocation. Upon receipt of the application for a Zoning CO, it was denied based on staff's interpretation of the Zoning Ordinance and the use classification of this business. Both the prior location and the present location are within a GI General Industrial District. The GI Districts lists Indoor Private Athletic Training and Practice Facilities, not occupying more than 5,000 square feet of floor area as a permitted use and Health and Wellness Clinic as a Special Use. The business owner is appealing staff's interpretation that this business is a Health and Wellness Clinic and not an Indoor Private Athletic Training and Practice Facility.

Mr. Pollock added that the use was classified as a Health and Wellness Clinic at its prior approval and that staff has interpreted Indoor Private Athletic Training and Practice Facilities as being for pre-defined groups such as travel baseball teams. He referenced the written staff report which describes various businesses that have been classified as Health and Wellness Clinics. Mr. Pollock concluded that the descriptions are ambiguous and some clarification is needed.

Mr. Paul Lyngos stated that he is the owner of the business and he was told by his landlord that he was allowed to move into this new location. He further described how his business has a similar impact as the permitted indoor private training facilities. He said his business is by appointment only.

Chairman Trzupek asked about the reasoning behind the different use classifications and if it was based on whether the business was open to the general public as opposed to being limited to a defined team. Mr. Pollock said that is the primary distinction. He added that the real question related to this issue is whether or not the Plan Commission wants to broaden the manufacturing districts to permit more types of non-industrial uses such as fitness facilities and health clubs. He said accepting this appeal would mean that any type of fitness facility that is open to the public and is less than 5,000 square feet would be permitted in the GI District.

Commissioner Hoch said she believes it's a big misunderstanding and the Commission should find a way to accommodate the use.

Mr. Pollock said one way to accommodate this business would be to accept the appeal but then to amend the Zoning Ordinance to clarify that these types of uses are special uses in the future.

Chairman Trzupek asked if there would be other businesses that would have been permitted instead of having to obtain a special use. Mr. Pollock said he was not sure but that was possible.

Chairman Trzupek asked if the business could be allowed to remain in its location while they go through the special use process. Mr. Pollock said that staff could do that if directed by the Plan Commission.

Commissioner Grela said that he is concerned about too many non-industrial businesses in the industrial districts. He said there is a potential for conflict between industrial businesses and businesses such as the fitness facility.

Commissioner Scott said he agrees with that concern. He added that the land use categories listed in the Zoning Ordinance are confusing and should be modified.

Chairman Trzupek suggested a motion to deny the appeal, but to allow the petitioner to remain pending the filing of an administrative appeal.

A **MOTION** was made by Commissioner Scott and **SECONDED** by Commissioner Grunsten to deny the administrative appeal and to allow the petitioner to remain open for business pending the outcome of a special use application.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Scott, Grunsten, Stratis, Hoch, Grela, Praxmarer, and Trzupek

**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

**PC-01-2016: Annual Zoning Review.**

Mr. Pollock said that other than the clarification to the health and wellness clinics/private indoor athletic training facility, he has no other updates to the Zoning Ordinance.

Commissioner Grela asked about a recent contact he had from a developer that was proposing a project that did not comply with the Comprehensive Plan. He suggested that the Plan Commission should not consider the zoning for the project unless the Board of Trustees first amends the Comprehensive Plan and directs the Commission to consider the project.

Mr. Pollock said that the property owner or contract purchaser has the right to file any petition they so choose. He said that if such a project does not comply with the Comprehensive Plan and the Village chooses not to amend the Comprehensive Plan, the Village can then deny the project.

**VI. FUTURE SCHEDULED MEETINGS**

Mr. Pollock said the filing deadline for the April 4, 2016 meeting has passed and there are no hearings scheduled.

A **MOTION** was made by Commissioner Grunsten and **SECONDED** by Commissioner Hoch to cancel the April 4, 2016 meeting.

**ROLL CALL VOTE** was as follows:

**AYES:** 7 – Grunsten, Hoch, Stratis, Grela, Scott, Praxmarer, and Hoch

**NAYS:** 0 – None

**MOTION CARRIED** by a vote of 7-0.

**VII. ADJOURNMENT**

A **MOTION** was made by Commissioner Broline and **SECONDED** by Commissioner Scott to **ADJOURN** the meeting at 9:58 p.m. **ALL MEMBERS VOTING AYE**, the meeting was adjourned at 9:58 p.m.

**Respectfully  
Submitted:**

**April 18, 2016**

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J. Douglas Pollock, AICP



**VILLAGE OF BURR RIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT AND SUMMARY**

**Z-02-2016: 100 Harvester Drive (Hampton/Falls);** Requests an amendment to Section IX.D.2 of the Burr Ridge Zoning Ordinance to add “Event Center” or a similar classification to the list of special uses in the O-2 Office and Hotel District and for special use approval as per Section IX.D.2. as amended of the Burr Ridge Zoning Ordinance for an amendment to the Estancia Planned Unit Development, Ordinance No. A-834-08-04 to permit development and use of a four-story hotel and a one-story event center rather than the previously approved four-story office building with a parking deck.

**Prepared For:** Village of Burr Ridge Plan Commission / Zoning Board of Appeals  
Greg Trzupek, Chairman

**Prepared By:** Doug Pollock, AICP  
Community Development Director

**Date of Hearing:** April 18, 2016, continued from March 21, 2016

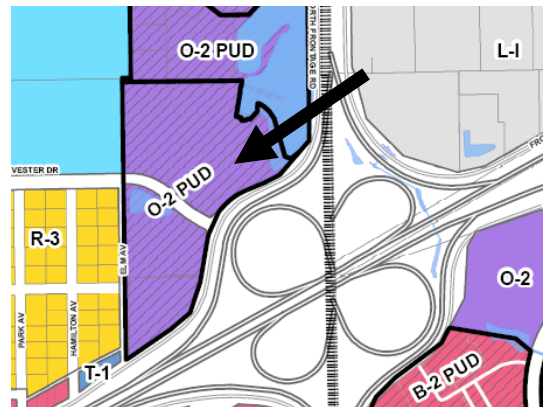
**GENERAL INFORMATION**

**Petitioner:** Prominence Burr Ridge,  
LLC and The Falls Event  
Center, LLC

**Property Owner:** BJF Estancia II, LLC

**Petitioner's  
Status:** Contract Purchaser

**Land Use Plan:** Recommends office uses



**Existing Zoning:** O-2 Planned Unit  
Development

**Existing Land Use:** Office

**Site Area:** 4.4 Acres

**Subdivision:** Estancia Planned Unit  
Development



### **SUMMARY**

The public hearing for this petition was continued from the March 21 to the April 18 Plan Commission meeting. The Commission continued the hearing to allow the petitioner to provide additional information and plan revisions. Specifically, the following was requested:

**Traffic and Parking Study.** The Commission asked for traffic and parking studies to assess traffic impacts and parking needs. Those studies were completed and reviewed by the Village's traffic consultant. The studies and the Village review are attached. The Village review of the traffic study asks for additional information and confirmation of certain numbers. The petitioner has been asked to work directly with the Village's traffic consultant to resolve those outstanding questions.

**Additional Plans.** The Commission asked for an overall site plan of the PUD and perspective drawings of the proposed and existing buildings. The petitioner is preparing those drawings to present at the meeting on Monday.

**Architecture.** The Commission recommended that the hotel building elevations be unique to this property and this PUD, rather than based on the standard Hampton Inn model. In regards to the Event Center building, they would like to see some minor modifications that would make the building more complementary to the existing office buildings. The petitioner met with Village staff and Chairman Trzupsek and developed a revised elevation for the hotel (attached). The masonry for the event center will be revised to match the colors of the hotel and the other office buildings.

**Definition of Event Center.** The Commission asked for a clear definition of an "event center". The petitioner provides a definition in the attached cover letter.

**Hotel Crime Report.** The Commission asked staff to prepare a report on criminal activities at the various hotels in Burr Ridge. That report is attached.

The following issues were mentioned in the March 21 staff summary but not directly addressed at the March 21 meeting:

**Trash Dumpster.** There are trash dumpster enclosures proposed for each building. The enclosures are near the southeast corner of each building. The Zoning Ordinance requires that dumpsters be located adjacent to the rear wall of the building. These enclosures are located in a side yard. Details of the enclosure is provided for the hotel, but not for the event center.

**Rooftop Screening.** The conditions of the 2011 PUD amendment required that the "...rooftop screening walls for the...existing building at 150 Harvester Drive shall be modified to provide horizontal bands that match the shape of the horizontal stripes at the top of the buildings." The 2011 PUD amendment required the addition of the horizontal bands to the existing three-story office building at such time that a building was built on the subject property.

### **FINDINGS OF FACT AND RECOMMENDATIONS**

Relative to the revisions made in response to the Plan Commission comments at the March 21 meeting, the following staff review comments are provided:

- The parking study indicates that events at the Event Center during weekdays will not exceed 150 persons. If that is the case, ample parking is available during peak times within this PUD (743 spaces required during weekdays and 811 spaces provided). Without the weekday limitation, the parking would not be provided in compliance with the Zoning Ordinance (914 spaces required, 811 spaces provided).

If the event center is limited to 150 persons during weekdays, the parking requirements within this PUD would be as follows:

	Requirement	Occupancy	Rooms	Employees	Floor Area	Provided	Required
180 Harvester Drive	1/250 sq. ft. of floor area				49,687	203	199
150 Harvester Drive	1/250 sq. ft. of floor area				98,290	450	393
Falls Event Center*	1/3.2 persons	150				63	47
Hampton Inn	1/Room + 0.5/Employee		101	5		95	104
<b>Total:</b>						<b>811</b>	<b>743</b>

- The elevations for the hotel building have been revised to eliminate some of the features that are unique to a Hampton Inn hotel (i.e. all of the accentuated cornice lines at the top of the building except the ones over the main entryways) and to revise the color palette to match the colors of the existing office buildings. The petitioner has also committed to making the event center building match the colors of the existing office buildings.

The petitioner has provided findings of fact which may be adopted if the Plan Commission is in agreement. If the Plan Commission recommends approval of this PUD amendment, the following conditions are recommended:

1. Development will comply with the revised plans submitted for the April 18, 2016 Plan Commission meeting.
2. Events at the event center shall not exceed 150 persons between the hours of 8 AM and 5 PM on Mondays through Fridays.
3. The trash dumpsters shall be relocated further north subject to the final approval by Village staff. The trash enclosures for both buildings shall utilize the same masonry materials as the corresponding buildings.
4. The rooftop screening walls for the existing building at 150 Harvester Drive shall be modified to provide horizontal bands that match the shape of the horizontal stripes at the top of the building. This work shall be completed prior to issuance of a Certificate of Occupancy for the hotel or for the event center building.

## Project Traffic Review

To: **Doug Pollock**  
Village of Burr Ridge

From: Bill Grieve

Date: April 13, 2016

Subject: ***Hotel & Event Center Development  
Estancia Executive Center, Lot 3  
Frontage Road @ Harvester Drive***

---

GEWALT HAMILTON ASSOCIATES, INC. (GHA) has reviewed the following materials submitted with regard to the above captioned project:

- V3 Parking Assessment dated April 7, 2016.
- V3 Traffic Impact Study (TIS) dated April 8, 2016.
- V3 Combined layout and paving plan dated March 9, 2016.

I offer the following comments for your consideration.

### V3 Parking Assessment

1. The parking demands of any vacant existing office space should be included.
2. Existing office building visitor spaces should not be included in the available supply.
3. GHA conducted a "spot check" of the existing office buildings parking demands at 9 AM on Wednesday, April 13, 2016. In deference to the V3 collected data, we observed more demand than V3 counted in their Zone A with 183 spaces filled instead of 160 V3 counted on March 24, 2016.
4. The V3 site plan indicates that the event center has a maximum capacity of 700 people. More information is needed to justify that only 10-20% of the event center will be used on a regular basis during the weekday daytime and evening.
5. How were the weekday daytime and weekday evening event attendance ranges determined? To avoid potential parking deficits, is the developer willing to cap the event center population to 50-75 people on weekday daytime and 100-150 on weekday evenings?
6. Wouldn't there be the possibility of lunchtime events that would be larger than the 150 maximum attendance used to calculate the shared parking demand?
7. How were the 100-150 typical and the 400 person maximum size event determined on weekend evenings? Again, additional information is needed to understand how 300-600 fewer people can be expected on weekend evenings than the event center capacity.



8. The adjoining office buildings should have a very small demand on weekends, which will help meet the event center and hotel parking demands.
9. The number of hotel employees used to calculate the parking demand by code seems low, as well as the number of employees at the event center. Support documentation should be provided.
10. An additional 96 parking spaces are proposed to be constructed on-site. Yet the hotel will absorb up to 81 of them at 8 AM, when event center patrons arrive. Is the developer willing to ensure that no events will be scheduled to begin before 9 AM and that weekday daytime events will end at 4 PM?
11. On a bookkeeping note to avoid confusion, Attachment 2 should be adjusted to "call out" the zones by letter in the chart provided.

### **V3 Traffic Impact Study**

1. We concur with the V3 findings regarding existing conditions.
2. Per the ITE Trip Generation Manual, the trip generations seem underestimated for the hotel during the weekday evening peak hour and on a daily basis.
3. It seems quite possible that at least some event center patrons will be dropped off in the morning by taxi or other vehicles, which would generate exiting trips. Also, there is no guarantee that all event center patrons and employees will leave by 4:30 PM, when the "street" weekday evening peak hour begins. As with the morning peak hour, taxi and other vehicle trips should be incorporated into the traffic generations for the evening peak hour.
4. We concur with the V3 trip distribution.
5. We concur with V3 that the previously approved office building would have generated more trips than the hotel and event center.
6. On a bookkeeping note, Appendix B was the CMAP letter regarding traffic growth. Please provide the "Event Space – Similar Site Operations" information.
7. We concur with V3 that the hotel and event center will have a limited impact on the site access and the Frontage Road / Harvester Drive intersections.
8. In their qualitative assessment, we concur with V3 that there is adequate capacity on County Line Road to accommodate the projected hotel and event center traffic. However, there are about 330 vehicles that are projected to turn from northbound Frontage Road to eastbound Veterans Boulevard during the weekday evening peak hour. As this intersection also accommodates virtually all Harvester traffic, providing count data and capacity analyses should be considered to better understand how the Frontage Road / Veterans Parkway intersection operates now and in the future after the hotel and event center are open for business.

### V3 Site Plan

1. AutoTurn should be run for emergency vehicles and a variety of delivery vehicles, including a semi-truck. It can be expected that both the hotel and event center will generate at least a few large truck deliveries on a regular basis. Information should also be provided on when all deliveries and refuse pick-up are to occur and where trucks will stage.
2. Should there be internal sidewalk connections to the two office buildings? This would avoid pedestrians who may be attending an event and/or going to the hotel for a meal from having to walk through the parking aisles.

\* \* \* \* \*

Briefly concluding, more information is needed on how the parking supply will effectively meet the projected demands. In particular, the anticipated event sizes on weekdays appear quite low. And as noted, various adjustments should be made to the traffic analyses. This project traffic and parking review conducted by:



**William C. Grieve, P.E., PTOE**  
Senior Transportation Engineer  
bgrieve@gha-engineers.com

## Hotel Incidents

**2011**

Type of Incident	ESA	Quality Inn	Springhill Suites	Marriott
Domestic	2			
Theft Under \$300		2		
Death Investigation	1			
Battery	1			1
Criminal Damage to Prop	1	1	1	
Theft Over \$300	1			
Disorderly Conduct				1
Suspicion of Prostitution	2			
Theft of MV Parts	1			
Poss. Cannabis, Equip			1	
<b>TOTAL</b>	<b>9</b>	<b>3</b>	<b>2</b>	<b>2</b>

**2012**

Type of Incident	ESA	Quality Inn	Springhill Suites	Marriott
Domestic				1
Theft Under \$500				1
Theft Over \$500	1			
Criminal Damage to Prop	1			
Bomb Threat			1	1
Prostitution				1
Theft of MV Parts	1	1		3
Burglary from MV	1	2		
PCS			1	
Drug Investigation	1			
In State Warrant	1			
Possession of Stolen Prop		1		
DUI	3			
Criminal Sexual Assault	1			
Deceptive Practices		1		
<b>TOTAL</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>7</b>

**2013**

Type of Incident	ESA	Quality Inn	Springhill Suites	Marriott
Domestic Battery	1			
Harrassment by Phone	1			
Theft Over \$500			1	2
Theft Under \$500			1	
Battery	1			1
Criminal Damage to Prop	1		1	
Warrant	3			
Theft of Services			1	
PCS (AOA)		1		
Assist of Agency			1	
Stolen Vehicle	1			
Drug Investigation	1			
<b>TOTAL</b>	<b>9</b>	<b>1</b>	<b>5</b>	<b>3</b>

## Hotel Incidents


### 2014

Type of Incident	ESA	Quality Inn	Springhill Suites	Marriott
Domestic Battery	2			
Theft Over \$500			1	1
Criminal Damage to Prop				1
Attempted Robbery	1			
Credit Card Fraud				1
Warrant	3			1
Death Investigation			1	
Battery		1		1
Burglary from MV		1		1
Poss. Cannabis	2		1	
DWLS	1			
Recover Stolen auto	1			
Theft of MV Parts			1	
Poss of Cannabis with Intent	1			
MV Theft	1			
Criminal Trespass to Property		1		
Disturbance (Prostitution)	1			
<b>TOTAL</b>	<b>13</b>	<b>3</b>	<b>4</b>	<b>6</b>

### 2015

Type of Incident	ESA	Quality Inn	Springhill Suites	Marriott
Crisis Intervention (Dom)	3			
Burglary from MV				1
Citizen Assist - Prostitution	4			
Domestic Battery	1			1
Theft Under \$500	3			
Theft Over \$500		1		2
Poss of Cannabis	1	1		
Serve OOP	1			
Theft of MV				1
Poss of Drug Equipment	1			
Burglary		2		
Battery			1	1
Harrassment by Phone			1	
PCS	1	1		
<b>TOTAL</b>	<b>15</b>	<b>5</b>	<b>2</b>	<b>6</b>

# Goldstine, Skrodzki, Russian, Nemec and Hoff, Ltd.

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April 14, 2016

Douglas Pollock,  
Community Development Director  
Village of Burr Ridge  
7660 West County Line Road  
Burr Ridge, Illinois 60527

RE: Hampton Inn - Falls Event Center  
Harvester Drive and N. Frontage Road  
Burr Ridge, Illinois

Dear Mr. Pollock:

Since the last Plan Commission meeting, the development teams for the proposed Hampton Inn and the Falls Event Center have worked internally and with the Village to modify the original plans in a manner intended to address as many of the Commissioners' concerns as possible. Along with this letter we are submitting the following information that will be presented to the Plan Commission at their next meeting:

1. A Traffic Impact Analysis and Parking Assessment was prepared by V3 Companies. The results these studies support the Applicant's position that there will be sufficient parking to service the uses based on the operation methods. Similarly, it shows that the existing roadway infrastructure is sufficient to service the two additional building/uses.
2. Revised building architecture has been proposed. For example, as requested, on the Hampton Inn we have removed the vertical pilasters and limited the EIFS areas to the cornice roof-line. We have also scaled-back the cornices themselves; they are not as pronounced as the original version. Additionally, we have introduced two different brick materials in beige and brown colors to match the adjacent office precast colors. As the new renderings depict, the building now has sections that "bump-out" so it doesn't appear to be as linear. The center bay of the hotel will consist of a new, enhanced architectural panel feature that also pulls from the lighter precast office building color. To further emphasize the hotel's 2-story expansive lounge room, we have introduced large storefront glass adjacent to the lobby entrance. This adds to the

Douglas Pollock  
April 14, 2016  
Page 2

exterior look as well as introduces much more light into the interior room. Finally, we have modified the hotel's entry canopy to be a more modern look, consisting of both the building stone and architectural panels. In terms of the Falls Event Center, the brick color has been revised to match the hotel to ensure that they work cohesively.

Additional elevations perspectives will be presented at the Plan Commission meeting.

In addition to the above, we will be prepared to answer any questions regarding the operation of The Falls Event Center. The Commissioners asked for a definition of an event center and we believe it can be best described as a facility where private parties and businesses may hold weddings, receptions, corporate meetings, community events and other special gatherings. The facility is centered around the main hall and there are ancillary rooms that support the function of the main hall. These events are planned well in advance and, as there is no on-site kitchen, the events use caterers that best serve their needs. All this results in a facility that has a large amount of control over the number and timing of the number of patrons that will be attending.

We look forward to discussing the project again with the Commissioners.

Should you have any questions, or need additional detail prior to the meeting, please do not hesitate to call.

Very truly yours,



James E. Olguin

JEO/jak  
Enclosures





## **PARKING ASSESSMENT**

DATE: April 7, 2016

TO: Mr. Rehan Zaid, Pearlshire Capital Group  
Mr. John Neubauer, The Falls Corporate

FROM: Peter W. Reinhofer, P.E.

RE: Hotel and Event Center Development  
Estancia Executive Center, Lot 3  
Burr Ridge, Illinois

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The Falls Corporate is planning to develop a hotel and event center on the currently undeveloped Lot 3 at the Estancia Executive Center, located at the intersection of Harvester Drive and Frontage Road in Burr Ridge, Illinois. The proposed development includes a 101 room hotel and a 17,030 square foot event center. The conceptual site plan includes 95 parking stalls for the hotel and 63 parking stalls for the event space, for a total of 158 parking stalls.

The proposed Lot 3 development is a new phase of the existing Estancia Executive Center. The Estancia Executive Center consists of two medical/office buildings served by a 537 space surface parking lot and a small underground parking garage beneath the east office tower. A 96 parking space expansion of the parking lot has been approved as a separate project and is expected to be constructed prior to the Lot 3 development. The overall site plan is illustrated in Attachment 1.

This assessment has been prepared to determine the adequacy of the proposed number of parking spaces for the entire development. Provided in this assessment is a discussion of expected event space operations and parking analysis based on village code and shared parking methods.

### **Existing Parking Observations**

In order to determine the actual parking demand of the two existing office buildings, parking counts were conducted in the existing parking lots on Thursday, March 24th, 2016 at various times throughout the day. Office development parking lots are typically fully occupied throughout the day from 8 am to 5 pm. Therefore, existing parking counts were collected at approximately 6:30 am, 9:00 am, 12:00 pm, 3:45 pm and 6:00 pm to collect the non-peak and peak periods.

For the analysis, the parking lots were grouped into zones based on location on the site. Zones A, B, and C represent the areas that are between the two existing buildings on the Estancia site, with Zones A and B directly adjacent to the proposed site. Zones D and E are generally behind the two existing buildings and are the farthest from the proposed site. The existing parking zones are illustrated in Attachment 2.

The early morning and late evening observations indicate minimal vehicles parked in the lots, with 23 occupied spaces at 6:30 am and 27 occupied spaces at 6:05 pm. The daytime observations showed a much higher parking usage, with the peak occupancy occurring at 9:05 am with 396 of the 537 parking spaces occupied. Zones A, B and C, which are the most likely to potentially share parking with the proposed hotel and events center, exhibited peak occupancy rates from 77 to 91 percent. The observed parking demand by zone is summarized in Table 1.

**Table 1: Observed Parking Demand by Zone**

Time	Criteria	Zone					Total Spaces Occupied
		A	B	C	D	E	
6:30 AM	Occupied Spaces	14	2	3	3	1	23
	Occupancy Percentage	7%	4%	5%	5%	1%	4%
9:05 AM	Occupied Spaces	160	40	59	38	99	396
	Occupancy Percentage	78%	77%	91%	67%	63%	74%
12:00 PM	Occupied Spaces	156	40	54	36	95	381
	Occupancy Percentage	76%	77%	83%	63%	60%	71%
3:40 PM	Occupied Spaces	128	39	45	47	91	350
	Occupancy Percentage	62%	75%	69%	82%	58%	65%
6:05 PM	Occupied Spaces	12	3	1	2	9	27
	Occupancy Percentage	6%	6%	2%	4%	6%	5%
Spaces Provided in Zone		205	52	65	57	158	537





### **Anticipated Event Space Operations**

The proposed events space consists of a 17,030 square foot building with a main hall that can accommodate up to approximately 400 people. There are several other ancillary rooms that will support a function in the main hall, such as bride and groom rooms, conference and board rooms, and a theatre. While the total occupancy of the overall building is approximately 700 people, there will never be an instance where an event will accommodate that many guests. If a 400 guest event is reserved in the main hall, there will not be any other functions in the event center. Similarly, if there is a 250 person corporate event, a second function will not be reserved in the event center. For the purpose of a maximum-type weekend evening event, it will be assumed that the capacity of the site is 425 people to account for employees working a 400 guest event. For a maximum-type weekday evening event, the capacity will be 275 people to account for employees working a 250 person event.

It is anticipated the building will be used for various daytime and evening events, including corporate meetings, community events, and weddings. The type of event will impact the size and time of the event and the projected parking demand.

Based on our discussions with The Falls Event Center and data provided for a similar facility in Fairfield, California, it is assumed that there will be an average of one event per day. Events will typically occur in one of three timeframes: Weekday Daytime, Weekday Evening, and Weekend Evening. Weekday daytime events are expected to be smaller corporate events with an average attendance of 50-75 people and a maximum attendance of 150 people. Weekday evening events are expected to be somewhat larger, with an average of 100-150 people and a maximum attendance of 250 people. It is anticipated that the largest events will occur on weekend evenings that may reach the maximum capacity of 425 people. The typical operations of the events center are summarized in Table 2.

**Table 2: Expected Event Space Operations**

Time of Week	Time of Day	Average Size of Events	Maximum Size of Events	Typical Hours
Weekday	Daytime	50-75	150	9:00 am to 4:00 pm
	Evening	100-150	250	6:00 pm to 10:00 pm
Weekend	Evening	100-150	400	6:00 pm to 12:00 am

### **Parking Requirements per Village of Burr Ridge Municipal Code**

The Village of Burr Ridge Zoning Ordinance #834, Section XI, Part 13, provides a schedule of off-street parking ratios to determine the required number of parking spaces corresponding to its



specified land use. It is anticipated that the maximum number of hotel employees on site would be ten employees. By definition, the basic parking requirements for the events space is calculated using the maximum event size of 700 guests. However, it should be reiterated that a maximum-type event will be 425 people. Table 3 provides a breakdown of the required parking spaces for the proposed hotel and events center based on maximum event size.

**Table 3: Parking Requirements per Village Code**

Land Use	Independent Variable	Parking Supply Ratio	# of Parking Spaces
<b>Proposed Hotel</b>			
Hotel Rooms	101 rooms	1 parking space per each lodging room	101
Hotel Employees	10 employees	0.5 parking space per each employee	5
Banquet Facility	700 seats	1 parking space per each 3.2 seats	219
<b>Total:</b>			<b>325</b>
<b>Total Required Parking Spaces per Village Code</b>			<b>325</b>
<b>Total Parking Proposed in On Site</b>			<b>158</b>
<b>Surplus / (Deficit)</b>			<b>-167</b>

Based on Village Code, the proposed development is required to provide 325 parking spaces. The site is providing 158 surface parking spaces, which results in a 167 parking space deficit per the Burr Ridge Village Code. However, the Village Code does not take into account the location or type of development (i.e. mixed-use or greenfield development). It is a cumulative calculation and assumes that the peak demands occur simultaneously, and that no parking occurs in neighboring lots.

It is anticipated that the proposed hotel and event center will enter into a shared parking agreement with the existing Lot 3 office buildings. The Village has previously approved the construction of a new 96 space parking lot south of the existing office building and north of the proposed events center. Additionally, the existing office buildings have vacant parking spaces. For this site, Zones A, B and C of the existing Estancia Executive Center parking lots are easily walkable to the proposed site. At the highest observed parking demand, which occurred at 9:05 am, there are 45 unoccupied parking spaces in Zone A, 12 spaces in Zone B, and 6 spaces in Zone C. Therefore, at peak observed parking there are 159 available parking spaces in Zones A, B and C, and the planned parking expansion, which reduces the parking deficit to 8 parking spaces to meet Village Code.

#### **Parking Demand Based on Time of Day and Event Size**

The Village Code methodology assumes that the peak parking demand for various uses will occur at the same time. In reality, the hotel, events center, and existing adjacent office complex may peak at different times of day and days of the week. The Urban Land Institute (ULI) Shared Parking, 2<sup>nd</sup> Edition focuses on the concept of shared parking and peak time variations



among different uses. It provides recommended time of day factors for both weekdays and weekends. The factors are based on the percent accumulation of the independent variable for each hour from 6:00 am to midnight. All percentages used are documented in ULI's Shared Parking for each particular land use.

For the purposes of this analysis, the impact of time of day will be applied to the hotel and event space. The Village Code requirements of 1.0 parking spaces per room and 0.5 spaces per employee will be used for the base hotel parking demand. The parking demand for the event space will be conservatively estimated as one space per vehicle, with assumed vehicle occupancy of 1.0 for weekday daytime and evening corporate events and 2.0 for weekend evening events. The parking demand of the neighboring Estancia Executive Center lots will be based on the observed parking demand.

#### *Parking Demand for Weekday Daytime Event*

The weekday daytime event is expected to occur from 9:00 am to 4:00 pm with an average attendance of 50 to 75 people and a maximum attendance of 150 people. It is assumed that a small portion of people will arrive by 8:00 am for the conference, with 100 percent arrival by the 9:00 am start time. The parking demand will be maintained throughout the scheduled duration of the event before tapering off after the scheduled end time.

The results of the shared parking model for the weekday daytime event are included as Attachment 3. The highest parking demand occurs as the event reaches 100 percent of parking demand at 9:00 am. At that point, the demand for hotel guest parking is 70 percent of the peak demand, reducing the overall parking demand for the site by 30 spaces. Therefore the peak demand for the hotel and event center for a weekday daytime event is 230 parking spaces.

There are 158 spaces proposed at the site, which results in an onsite deficit of 72 parking spaces. The shared parking agreement with the adjacent Estancia Executive Center will provide additional parking for hotel and event guests. The planned and approved 96 space parking lot north of the proposed events center can accommodate the additional 72 vehicles. In addition, Zones A, B, and C of the adjacent office buildings offer an additional 63 unoccupied parking spaces that are a reasonable walking distance to the hotel and events center.

#### *Parking Demand for Weekday Evening Event*

The weekday evening event is expected to have an average attendance of 100 to 150 people with a maximum attendance of 250 guests and will occur from 6:00 pm to 10:00 pm. It is assumed that a small portion of people will arrive by 4:00 pm for the event, with 100 percent arrival by 6:00 pm. The parking demand will be maintained throughout the scheduled duration



of the event before tapering off after the scheduled end time. For a maximum-type weekday evening event, the capacity will be 275 people to account for employees working a 250 person event.

The results of the shared parking model for the weekday evening event are included as Attachment 4. The highest parking demand occurs at 10:00 pm as the demand for hotel parking increases and the event is still at full demand. At that point in time the demand for hotel guest parking is 95 percent of the peak demand and employee at 20 percent of peak demand, reducing the overall parking demand for the site by 13 spaces. Therefore the peak demand for the hotel and events center for a weekday daytime event is 373 parking spaces.

There are 158 spaces proposed at the site, which results in an onsite deficit of 215 parking spaces. Parking can also be shared with the overall Estancia Executive Center lots and the planned 96 space parking lot. The start time of weekend evening events occurs after the peak parking hours of the existing Estancia office buildings. During the observed parking counts, there were 193 parking spaces available in Zone A, 49 parking spaces in Zone B, and 64 parking spaces in Zone C. The 402 shared parking spaces with the adjacent offices can accommodate the 215 parking space deficit.

#### *Parking Demand for Weekend Evening Event*

The weekend evening event is expected to occur from 6:00 pm to 12:00 am with an average attendance of 100 to 150 people with a maximum attendance of 400 guests and 25 employees. The largest events are expected to consist of celebratory events such as weddings, which tend to have higher vehicle occupancy. Therefore, it is assumed that each vehicle will have two occupants, resulting in a total parking demand of 200 spaces for guests and an additional 25 spaces for employees. It is assumed that a small portion of people will arrive by 4:00 pm for the event, with 100 percent arrival by the 6:00 pm start time. The parking demand will be maintained throughout the scheduled duration of the event before tapering off after the scheduled end time.

The results of the shared parking model for the weekday daytime event are included as Attachment 5. The highest parking demand occurs at 11:00 pm as the demand for hotel parking increases and the event is still at full demand. At that point in time the demand for hotel guest parking is 100 percent of the peak demand but the hotel employee demand is at 45 percent, reducing the overall parking demand for the site by 5 parking spaces. Therefore the peak demand for the hotel and events center for a weekend evening event is 331 spaces.

There are 158 spaces proposed at the site, which results in an onsite deficit of 173 parking spaces. Parking can also be shared with the overall Estancia Executive Center lots. The office



buildings do not generally operate on the weekends, especially during the weekend evening period that coincides with the scheduled event at the events center. There are 322 parking spaces in Zones A, B, and C and an additional 96 spaces in the approved parking lot expansion, for a total of 418 adjacent parking spaces. The 173 parking space deficit can be accommodated with the shared parking agreement with the office buildings. Additional parking can be provided in Zones D and E, if needed.

Based on the proposed development plan and operations of the event center, this parking analysis indicates that a shared parking agreement with the office buildings will accommodate any parking deficits during a maximum-type event.





NOT TO SCALE

**ESTANCIA EXECUTIVE CENTER**

**ATTACHMENT 1  
OVERALL SITE PLAN**

**BURR RIDGE**

**ILLINOIS**





**ESTANCIA EXECUTIVE CENTER**

**ATTACHMENT 2  
EXISTING PARKING ZONES**

**BURR RIDGE**

**ILLINOIS**



**ATTACHMENT 3:  
ONSITE PARKING DEMANDS FOR WEEKDAY DAYTIME EVENT**

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements							TOTAL
	Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		
Required Spaces	101		150		10		
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	
6:00 AM	95%	96	0%	-	5%	1	97
7:00 AM	90%	91	0%	-	30%	3	94
8:00 AM	80%	81	25%	38	90%	9	128
9:00 AM	70%	71	100%	150	90%	9	230
10:00 AM	60%	61	100%	150	100%	10	221
11:00 AM	60%	61	100%	150	100%	10	221
12:00 PM	55%	56	100%	150	100%	10	216
1:00 PM	55%	56	100%	150	100%	10	216
2:00 PM	60%	61	100%	150	100%	10	221
3:00 PM	60%	61	100%	150	100%	10	221
4:00 PM	65%	66	100%	150	90%	9	225
5:00 PM	70%	71	50%	75	70%	7	153
6:00 PM	75%	76	25%	38	40%	4	118
7:00 PM	75%	76	10%	15	20%	2	93
8:00 PM	80%	81	0%	-	20%	2	83
9:00 PM	85%	86	0%	-	20%	2	88
10:00 PM	95%	96	0%	-	20%	2	98
11:00 PM	100%	101	0%	-	10%	1	102
12:00 AM	100%	101	0%	-	5%	1	102
MAXIMUM		101		150		10	230

**TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 261**

**TOTAL REQUIRED PARKING WITH SHARED SPACES: 230**



**ATTACHMENT 4:  
ONSITE PARKING DEMANDS FOR WEEKDAY EVENING EVENT**

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements							
	Hotel - Business (Guest)		Hotel Conference/Banquet (Customer)		Hotel (Employee)		
Required Spaces	101		275		10		
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	TOTAL
6:00 AM	95%	96	0%	-	5%	1	97
7:00 AM	90%	91	0%	-	30%	3	94
8:00 AM	80%	81	0%	-	90%	9	90
9:00 AM	70%	71	0%	-	90%	9	80
10:00 AM	60%	61	0%	-	100%	10	71
11:00 AM	60%	61	0%	-	100%	10	71
12:00 PM	55%	56	0%	-	100%	10	66
1:00 PM	55%	56	0%	-	100%	10	66
2:00 PM	60%	61	0%	-	100%	10	71
3:00 PM	60%	61	0%	-	100%	10	71
4:00 PM	65%	66	10%	28	90%	9	103
5:00 PM	70%	71	50%	138	70%	7	216
6:00 PM	75%	76	100%	275	40%	4	355
7:00 PM	75%	76	100%	275	20%	2	353
8:00 PM	80%	81	100%	275	20%	2	358
9:00 PM	85%	86	100%	275	20%	2	363
10:00 PM	95%	96	100%	275	20%	2	<b>373</b>
11:00 PM	100%	101	25%	69	10%	1	171
12:00 AM	100%	101	0%	-	5%	1	102
<b>MAXIMUM</b>		101		275		10	373

**TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 386**

**TOTAL REQUIRED PARKING WITH SHARED SPACES: 373**

**ATTACHMENT 5:  
ONSITE PARKING DEMANDS FOR WEEKEND EVENING EVENT**

Parking Demand Generators, Required Parking, and Associated Peak Parking Requirements							
	Hotel - Business (Guest)		Conference/Banquet (Parked Guests + Employees)		Hotel (Employee)		
Required Spaces	101		225		10		
Time Of Day	Portion	Spaces	Portion	Spaces	Portion	Spaces	TOTAL
6:00 AM	95%	96	0%	-	5%	1	97
7:00 AM	90%	91	0%	-	30%	3	94
8:00 AM	80%	81	0%	-	90%	9	90
9:00 AM	70%	71	0%	-	90%	9	80
10:00 AM	60%	61	0%	-	100%	10	71
11:00 AM	60%	61	0%	-	100%	10	71
12:00 PM	55%	56	0%	-	100%	10	66
1:00 PM	55%	56	0%	-	100%	10	66
2:00 PM	60%	61	0%	-	100%	10	71
3:00 PM	60%	61	0%	-	100%	10	71
4:00 PM	65%	66	10%	23	90%	9	98
5:00 PM	70%	71	50%	113	75%	8	192
6:00 PM	75%	76	100%	225	60%	6	307
7:00 PM	75%	76	100%	225	55%	6	307
8:00 PM	80%	81	100%	225	55%	6	312
9:00 PM	85%	86	100%	225	55%	6	317
10:00 PM	95%	96	100%	225	45%	5	326
11:00 PM	100%	101	100%	225	45%	5	331
12:00 AM	100%	101	50%	113	30%	3	217
MAXIMUM		101		225		10	331

**TOTAL REQUIRED PARKING WITHOUT SHARED SPACES: 336**

**TOTAL REQUIRED PARKING WITH SHARED SPACES: 331**

# ***TRAFFIC IMPACT STUDY***

REPORT FOR:

## ***HOTEL AND THE FALLS EVENTS CENTER***



**ESTANCIA EXECUTIVE CENTER, LOT 3**  
**FRONTAGE ROAD AND HARVESTER DRIVE**  
**BURR RIDGE, ILLINOIS**

PREPARED BY:



V3 Companies  
7325 Janes Avenue  
Woodridge, Illinois 60517

V3 Project No. 15272.01

April 8, 2016



## TABLE OF CONTENTS

<b>I. INTRODUCTION .....</b>	<b>1</b>
<b>II. PROJECT CONDITIONS .....</b>	<b>4</b>
Land Uses .....	4
Roadway System .....	4
Traffic Volumes .....	8
Proposed Development.....	8
Land Use Development.....	8
Roadway Development .....	8
<b>III. TRAFFIC FORECASTS .....</b>	<b>10</b>
Project Traffic Volumes .....	10
Trip Generation .....	10
Trip Distribution and Assignment.....	12
Background Traffic Volumes .....	12
Future Traffic Volumes.....	13
<b>IV. TRAFFIC ANALYSIS .....</b>	<b>17</b>
Capacity Analysis at Study Intersections .....	17
Qualitative Analysis of County Line Road and Veterans Boulevard.....	19
<b>V. CONCLUSIONS .....</b>	<b>20</b>



## **FIGURES**

Figure 1: Site Location Map .....	2
Figure 2: Conceptual Site Plan .....	3
Figure 3: Land Use Map .....	6
Figure 4: Existing Lane Configuration .....	7
Figure 5: Existing Traffic Volume .....	9
Figure 6: Project Traffic Volume .....	14
Figure 7: Background Volume .....	15
Figure 8: Future with Project Volume .....	16

## **TABLES**

Table 1: Pro Forma Summary Provided by Event Center Operator .....	11
Table 2: Trip Generation .....	12
Table 3: CMAP Projections .....	13
Table 4: Level of Service Definitions for Signalized and Unsignalized Intersections .....	17
Table 5: Unsignalized Intersection LOS .....	18

## **APPENDICES**

Appendix A	Existing Traffic Counts
Appendix B	Event Space – Similar Site Operations
Appendix C	Capacity Analysis Worksheets – Existing
Appendix D	Capacity Analysis Worksheets – Background
Appendix E	Capacity Analysis Worksheets – Future with Project



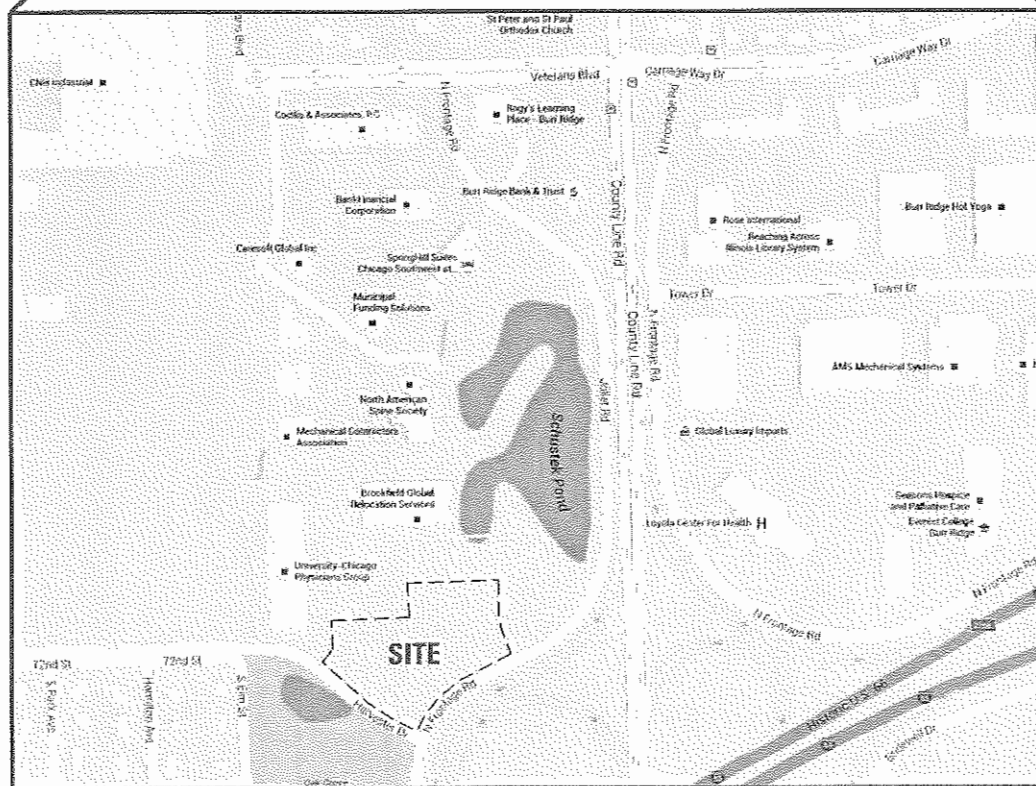
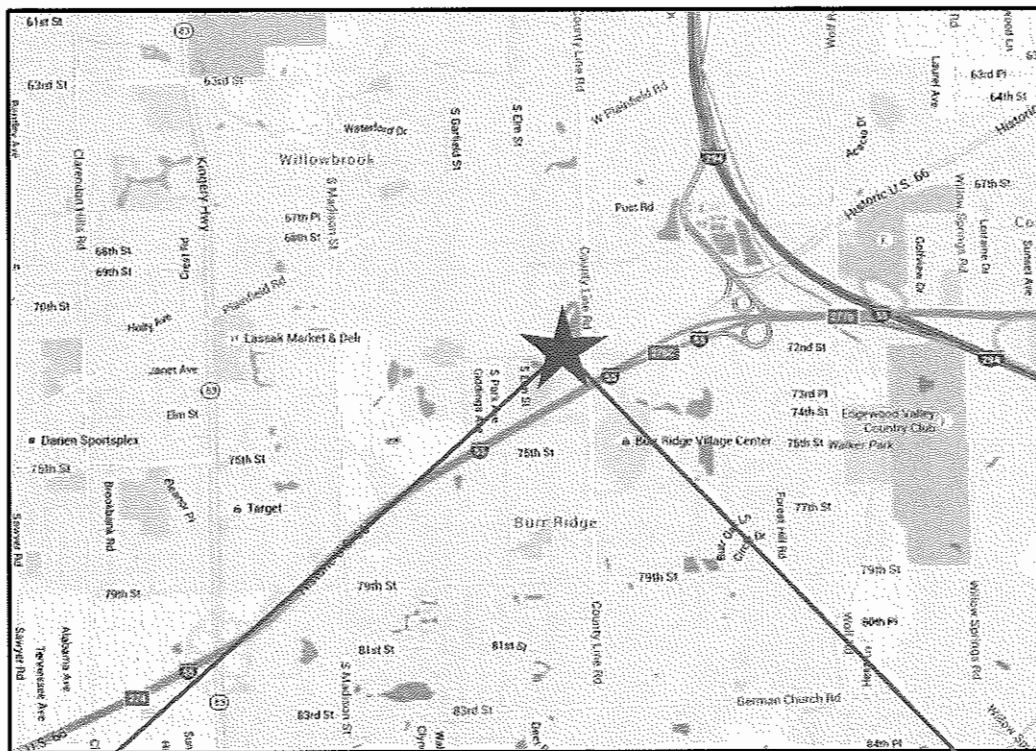
## ***I. INTRODUCTION***

V3 Companies has been retained by The Falls Corporate to prepare a traffic impact study for the proposed development of Lot 3 at the Estancia Executive Center (Estancia) located near the intersection of Frontage Road and Harvester Drive in Burr Ridge, Illinois. The Estancia Executive Center is bordered by office buildings to the north and west, Frontage Road and I-55 to the east and Harvester Drive to the south. A site location map is included as Figure 1.

Estancia currently consists of an office tower in the northeast portion of the site and a one story office building in the west portion of the site. Estancia is accessed via one full access driveway on Frontage Road and two full access driveways on Harvester Drive. Previously, a 120,000 square foot office building was approved for this site. The proposed development consists of a 101 room hotel and a 17,030 square foot event center with a main hall that can accommodate up to approximately 400 people. There are several other ancillary rooms that will support a function in the main hall, such as bride and groom rooms, conference and board rooms, and a theatre. While the total occupancy of the overall building is approximately 700 people, there will never be an instance where an event will accommodate that many guests. Cross access will be provided between the parking lots for the proposed development and the existing Estancia parking lots, and no modifications will be made at the existing driveways. A conceptual site plan is included as Figure 2.

The purpose of this report is to evaluate the potential traffic impacts of the proposed hotel development, which is expected to be built out in 2017. Traffic estimates are projected for 2040, as requested by Burr Ridge. The study area consists of the intersection of Frontage Road and Harvester Drive, the Estancia driveway on Frontage Road, and the two Estancia driveways on Harvester Drive.

This report includes a description of existing conditions, data collection and capacity analysis, evaluation of data, and conclusions.



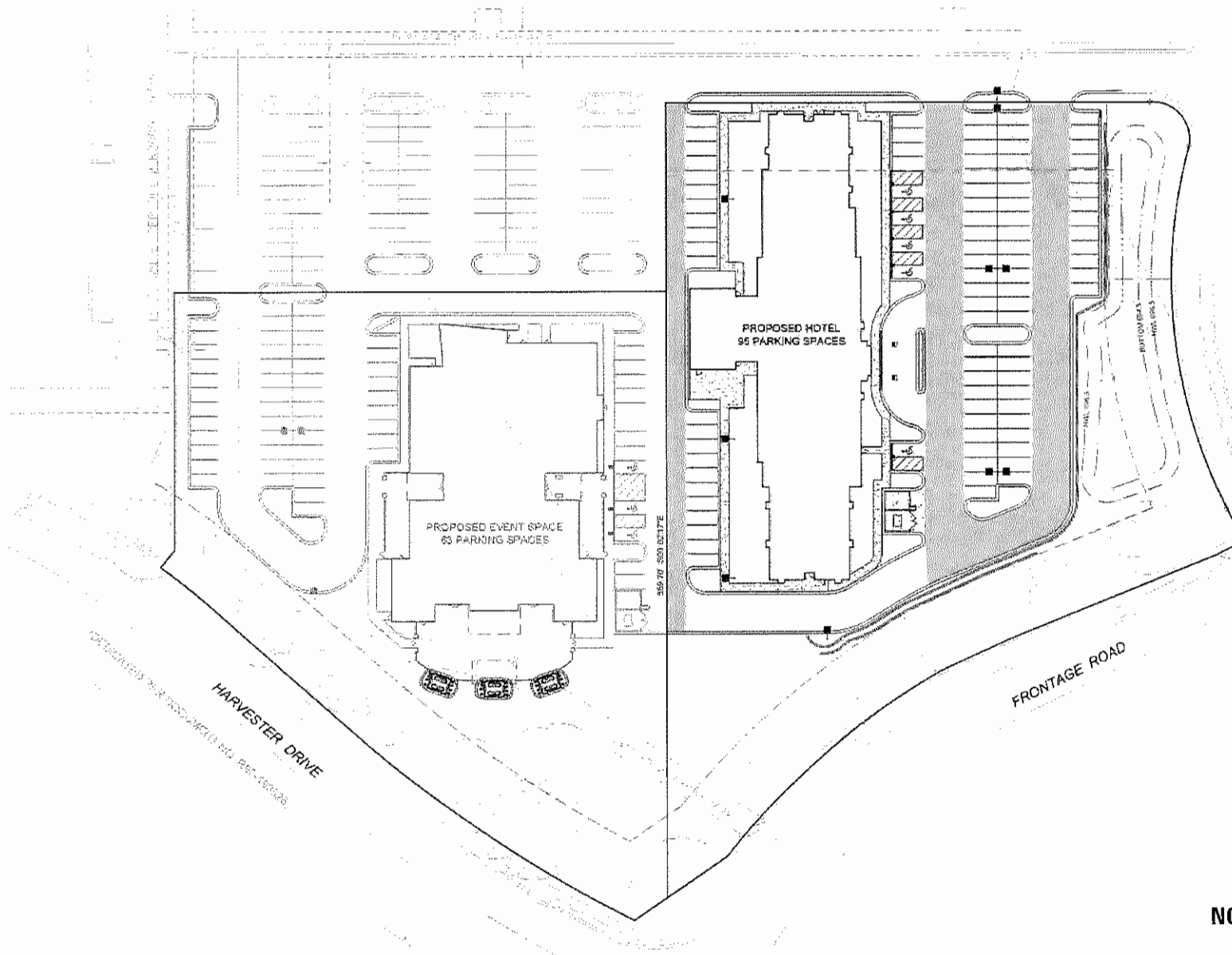
**ESTANCIA EXECUTIVE CENTER**

**FIGURE 1  
SITE LOCATION MAP**

**BURR RIDGE**

**ILLINOIS**





**ESTANCIA EXECUTIVE CENTER**

**FIGURE 2  
CONCEPTUAL SITE PLAN**

**BURR RIDGE**

**ILLINOIS**







## **II. PROJECT CONDITIONS**

### ***Land Uses***

A variety of land uses exist near the project site, primarily consisting of industrial, office, and residential uses. The surrounding land uses are illustrated in Figure 3.

### ***Roadway System***

The characteristics of the roadways in the vicinity of the site are presented below. The existing lane configurations at the study area intersections are illustrated in Figure 4.

*Frontage Road* is a two-lane, north-south local road with a striped median and a posted speed limit of 40 miles per hour. Left turn lanes are provided on northbound Frontage Road at Harvester Drive and the east Estancia Driveway, and a right turn lane is provided on southbound Frontage Road at Harvester Drive. Frontage Road terminates in the north at an all way stop control intersection with Veterans Boulevard. The northbound approach to Veterans Boulevard consists of one left turn lane and one right turn lane. A sidewalk is provided on the west side of Frontage Road adjacent the proposed development.

*Harvester Drive* is typically a two lane local road that primarily serves a residential neighborhood and the Burr Ridge Community Center with a posted speed limit of 30 mph. Harvester Drive widens to a four lane section on the eastbound approach to Frontage Road, allowing for a left turn lane, right turn lane and two receiving lanes. A sidewalk is provided on the north side of Harvester Drive.

*Veterans Boulevard* is a four-lane local roadway with a raised median that runs between County Line Road and the manufacturing plant about 1,200 feet to the west. The intersection of Veterans Boulevard and Frontage Road is all-way stop controlled. The eastbound approach to the signalized intersection at County Line Road consists of one left turn lane, one through lane and one right turn lane. The eastbound approach to Frontage Road consists of one through lane and one through/right turn lane, and the westbound approach consists of one left turn lane, one shared left turn/through lane and one through lane.

*County Line Road* is a four-lane, north-south minor arterial with a raised median and a posted speed limit of 45 miles per hour. A full access interchange with I-55 is provided to the south of the study area. County Line Road primarily serves residential neighborhoods to the north. The intersection at Veterans Boulevard is signalized, with the northbound approach consisting of one left turn lane, two through lanes, and one right turn lane, and the southbound approach consisting of one left turn lane, one through lane and one through/right turn lane.

The Estancia site is served by three full access driveways which each consist of one outbound lane and one receiving lane. The driveways are referred to by the following names throughout the report:



- Driveway 1 – Frontage Road driveway
- Driveway 2 – East Harvester Drive driveway
- Driveway 3 – West Harvester Drive driveway



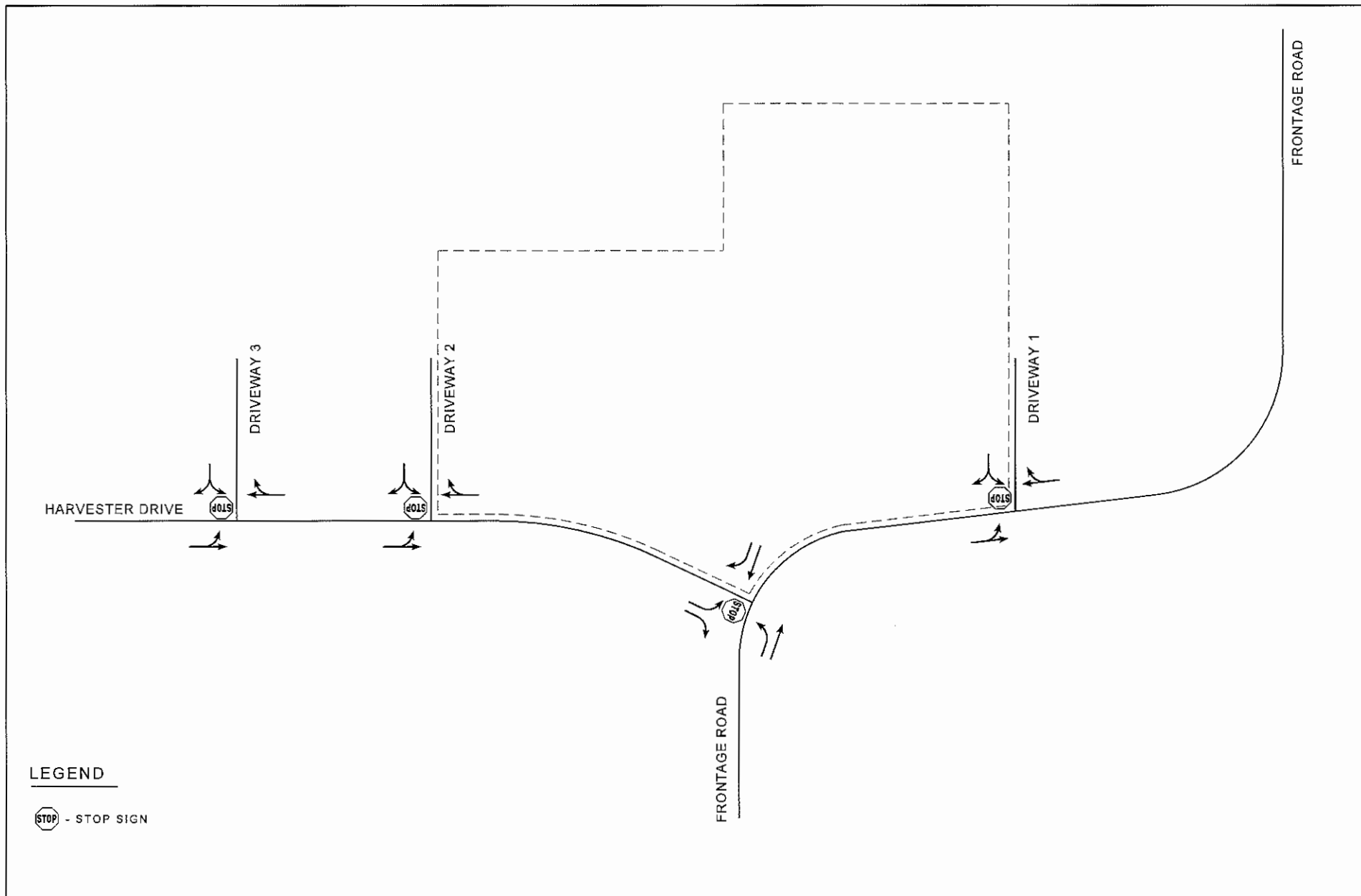
**ESTANCIA EXECUTIVE CENTER**

**FIGURE 3  
LAND USE MAP**


**BURR RIDGE**

**ILLINOIS**





# **LEGEND**

 - STOP SIGN

**ESTANCIA EXECUTIVE CENTER**

**FIGURE 4  
EXISTING LANE CONFIGURATION**

**BURR RIDGE**

**ILLINOIS**





## ***Traffic Volumes***

To assist in the evaluation of the traffic impact on the roadway system resulting from the proposed development, existing vehicular volumes were collected at the three site driveways and the two-way stop controlled intersection of Frontage Road and Harvester Drive.

Manual vehicle counts were conducted on Thursday, March 24<sup>th</sup>, 2016 at the three site driveways. A separate count was conducted on Wednesday, March 30<sup>th</sup>, 2016 at the intersection of Frontage Road and Harvester Drive. The morning peak period counts occurred from 7:00 am to 9:00 am and the evening peak period counts occurred from 4:00 pm to 6:00 pm. The count periods were selected to be consistent with traditional peak hours for arterial roadways.

The driveway counts occurred on a typical week. However, the count at the intersection of Frontage Road and Harvester Drive occurred during Spring Break for the Burr Ridge and neighboring school districts. Although the total volume of trips could be affected by this, the count is assumed to provide usable turning movement portions between Frontage Road and Harvester Drive. Ultimately, the existing driveway traffic volumes are set from the driveway counts and balanced at the intersection of Frontage Road and Harvester Drive. The through volumes on Frontage Road and Harvester Drive that do not include driveway trips are set based on the higher observed volume between the two count periods.

The traffic volumes collected indicate that the weekday peak hours occur from 7:30 am to 8:30 am and 4:30 pm to 5:30 pm. The existing peak hour vehicular volumes at the study area intersections are illustrated in Figure 5. A summary of the traffic volumes collected in fifteen minute increments is provided in Appendix A.

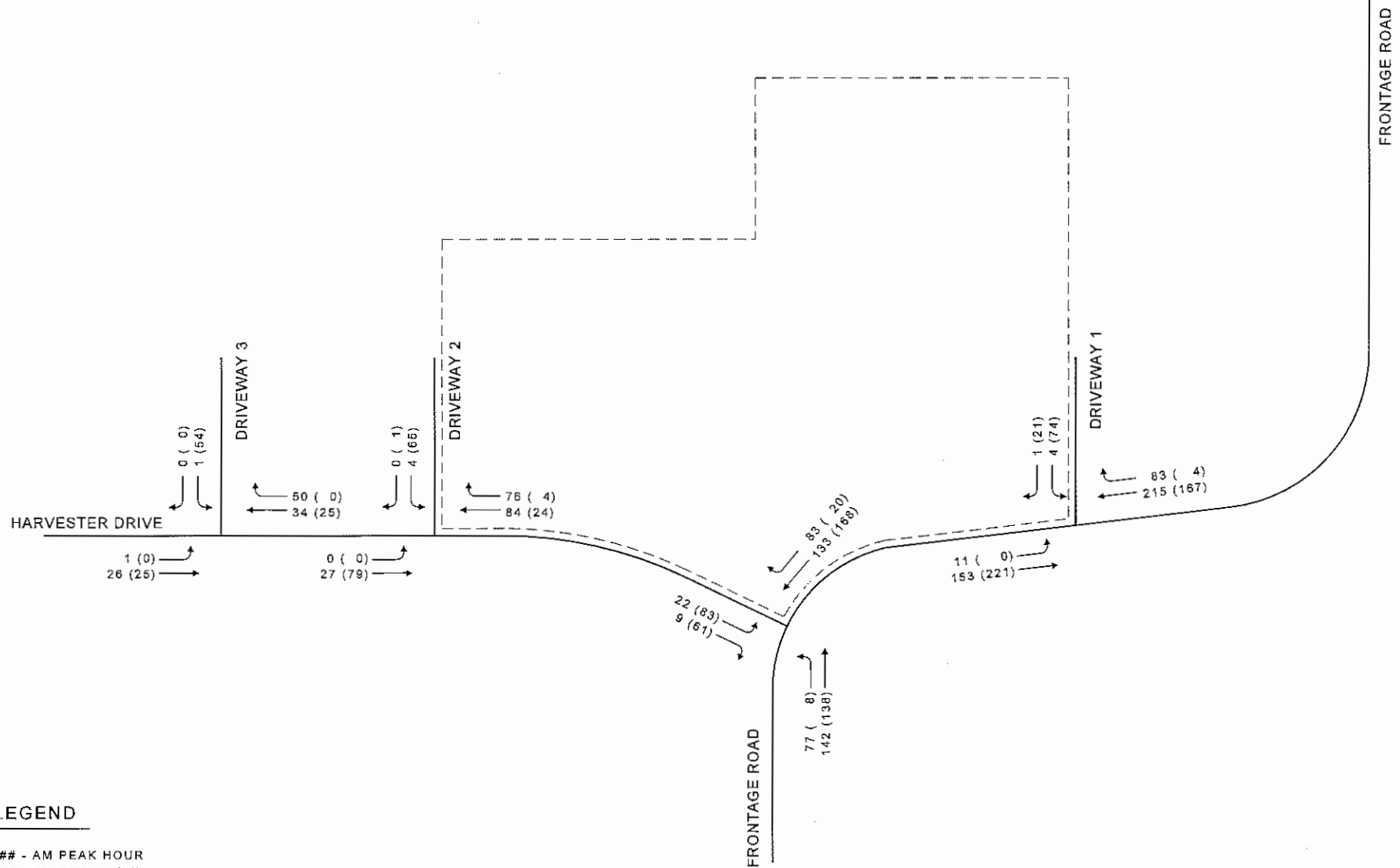
## ***Proposed Development***

### ***Land Use Development***

A parking lot expansion has been approved for construction on the Estancia site in a separate project. The 96 space parking lot will be located north of The Falls events center. There are no other known land development projects in the vicinity of the site that will impact the study area.

### ***Roadway Development***

There are known roadway development projects in the area.



**ESTANCIA EXECUTIVE CENTER**

**FIGURE 5  
 EXISTING TRAFFIC VOLUME**

**BURR RIDGE**

**ILLINOIS**





### **III. TRAFFIC FORECASTS**

#### ***Project Traffic Volumes***

##### *Trip Generation*

The conceptual site plan consists of a hotel with 101 rooms and a 17,030 square foot events space that will host a maximum 400 person events. Project traffic is estimated using the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9<sup>th</sup> Edition. The following land use category is used to determine project traffic:

Hotel (ITE Land Use Code 310) – Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. Some of the sites included in this land use category are actually large motels providing the hotel facilities noted above.

The Trip Generation Manual assigns trip generation rates based on a peak period and an independent variable. The independent variable for this analysis will be number of rooms. The am and pm trip generation rates are selected as the average rate for weekday, peak hour of adjacent street traffic for one hour from 7 am to 9 am and 4 pm to 6 pm.

The land use description provided in the Trip Generation Manual indicates that some of the hotels included in the data set may include events spaces. However, the manual does not indicate which sites had event spaces or the amount of trips generated. Therefore, the hotel trip generation provided in the Trip Generation Manual is assumed to be entirely hotel trips and projected amount of trips generated by The Falls events space are separately estimated based on the Pro Forma summary provided by the event space operator.

Based on our discussions with The Falls Corporate and data provided for a similar facility in Fairfield, California, it is assumed that there will be an average of one event per day. Events typically occur in one of three timeframes: weekday daytime, weekday evening, and weekend evening. Weekday daytime events are expected to be smaller corporate events with an average attendance of 50-75 people and a maximum attendance of 150 people. Weekday evening events are expected to be somewhat larger with an average of 100-150 people and a maximum attendance of 250 people. The largest events are expected to occur on weekend evenings, but will not exceed 400 people. A pro forma summary of expected operations at the Falls Events Center is provided in Table 1.



**Table 1: Pro Forma Summary Provided by Event Center Operator**

Time of Week	Time of Day	Average Size of Events	Maximum Size of Events	Typical Hours
Weekday	Daytime	50-75	150	9:00 am to 4:00 pm
	Evening	100-150	250	6:00 pm to 10:00 pm
Weekend	Evening	100-150	400	6:00 pm to 12:00 am

To account for the vehicle trips generated by the event center during each peak hour, a trip generation plan was developed for each peak period analyzed to account for the vehicle trips generated by the event space. It is important to note that event traffic will not be an everyday occurrence as demonstrated in the table.

In order to provide a conservative, worst case traffic flow scenario, the following assumptions were made in regards to the vehicle trip generation for the event center in addition to the trips generated by the hotel:

- Event space patrons will not be staying at the proposed hotel;
- All event patrons will arrive and/or depart within 30 to 60 minutes of the event;
- The event center trip generation will consider the maximum event size occurring in each peak period;
- Vehicle occupancy is one person per vehicle.

The peak hours included in this study are the weekday am and pm peak hours. The two potential event space impacts during the peak hours are inbound trips for the weekday daytime event during the am peak hour, and inbound trips for the weekday evening during the pm peak hour. The event space is expected to host no more than one event per day, so the worst case am and pm conditions will not occur on the same day. The weekend evening event will occur on a non-peak hour and is not included in this report.

The weekday daytime and evening events are assumed as 150 and 250 person events, respectively, each of whom will arrive individually. The 9:00 am start time of the am event does not occur during the 7:30 am to 8:30 am peak hour. However, it is assumed that half of the conference attendees will arrive during the am peak hour, resulting in 75 additional inbound trips. Similarly, the 6:00 pm start time of the weekday evening event does not occur during the 4:30 pm to 5:30 pm peak hour. Again, it is assumed that half of the event attendees will arrive during the pm peak hour, resulting in an additional 125 inbound trips.

It is our understanding that, typically, the weekday conferences and banquets held at similar facilities are planned to occur between 9:00 am and 4:00 pm for the daytime events and after 6:00 pm for the evening events. These are specifically planned so that event patrons are not traveling to and from the site during the typical weekday commuter peak hours, thus also minimizing the traffic impacts and delays in the area.





The trips generated of the am and pm peak hours are summarized in Table 2.

**Table 2: Trip Generation**

Land Use	Size	Weekday	AM			PM		
			In	Out	Total	In	Out	Total
Hotel	101 Rooms	825	32	22	54	31	30	61
Events Center	150 Person (AM) 250 Person (PM)	-	75	0	75	125	0	125
Total:			107	22	129	156	30	186

Previously, a 120,000 square foot office building was planned and approved for this site. For comparison purposes, a 120,000 square foot office would generate 221 am peak hour trips and 213 pm peak hour trips, both higher than the proposed development with a maximum attendance event.

#### *Trip Distribution and Assignment*

The direction from which traffic approaches and departs a site is a function of numerous variables, including location of residences, location of employment centers, location of commercial/retail centers, available roadway systems, location and number of access points, and level of congestion on adjacent roadways.

Generated trips are assigned based primarily on the existing traffic patterns in the area. Most trips are projected to use Frontage Road to the north of the site, which connects to County Line Road via Veterans Boulevard. A smaller portion is assigned to Frontage Road to the south of the site. No trips are assigned to Harvester Drive to the west of the site, as this is a local road that is not likely to serve hotel and event space patrons. Inbound trips are distributed to favor the nearest driveway in the direction of travel, and outbound trips are project to exit the driveways in a similar proportion to which they enter.

The directional distribution and assignment of project traffic is illustrated in Figure 6.

#### **Background Traffic Volumes**

Background traffic volumes are estimated for the year 2040 per the request of Burr Ridge. These volumes account for future non-project related growth in the area. The growth rates for each roadway are based on 2040 projections obtained from the Chicago Metropolitan Agency for Planning (CMAP). The results of the CMAP projection are provided in Table 3. Correspondence from CMAP is provided in Appendix B.



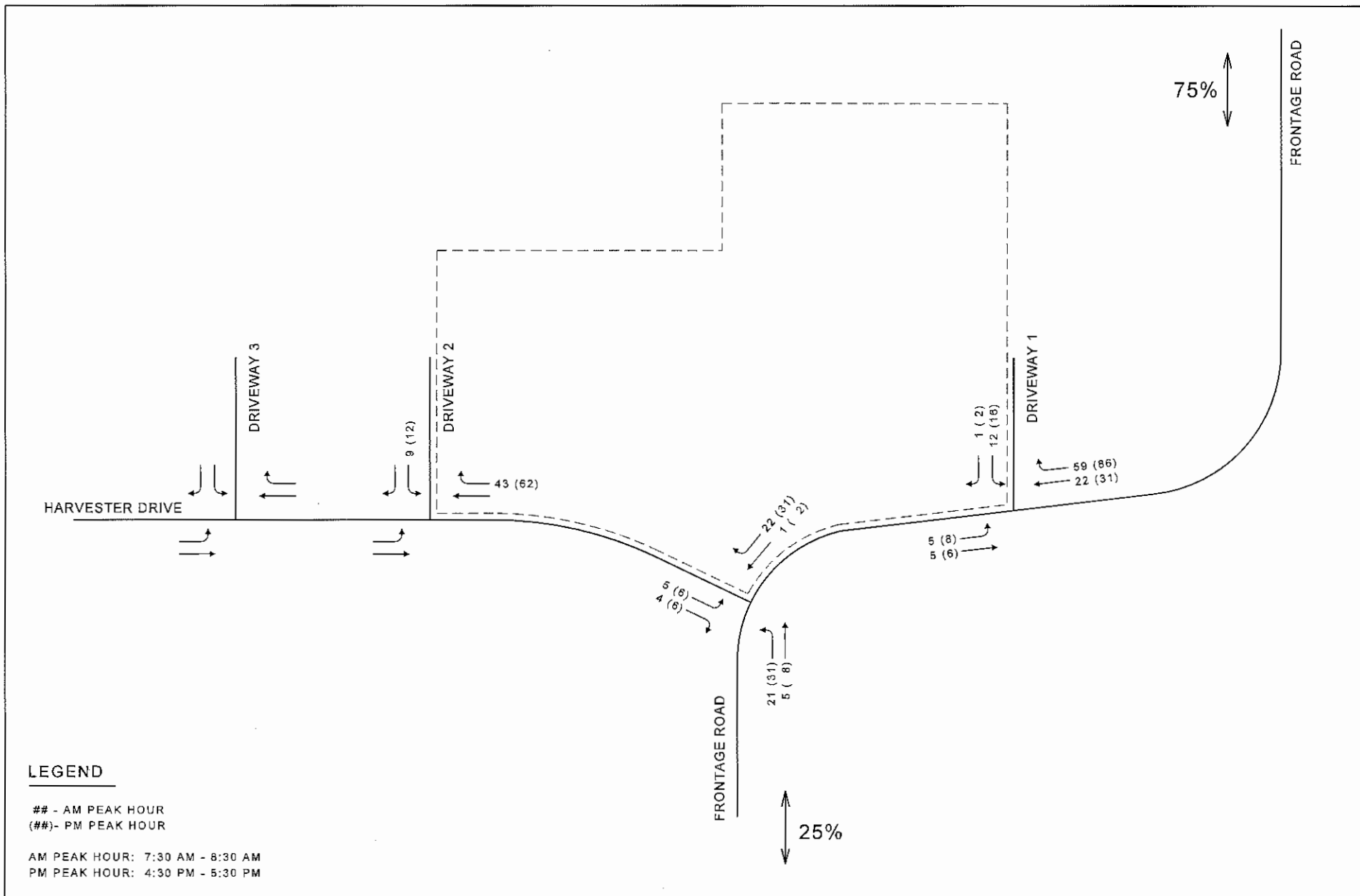
**Table 3: CMAP Projections**

Road Segment	Current ADT	Year 2040 ADT
North Frontage Road south of Veterans Blvd	3,800	4,000
Harvester Drive west of Frontage Road	800	1,000
County Line Rd north of I-55 Interchange	19,800	23,000
Veterans Blvd west of County Line Rd	-	8% Total Growth from 2016 to 2040

A growth rate of about 5 percent is expected for non-driveway traffic on Frontage Road and about 25 percent for non-driveway traffic on Harvester Drive between the existing counts and 2040. The volumes on the Estancia Driveways remain unadjusted. The background traffic volumes are illustrated in Figure 7.

#### ***Future Traffic Volumes***

The project traffic volume is added to the background volume to obtain the future traffic volumes for the study intersections. Future with project traffic volumes are depicted in Figure 8.



**ESTANCIA EXECUTIVE CENTER**

**FIGURE 6  
PROJECT TRAFFIC VOLUME**

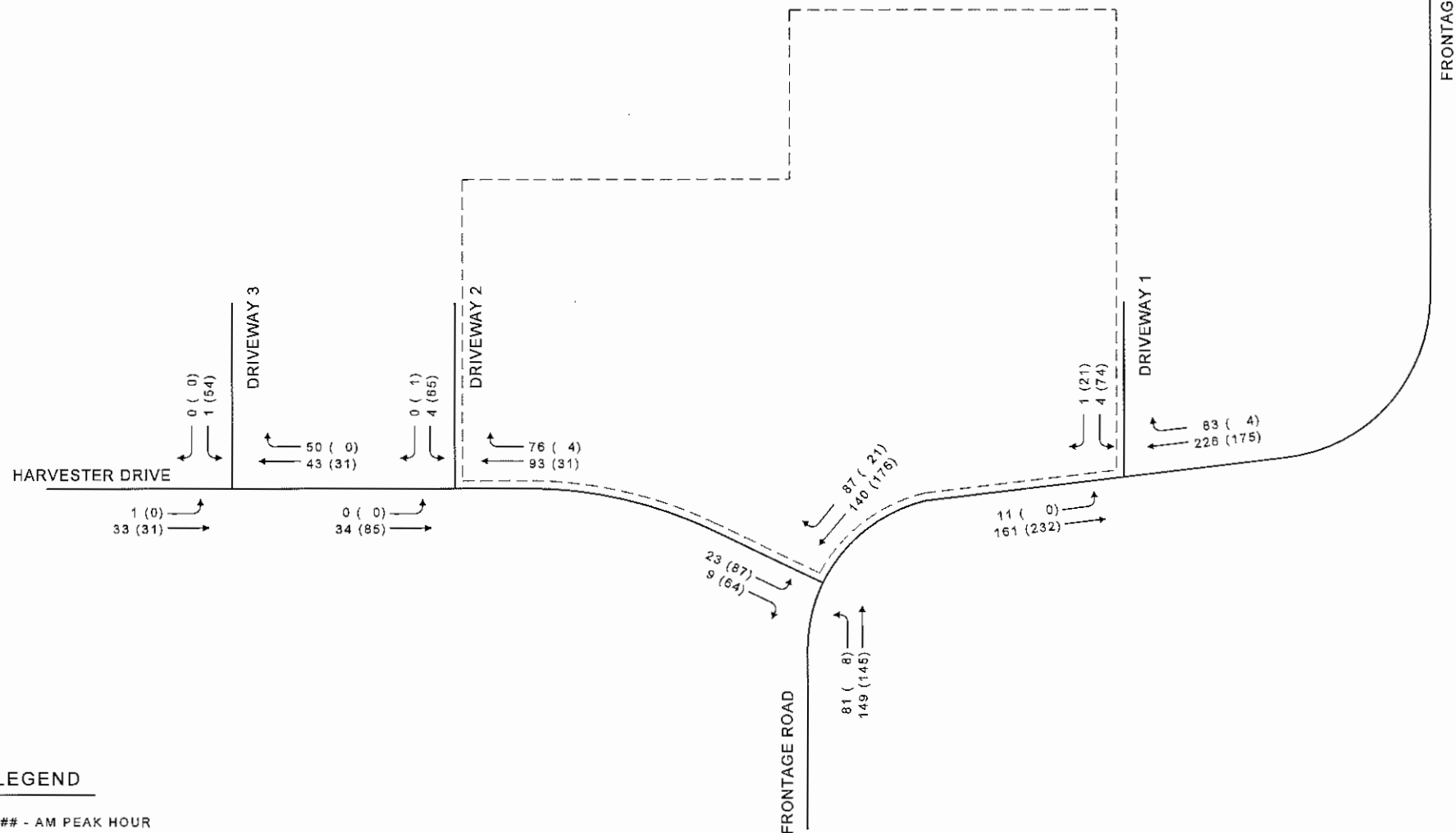
**BURR RIDGE**

**ILLINOIS**



**NOTE:**

BACKGROUND TRAFFIC VOLUME = EXISTING TRAFFIC VOLUME + GROWTH RATE BASED ON CMAP PROJECTIONS  
(FIGURE 4)



**LEGEND**

## - AM PEAK HOUR  
(##) - PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM  
PM PEAK HOUR: 4:30 PM - 5:30 PM

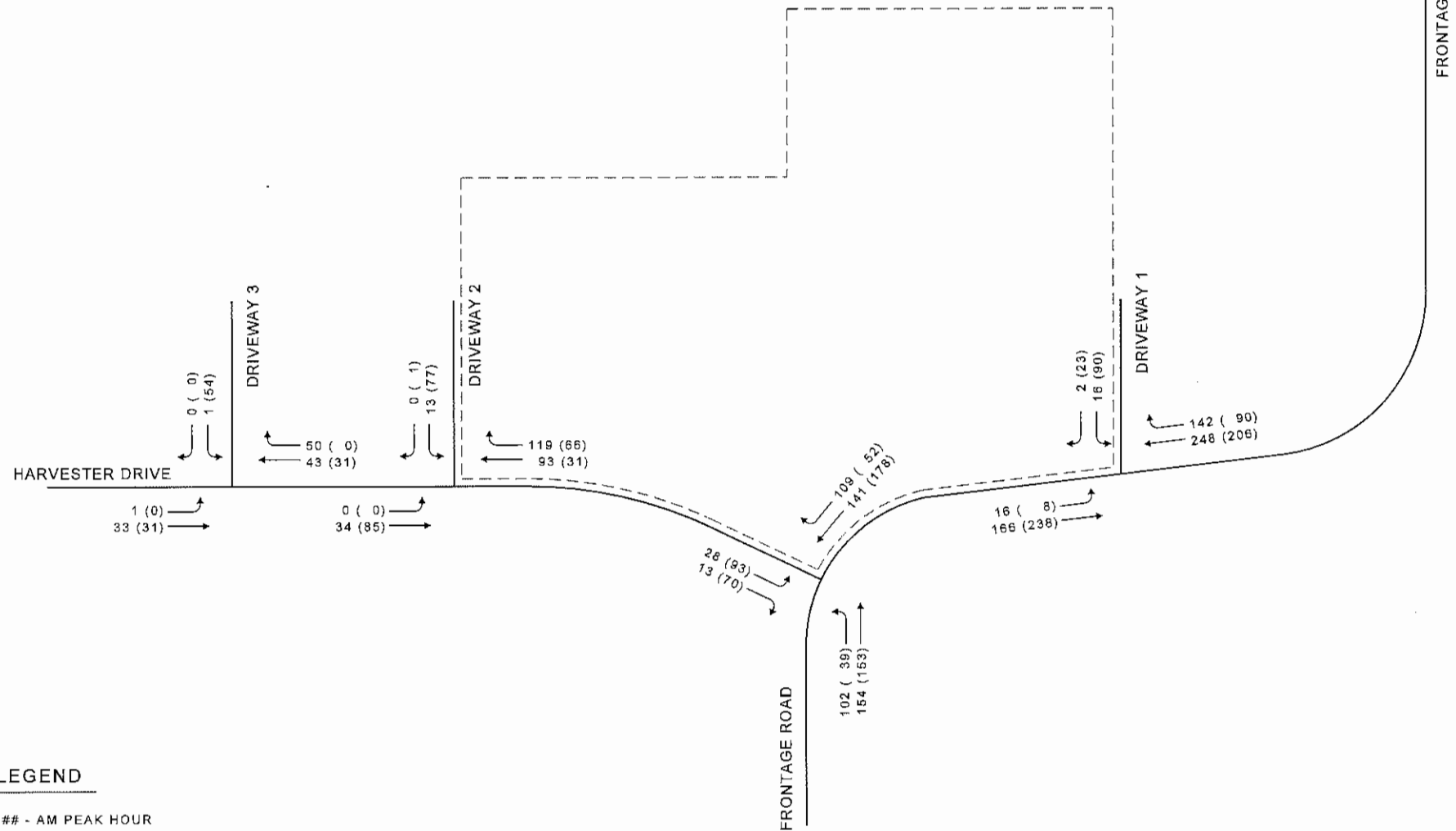
**ESTANCIA EXECUTIVE CENTER**

**FIGURE 7**  
**BACKGROUND (2040) TRAFFIC VOLUME**  
**BURR RIDGE**  
**ILLINOIS**



**NOTE:**

FUTURE WITH PROJECT TRAFFIC VOLUME = PROJECT TRAFFIC VOLUME + BACKGROUND TRAFFIC VOLUME  
(FIGURE 5) (FIGURE 6)



**LEGEND**

## - AM PEAK HOUR  
(##) - PM PEAK HOUR

AM PEAK HOUR: 7:30 AM - 8:30 AM  
PM PEAK HOUR: 4:30 PM - 5:30 PM

**ESTANCIA EXECUTIVE CENTER**

**FIGURE 8**  
**FUTURE WITH PROJECT TRAFFIC VOLUME**  
**BURR RIDGE**  
**ILLINOIS**





#### IV. TRAFFIC ANALYSIS

##### *Capacity Analysis at Study Intersections*

The operation of a facility is evaluated based on level of service (LOS) calculations obtained by analytical methods defined in the Transportation Research Board's Highway Capacity Manual (HCM), 2010 Edition. The concept of LOS is defined as a quality measure describing operational conditions within a traffic stream, generally in terms of such service measures as speed and travel time, freedom to maneuver, traffic interruptions, and comfort and convenience.

There are six LOS letter designations, from A to F, with LOS A representing the best operating conditions and LOS F the worst.

The LOS of an intersection is based on the average control delay per vehicle. For a signalized intersection, the delay is calculated for each lane group and then aggregated for each approach and for the intersection as a whole. Generally, the LOS is reported for the intersection as a whole. For an unsignalized intersection, the delay is only calculated and reported for each minor movement. An overall intersection LOS is not calculated.

There are different LOS criteria for signalized and unsignalized intersections primarily due to driver perceptions of transportation facilities. The perception is that a signalized intersection is expected to carry higher traffic volumes and experience a greater average delay than an unsignalized intersection. The LOS criteria for signalized and unsignalized intersections are provided in Table 4.

**Table 4: Level of Service Definitions for Signalized and Unsignalized Intersections**

Level of Service	Signalized Intersection Control Delay (seconds/vehicle)	Unsignalized Intersection Control Delay (seconds/vehicle)
A	$\leq 10$	$\leq 10.0$
B	$> 10.0$ and $\leq 20.0$	$> 10.0$ and $\leq 15.0$
C	$> 20.0$ and $\leq 35.0$	$> 15.0$ and $\leq 25.0$
D	$> 35.0$ and $\leq 55.0$	$> 25.0$ and $\leq 35.0$
E	$> 55.0$ and $\leq 80.0$	$> 35.0$ and $\leq 50.0$
F	$> 80.0$	$> 50.0$

Source: Transportation Research Board, *Highway Capacity Manual* 2010, National Research Council, 2010.

Typically, various state and local governments adopt operating standards varying between LOS C and LOS E, depending on the area's size and roadway characteristics. Based on our past experience with the Village of Burr Ridge, LOS D or better has been the accepted operating standard.



The study area consists of the unsignalized intersection of Frontage Road and Harvester Drive, and the three Estancia driveways. Capacity analysis is performed with HCS 2010, Version 6.70. Multiple HCS scenarios are created to evaluate the existing, background, and future with project traffic volumes for the weekday am and pm peak hours. Results for the study intersections are summarized in Table 5. Supporting analysis worksheets from HCS 2010 for the existing, background and future traffic conditions are provided in Appendices C, D and E.

**Table 5: Unsignalized Intersection LOS**

Intersection / Approach	AM Peak Hour						PM Peak Hour					
	Existing		Background		Future w/ Project		Existing		Background		Future w/ Project	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS	Delay (s/veh)	LOS
<b>Frontage Road/Harvester Drive</b>												
Eastbound Left	12.0	B	12.3	B	13.1	B	11.3	B	11.5	B	12.7	B
Eastbound Right	9.0	A	9.0	A	9.0	A	9.5	A	9.5	A	9.6	A
Northbound Left	7.8	A	7.9	A	8.0	A	7.6	A	7.6	A	7.8	A
<b>Driveway 1 / Frontage Road</b>												
Eastbound Left	7.9	A	7.9	A	8.2	A	7.6	A	7.6	A	7.9	A
Southbound Approach	11.1	B	11.3	B	12.4	B	11.3	B	11.8	B	13.5	B
<b>Driveway 2 / Harvester Drive</b>												
Eastbound Left	7.6	A	7.6	A	7.7	A	7.3	A	7.3	A	7.4	A
Southbound Approach	9.3	A	9.4	A	9.6	A	9.4	A	9.5	A	9.8	A
<b>Driveway 3 / Harvester Drive</b>												
Eastbound Left	7.4	A	7.4	A	7.4	A	7.3	A	7.3	A	7.3	A
Southbound Approach	9.0	A	9.1	A	9.1	A	9.0	A	9.1	A	9.1	A

Under existing conditions, the minor movements at the intersections experience little delay with all movements operating at LOS A or LOS B. Delay increases slightly for all movements in the background scenario but the levels of service do not change.

The addition of project related trips has little impact on performance of the study area intersections during the am and pm peak hours with slight delay increases in the future with project scenario. However, there are no changes in level of service. Additionally, the analysis includes the projected maximum event sizes at the event space during both peak periods. Daytime and evening events are never expected to occur on the same day, and the average attendance is significantly lower than the maximum event size.

Therefore, it is concluded that the addition of the proposed hotel and event space does not adversely impact the intersection of Frontage Road and Harvester Drive, or the three Estancia Driveways and no mitigation is necessary.



### ***County Line Road and Veterans Boulevard***

A significant portion of trips generated by the proposed hotel and event center are expected to travel through County Line Road and Veterans Boulevard. Although peak hour traffic counts were not collected at the intersections of County Line Road and Veterans Boulevard or Veterans Boulevard and Frontage Road, a qualitative assessment has been completed for the existing and future operations at these intersections.

The existing average daily traffic (ADT) on County Line Road is 19,800 and is projected to grow to 23,000 by 2040 based on CMAP projections. Typically, the capacity of a four-lane arterial with signalized intersections is considered to be between 30,000 to 35,000 ADT. Therefore, it is anticipated that County Line Road will still have remaining capacity well into the future. The relatively small amount of trips that the proposed development is projected to add to County Line Road and Veterans Boulevard are not anticipated to significantly impact the overall operations of the roadways.

The intersection of Frontage Road and Veterans Boulevard is nearly a half-mile north of the proposed development. The number of trips on Veterans Boulevard generated by the hotel will be fairly minimal, with less than 25 vehicles both inbound and outbound during the am and pm peak hours. The most significant impact on Veterans Boulevard will be from inbound trips for the maximum attendance events, with an additional 57 vehicles during the am peak hour and 117 during the pm peak hour. All new trips on Frontage Road will arrive via a westbound left turn on Veterans Boulevard. The westbound approach to the intersection of Veterans Boulevard consists of a left turn lane and a shared left turn/ through lane. This configuration increases the capacity of the left turn movement.

Given the projected ADT on County Line Road and the favorable lane configuration on the westbound approach to Frontage Road on Veterans Parkway, it is anticipated that the addition of project related trips will not result in a significant impact on County Line Road or Veterans Boulevard.





## **V. CONCLUSIONS**

The purpose of this report is to evaluate the potential traffic impacts of a proposed 101 room hotel and 17,030 square foot event space at the Estancia Executive Center development, located near the intersection of Frontage Road and Harvester Drive in Burr Ridge, Illinois. The conceptual site plan includes cross-access with the existing Estancia parking lots and will not require changes to the Estancia driveways.

Capacity analysis was conducted for existing, background, and future with project conditions during the weekday am and pm peak hours at the unsignalized intersection of Frontage Road and Harvester Drive, the Estancia Driveway on Frontage Road and the two Estancia Driveways on Harvester Drive. Traffic was estimated to 2040 using projections provided by CMAP. The trip generation for the event space is based on the pro forma provided by the facility operator, as the standard trip generation methods do not include provisions for facilities of this type.

Results of the capacity analysis indicate that there are no performance issues at the study area intersections in either the weekday am or pm peak hours. No additional roadway improvements are recommended.

Given the projected ADT on County Line Road and the favorable lane configuration on the westbound approach to Frontage Road on Veterans Parkway, it is concluded that the addition of project related trips will not result in a significant impact on County Line Road or Veterans Boulevard.



## **APPENDIX A**

### **EXISTING TRAFFIC COUNT**

Woodridge, IL 60517

Counted by: V3

Page No : 1

**Groups Printed- PC - SU - MU**

	Northbound					Southbound					Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	7	16	0	0	23	0	36	19	0	55	3	0	1	0	4	0	0	0	0	0	82
07:15 AM	22	23	0	0	45	0	25	22	0	47	2	0	6	0	8	0	0	0	0	0	100
07:30 AM	23	37	0	0	60	0	31	21	0	52	4	0	3	0	7	0	0	0	0	0	119
07:45 AM	22	40	0	0	62	0	42	23	0	65	3	0	2	0	5	0	0	0	0	0	132
Total	74	116	0	0	190	0	134	85	0	219	12	0	12	0	24	0	0	0	0	0	433
08:00 AM	9	25	0	0	34	0	30	10	0	40	6	0	1	0	7	0	0	0	0	0	81
08:15 AM	19	30	0	0	49	0	30	25	0	55	8	0	2	0	10	0	0	0	0	0	114
08:30 AM	15	27	0	0	42	0	27	20	0	47	5	0	5	0	10	0	0	0	0	0	99
08:45 AM	12	19	0	0	31	0	29	9	0	38	6	0	3	0	9	0	0	0	0	0	78
Total	55	101	0	0	156	0	116	64	0	180	25	0	11	0	36	0	0	0	0	0	372

\*\*\* BREAK \*\*\*

[illegible]

	Northbound					Southbound					Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
<b>Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1</b>																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	23	37	0	0	60	0	31	21	0	52	4	0	3	0	7	0	0	0	0	0	119
07:45 AM	22	40	0	0	62	0	42	23	0	65	3	0	2	0	5	0	0	0	0	0	132
08:00 AM	9	25	0	0	34	0	30	10	0	40	6	0	1	0	7	0	0	0	0	0	81
08:15 AM	19	30	0	0	49	0	30	25	0	55	8	0	2	0	10	0	0	0	0	0	114
Total Volume	73	132	0	0	205	0	133	79	0	212	21	0	8	0	29	0	0	0	0	0	446
% App. Total	35.6	64.4	0	0		0	62.7	37.3	0		72.4	0	27.6	0		0	0	0	0	0	
PHF	.793	.825	.000	.000	.827	.000	.792	.790	.000	.815	.656	.000	.667	.000	.725	.000	.000	.000	.000	.000	.845

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	5	39	0	0	44	0	41	5	0	46	27	0	21	0	48	0	0	0	0	0	138
04:45 PM	1	21	0	0	22	0	34	4	0	38	13	0	8	0	21	0	0	0	0	0	81
05:00 PM	0	53	0	0	53	0	51	6	0	57	26	0	18	0	44	0	0	0	0	0	154
05:15 PM	1	25	0	0	26	0	37	2	0	39	8	0	8	0	16	0	0	0	0	0	81
Total Value	7	138	0	0	145	0	163	17	0	180	74	0	55	0	129	0	0	0	0	0	454
% App. Total	4.8	95.2	0	0	0	0	90.6	9.4	0	0	57.4	0	42.6	0	0	0	0	0	0	0	0
PHF	.350	.651	.000	.000	.684	.000	.799	.708	.000	.789	.685	.000	.655	.000	.672	.000	.000	.000	.000	.000	.737

**V3 Companies**  
7325 Janes Avenue  
Woodridge, IL 60517

Project: Lot 3 at Estancia  
Location: Burr Ridge, Illinois  
Counted by: V3

File Name : Frontage and East Drive  
Site Code : 00000000  
Start Date : 3/24/2016  
Page No : 1

Groups Printed- PC - SU - MU

Start Time	Frontage Road Northbound					Frontage Road Southbound					East Driveway Eastbound					Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	1	30	0	0	31	0	34	14	0	48	1	0	0	0	1	0	0	0	0	0	80
07:15 AM	4	27	0	0	31	0	42	15	0	57	1	0	1	0	2	0	0	0	0	0	90
07:30 AM	3	39	0	0	42	0	43	14	0	57	2	0	1	0	3	0	0	0	0	0	102
07:45 AM	3	38	0	0	41	0	58	28	0	86	0	0	0	0	0	0	0	0	0	0	127
Total	11	134	0	0	145	0	177	71	0	248	4	0	2	0	6	0	0	0	0	0	399
08:00 AM	1	34	0	0	35	0	47	17	0	64	1	0	0	0	1	0	0	0	0	0	100
08:15 AM	4	42	0	0	46	0	49	24	0	73	1	0	0	0	1	0	0	0	0	0	120
08:30 AM	2	26	0	0	28	0	37	9	0	46	0	0	0	0	0	0	0	0	0	0	74
08:45 AM	2	31	0	0	33	0	45	13	0	58	1	0	1	0	2	0	0	0	0	0	93
Total	9	133	0	0	142	0	178	63	0	241	3	0	1	0	4	0	0	0	0	0	387
*** BREAK ***																					
04:00 PM	0	51	0	0	51	0	30	5	0	35	14	0	5	0	19	0	0	0	0	0	105
04:15 PM	0	25	0	0	25	0	27	1	0	28	11	0	2	0	13	0	0	0	0	0	66
04:30 PM	0	59	0	0	59	0	46	1	0	47	28	0	8	0	36	0	0	0	0	0	142
04:45 PM	0	29	0	0	29	0	33	1	0	34	7	0	2	0	9	0	0	0	0	0	72
Total	0	164	0	0	164	0	136	8	0	144	60	0	17	0	77	0	0	0	0	0	385
05:00 PM	0	68	0	0	68	0	53	2	0	55	24	0	8	0	32	0	0	0	0	0	155
05:15 PM	0	30	0	0	30	0	35	0	0	35	15	0	3	0	18	0	0	0	0	0	83
05:30 PM	0	23	0	0	23	0	46	0	0	46	7	0	5	0	12	0	0	0	0	0	81
05:45 PM	0	23	0	0	23	0	27	0	0	27	4	0	0	0	4	0	0	0	0	0	54
Total	0	144	0	0	144	0	161	2	0	163	50	0	16	0	66	0	0	0	0	0	373
Grand Total	20	575	0	0	595	0	652	144	0	796	117	0	36	0	153	0	0	0	0	0	1544
Approach %	3.4	96.6	0	0		0	81.9	18.1	0		76.5	0	23.5	0		0	0	0	0	0	
Total %	1.3	37.2	0	0	38.5	0	42.2	9.3	0	51.6	7.6	0	2.3	0	9.9	0	0	0	0	0	
PC	20	575	0	0	595	0	652	144	0	796	117	0	36	0	153	0	0	0	0	0	1544
% PC	100	100	0	0	100	0	100	100	0	100	100	0	100	0	100	0	0	0	0	0	100
SU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% SU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Frontage Road Northbound					Frontage Road Southbound					East Driveway Eastbound					Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	3	39	0	0	42	0	43	14	0	57	2	0	1	0	3	0	0	0	0	0	102
07:45 AM	3	38	0	0	41	0	58	28	0	86	0	0	0	0	0	0	0	0	0	0	127
08:00 AM	1	34	0	0	35	0	47	17	0	64	1	0	0	0	1	0	0	0	0	0	100
08:15 AM	4	42	0	0	46	0	49	24	0	73	1	0	0	0	1	0	0	0	0	0	120
Total Volume	11	153	0	0	164	0	197	83	0	280	4	0	1	0	5	0	0	0	0	0	449
% App. Total	6.7	93.3	0	0		0	70.4	29.6	0		80	0	20	0		0	0	0	0	0	
PHF	.688	.911	.000	.000	.891	.000	.849	.741	.000	.814	.500	.000	.250	.000	.417	.000	.000	.000	.000	.000	.884

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	59	0	0	59	0	46	1	0	47	28	0	8	0	36	0	0	0	0	0	142
04:45 PM	0	29	0	0	29	0	33	1	0	34	7	0	2	0	9	0	0	0	0	0	72
05:00 PM	0	68	0	0	68	0	53	2	0	55	24	0	8	0	32	0	0	0	0	0	155
05:15 PM	0	30	0	0	30	0	35	0	0	35	15	0	3	0	18	0	0	0	0	0	83
Total Volume	0	186	0	0	186	0	167	4	0	171	74	0	21	0	95	0	0	0	0	0	452
% App. Total	0	100	0	0		0	97.7	2.3	0		77.9	0	22.1	0		0	0	0	0	0	
PHF	.000	.684	.000	.000	.684	.000	.788	.500	.000	.777	.661	.000	.656	.000	.660	.000	.000	.000	.000	.000	.729

**V3 Companies**  
7325 Janes Avenue  
Woodridge, IL 60517

Project: Lot 3 at Estancia  
Location: Burr Ridge, Illinois  
Counted by: V3

File Name : Harvester and West Drive - Main  
Site Code : 00000000  
Start Date : 3/24/2016  
Page No : 1

Groups Printed- PC - SU - MU

Start Time	Northbound					West Drive - Main Southbound					Harvester Drive Eastbound					Harvester Drive Westbound					Int. Total
	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	12	14	0	26	35
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	7	0	0	7	0	17	17	0	34	41
07:30 AM	0	0	0	0	0	2	0	0	0	2	0	4	0	0	4	0	16	21	0	37	43
07:45 AM	0	0	0	0	0	1	0	0	0	1	0	6	0	0	6	0	24	23	0	47	54
Total	0	0	0	0	0	3	0	0	0	3	0	26	0	0	26	0	69	75	0	144	173
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	13	15	0	28	37
08:15 AM	0	0	0	0	0	1	0	0	0	1	0	8	0	0	8	0	31	17	0	48	57
08:30 AM	0	0	0	0	0	1	0	0	0	1	0	4	0	0	4	0	18	17	0	35	40
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	8	0	0	8	0	27	6	0	33	41
Total	0	0	0	0	0	2	0	0	0	2	0	29	0	0	29	0	89	55	0	144	175
*** BREAK ***																					
04:00 PM	0	0	0	0	0	30	0	1	0	31	0	15	0	0	15	0	7	0	0	7	53
04:15 PM	0	0	0	0	0	11	0	0	0	11	0	8	0	0	8	0	3	2	0	5	24
04:30 PM	0	0	0	0	0	25	0	0	0	25	0	32	0	0	32	0	6	1	0	7	64
04:45 PM	0	0	0	0	0	10	0	1	0	11	0	16	0	0	16	0	6	1	0	7	34
Total	0	0	0	0	0	76	0	2	0	78	0	71	0	0	71	0	22	4	0	26	175
05:00 PM	0	0	0	0	0	19	0	0	0	19	0	22	0	0	22	0	5	2	0	7	48
05:15 PM	0	0	0	0	0	11	0	0	0	11	0	9	0	0	9	0	7	0	0	7	27
05:30 PM	0	0	0	0	0	9	0	0	0	9	0	2	0	0	2	0	6	0	0	6	17
05:45 PM	0	0	0	0	0	9	0	0	0	9	0	12	0	0	12	0	6	0	0	6	27
Total	0	0	0	0	0	48	0	0	0	48	0	45	0	0	45	0	24	2	0	26	119
Grand Total	0	0	0	0	0	129	0	2	0	131	0	171	0	0	171	0	204	136	0	340	642
Approch %	0	0	0	0	0	98.5	0	1.5	0	0	0	100	0	0	0	0	60	40	0	0	0
Total %	0	0	0	0	0	20.1	0	0.3	0	20.4	0	26.6	0	0	26.6	0	31.8	21.2	0	53	0
PC	0	0	0	0	0	129	0	2	0	131	0	171	0	0	171	0	204	136	0	340	642
% PC	0	0	0	0	0	100	0	100	0	100	0	100	0	0	100	0	100	100	0	100	100
SU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% SU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
% MU	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

	Northbound					West Drive - Main Southbound					Harvester Drive Eastbound					Harvester Drive Westbound					Int. Total		
	Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds		App. Total	
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																							
Peak Hour for Entire Intersection Begins at 07:30 AM																							
07:30 AM	0	0	0	0	0	0	2	0	0	0	0	2	0	4	0	0	4	0	16	21	0	37	43
07:45 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	6	0	0	6	0	24	23	0	47	54
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	0	9	0	13	15	0	28	37
08:15 AM	0	0	0	0	0	0	1	0	0	0	0	1	0	8	0	0	8	0	31	17	0	48	57
Total Volume	0	0	0	0	0	0	4	0	0	0	0	4	0	27	0	0	27	0	84	76	0	160	191
% App. Total	0	0	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0	0	52.5	47.5	0	0	0
PHF	.000	.000	.000	.000	.000	.000	.500	.000	.000	.000	.000	.500	.000	.750	.000	.000	.750	.000	.677	.826	.000	.833	.838

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1  
Peak Hour for Entire Intersection Begins at 04:30 PM

04:30 PM	0	0	0	0	0	25	0	0	0	25	0	32	0	0	32	0	6	1	0	7	64
04:45 PM	0	0	0	0	0	10	0	1	0	11	0	16	0	0	16	0	6	1	0	7	34
05:00 PM	0	0	0	0	0	19	0	0	0	19	0	22	0	0	22	0	5	2	0	7	48
05:15 PM	0	0	0	0	0	11	0	0	0	11	0	9	0	0	9	0	7	0	0	7	27
Total Volume	0	0	0	0	0	65	0	1	0	66	0	79	0	0	79	0	24	4	0	28	173
% App. Total	0	0	0	0	0	98.5	0	1.5	0	0	0	100	0	0	0	0	85.7	14.3	0	0	0
PHF	.000	.000	.000	.000	.000	.650	.000	.250	.000	.660	.000	.617	.000	.000	.617	.000	.857	.500	.000	1.00	.676

Woodridge, IL 60517

Counted by: V3

Page No : 1

**Groups Printed- PC - SU - MU**

	Northbound					West Drive - Secondary Southbound					Harvester Drive Eastbound					Harvester Drive Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	7
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	16
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	16	0	16	17
Total	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	53	0	53	54
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
08:30 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	4	0	4	5
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Total	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	25	0	25	27

\*\*\* BREAK \*\*\*

[illegible]

	Northbound					West Drive - Secondary Southbound					Harvester Drive Eastbound					Harvester Drive Westbound					
Start Time	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Left	Thru	Right	Peds	App. Total	Int. Total
Peak Hour Analysis From 07:30 AM to 08:15 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
07:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	16	0	16	17
08:00 AM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	6	0	6	7
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	14
Total Volume	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	0	0	50	0	50	52
% App. Total	0	0	0	0	0	100	0	0	0	0	100	0	0	0	0	0	0	100	0	0	0
PHF	.000	.000	.000	.000	.000	.250	.000	.000	.000	.250	.250	.000	.000	.000	.250	.000	.000	.781	.000	.781	.765

Peak Hour Analysis From 04:30 PM to 05:15 PM - Peak 1 of 1

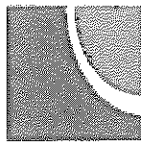
Peak Hour for Entire Intersection Begins at 04:30 PM

[illegible]



## **APPENDIX B**

### **CMAP CORRESPONDENCE**



## Chicago Metropolitan Agency for Planning

233 South Wacker Drive  
Suite 800  
Chicago, Illinois 60606  
  
312 454 0400  
www.cmap.illinois.gov

April 4, 2016

Peter W. Reinhofer, P.E.  
Project Manager  
V3 Companies  
7325 Janes Avenue  
Woodridge, IL 60517

**Subject: N Frontage Rd & Harvester Dr**  
Village of Burr Ridge

Dear Mr. Reinhofer:

In response to a request made on your behalf and dated March 29, 2016, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2040 ADT
North Frontage Rd south of Veterans Blvd	3,800	4,000
Harvester Dr west of N. Frontage Rd	800	1,000
County Line Rd north of I-55 Interchange	19,800	23,000
Veterans Blvd west of County Line Rd	-	1.08 (GR – 2015 to 2040)

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2016 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP  
Senior Planner, Research & Analysis

cc: Reinhofer (V3 Companies, LTD), Pollock (Village of Burr Ridge)  
S:\AdminGroups\ResearchAnalysis\SmallAreaTrafficForecasts\_CY16\BurrRidge\du-06-16\du-06-16.docx





**APPENDIX C**

**CAPACITY ANALYSIS WORKSHEETS**

**EXISTING**

# HCS 2010 Two-Way Stop Control Summary Report

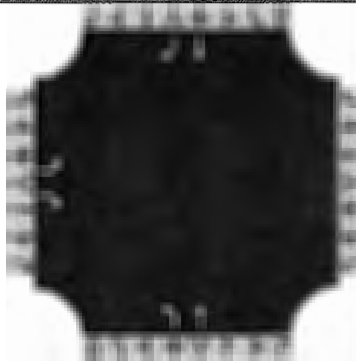
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	4/6/2016
Analysis Year	2016
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Existing

## Site Information

Intersection	Harvester and Frontage
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Frontage Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		22		9						77	142				133	83
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		23		9						81						
Capacity		536		913						1353						
v/c Ratio		0.04		0.01						0.06						
95% Queue Length		0.1		0.0						0.2						
Control Delay (s/veh)		12.0		9.0						7.8						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	11.2								2.8							
Approach LOS	B								A							

# HCS 2010 Two-Way Stop Control Summary Report

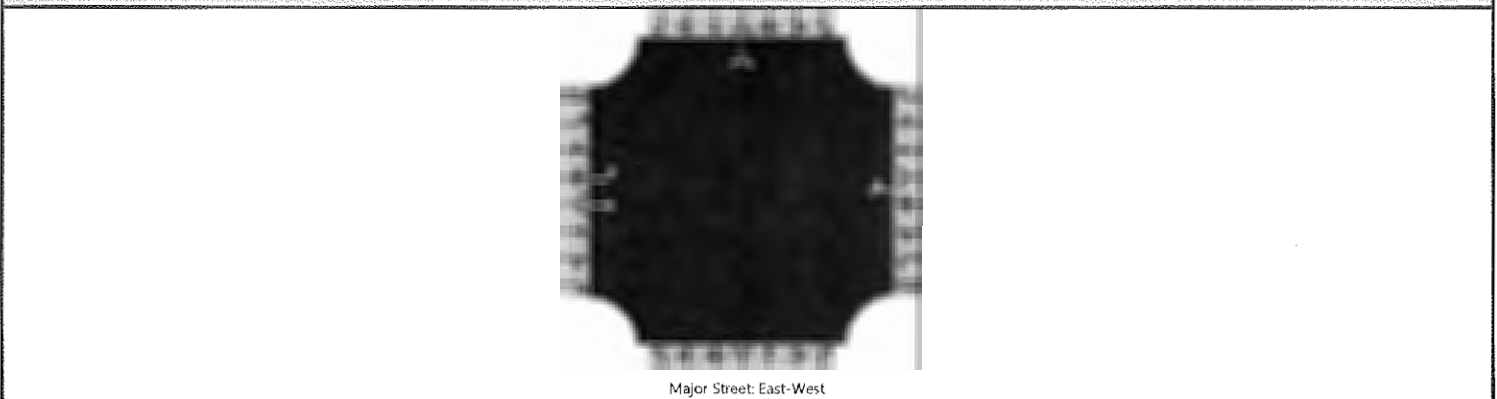
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	3/28/2016
Analysis Year	2016
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

## Site Information

Intersection	East Estancia Driveway
Jurisdiction	Burr Ridge
East/West Street	Frontage Road
North/South Street	East Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		11	153				215	83						4		1
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		12													5	
Capacity		1246													591	
v/c Ratio		0.01													0.01	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.9													11.1	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.5												11.1			
Approach LOS	A												B			

# HCS 2010 Two-Way Stop Control Summary Report

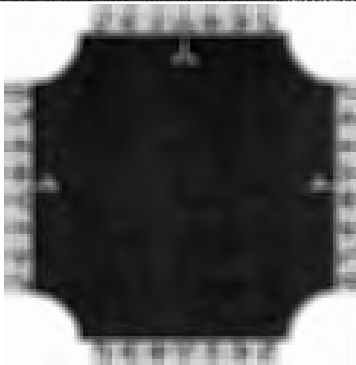
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	3/28/2016
Analysis Year	2016
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

## Site Information

Intersection	Major West Estancia Drwy
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Major West Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	27				84	76						4		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		28													4	
Capacity		1409													835	
v/c Ratio		0.02													0.00	
95% Queue Length															0.0	
Control Delay (s/veh)		7.6													9.3	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.3			
Approach LOS													A			

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	CAS	Intersection	Minor West Estancia Drwy
Agency/Co.	DuPage Co	Jurisdiction	Burr Ridge
Date Performed	3/28/2016	East/West Street	Harvester Drive
Analysis Year	2016	North/South Street	Minor West Driveway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Existing		

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	26				34	50						1		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		28													1	
Capacity		1505													907	
v/c Ratio		0.02													0.00	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.4													9.0	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.3												9.0			
Approach LOS	A												A			



# HCS 2010 Two-Way Stop Control Summary Report

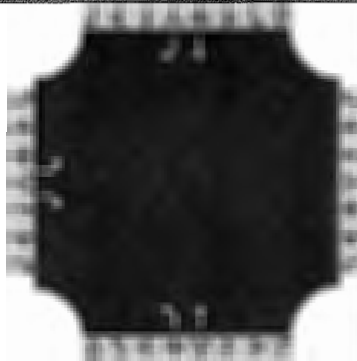
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	4/6/2016
Analysis Year	2016
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Existing

## Site Information

Intersection	Harvester and Frontage
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Frontage Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		83		61						8	138				168	20
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		87		64						8						
Capacity		658		871						1387						
v/c Ratio		0.13		0.07						0.01						
95% Queue Length		0.5		0.2						0.0						
Control Delay (s/veh)		11.3		9.5						7.6						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	10.5								0.4							
Approach LOS	B								A							

# HCS 2010 Two-Way Stop Control Summary Report

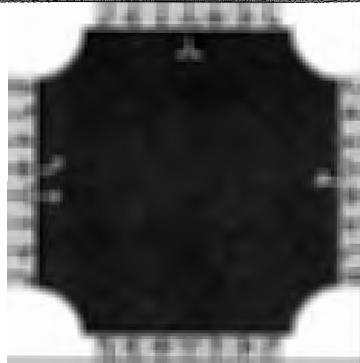
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	3/28/2016
Analysis Year	2016
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

## Site Information

Intersection	East Estancia Driveway
Jurisdiction	Burr Ridge
East/West Street	Frontage Road
North/South Street	East Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		0	186				167	4						74		21
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																100
Capacity		1394														667
v/c Ratio																0.15
95% Queue Length																0.5
Control Delay (s/veh)		7.6														11.3
Level of Service (LOS)		A														B
Approach Delay (s/veh)													11.3			
Approach LOS													B			

# HCS 2010 Two-Way Stop Control Summary Report

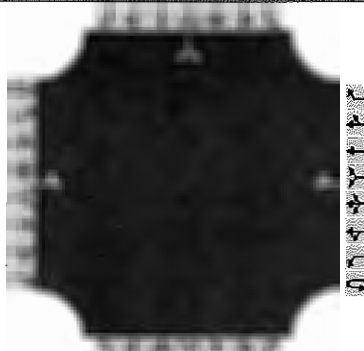
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	3/28/2016
Analysis Year	2016
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

## Site Information

Intersection	Major West Estancia Drwy
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Major West Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	79				24	4						65		1
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		83													69	
Capacity		1583													889	
v/c Ratio		0.05													0.08	
95% Queue Length															0.3	
Control Delay (s/veh)		7.3													9.4	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.4			
Approach LOS													A			



# HCS 2010 Two-Way Stop Control Summary Report

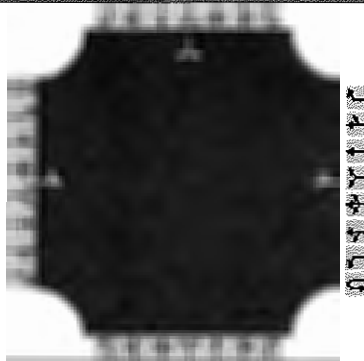
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	3/28/2016
Analysis Year	2016
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Existing

## Site Information

Intersection	Minor West Estancia Drwy
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Minor West Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	25				25	0						54		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		26													57	
Capacity		1587													956	
v/c Ratio		0.02													0.06	
95% Queue Length															0.2	
Control Delay (s/veh)		7.3													9.0	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.0			
Approach LOS													A			



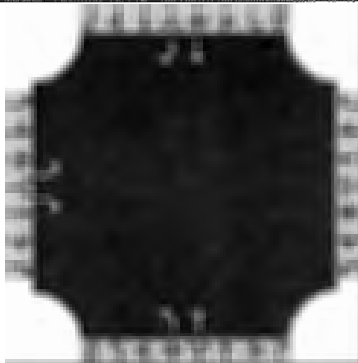
## **APPENDIX D**

### **CAPACITY ANALYSIS WORKSHEETS BACKGROUND**

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	CAS	Intersection	Harvester and Frontage
Agency/Co.	DuPage Co	Jurisdiction	Burr Ridge
Date Performed	4/6/2016	East/West Street	Harvester Drive
Analysis Year	2040	North/South Street	Frontage Road
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Background		

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		23		9						81	149				140	87
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		24		9						85						
Capacity		518		905						1340						
v/c Ratio		0.05		0.01						0.06						
95% Queue Length		0.1		0.0						0.2						
Control Delay (s/veh)		12.3		9.0						7.9						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	11.4								2.8							
Approach LOS	B								A							

# HCS 2010 Two-Way Stop Control Summary Report

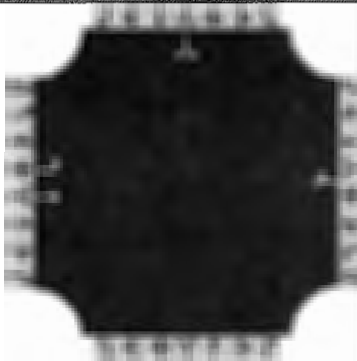
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	3/28/2016
Analysis Year	2040
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Background

## Site Information

Intersection	East Estancia Driveway
Jurisdiction	Burr Ridge
East/West Street	Frontage Road
North/South Street	East Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		11	161				226	83						4		1
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

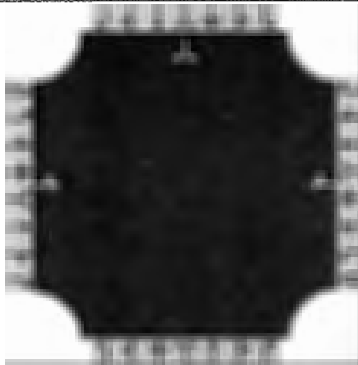
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		12													5	
Capacity		1234													576	
v/c Ratio		0.01													0.01	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.9													11.3	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.5												11.3			
Approach LOS	A												B			

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	CAS	Intersection	Major West Estancia Drwy
Agency/Co.	DuPage Co	Jurisdiction	Burr Ridge
Date Performed	3/28/2016	East/West Street	Harvester Drive
Analysis Year	2040	North/South Street	Major West Driveway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background		

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	34				93	76						4		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		36													4	
Capacity		1397													816	
v/c Ratio		0.03													0.00	
95% Queue Length															0.0	
Control Delay (s/veh)		7.6													9.4	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.4			
Approach LOS													A			



# HCS 2010 Two-Way Stop Control Summary Report

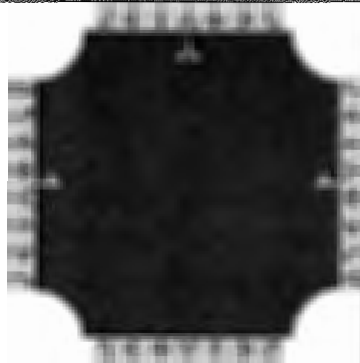
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	3/28/2016
Analysis Year	2040
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Background

## Site Information

Intersection	Minor West Estancia Drwy
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Minor West Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	33				43	50						1		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		36													1	
Capacity		1494													888	
v/c Ratio		0.02													0.00	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.4													9.1	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.2												9.1			
Approach LOS	A												A			

# HCS 2010 Two-Way Stop Control Summary Report

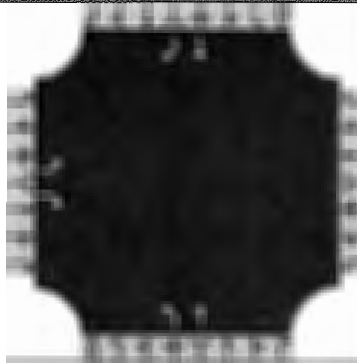
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	4/6/2016
Analysis Year	2040
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Background

## Site Information

Intersection	Harvester and Frontage
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Frontage Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		87		64						8	145				176	21
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

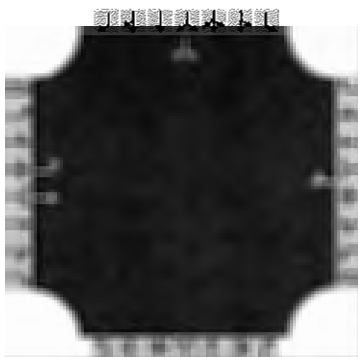
Flow Rate (veh/h)		92		67						8						
Capacity		644		863						1376						
v/c Ratio		0.14		0.08						0.01						
95% Queue Length		0.5		0.3						0.0						
Control Delay (s/veh)		11.5		9.5						7.6						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	10.7								0.4							
Approach LOS	B								A							

# HCS 2010 Two-Way Stop Control Summary Report

## General Information

Analyst	CAS	Intersection	East Estancia Driveway
Agency/Co.	DuPage Co	Jurisdiction	Burr Ridge
Date Performed	3/28/2016	East/West Street	Frontage Road
Analysis Year	2040	North/South Street	East Driveway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background		

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		0	232				175	4						74		21
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

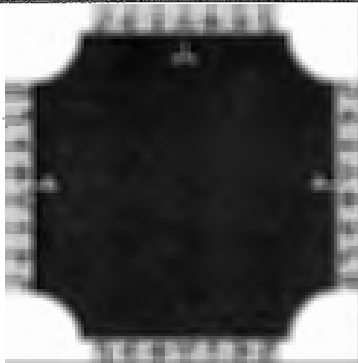
Flow Rate (veh/h)																100
Capacity		1385														626
v/c Ratio																0.16
95% Queue Length																0.6
Control Delay (s/veh)		7.6														11.8
Level of Service (LOS)		A														B
Approach Delay (s/veh)													11.8			
Approach LOS													B			



# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	CAS	Intersection	Major West Estancia Drwy
Agency/Co.	DuPage Co	Jurisdiction	Burr Ridge
Date Performed	3/28/2016	East/West Street	Harvester Drive
Analysis Year	2040	North/South Street	Major West Driveway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Background		

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	85				31	4						65		1
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		89													69	
Capacity		1572													873	
v/c Ratio		0.06													0.08	
95% Queue Length															0.3	
Control Delay (s/veh)		7.3													9.5	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.5			
Approach LOS													A			

# HCS 2010 Two-Way Stop Control Summary Report

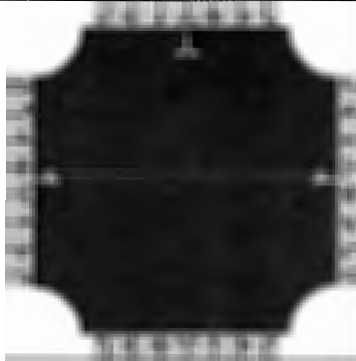
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	3/28/2016
Analysis Year	2040
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Background

## Site Information

Intersection	Minor West Estancia Drwy
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Minor West Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	31				31	0						54		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		33													57	
Capacity		1578													939	
v/c Ratio		0.02													0.06	
95% Queue Length															0.2	
Control Delay (s/veh)		7.3													9.1	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.1			
Approach LOS													A			



**APPENDIX E**

**CAPACITY ANALYSIS WORKSHEETS**

**FUTURE WITH PROJECT**

# HCS 2010 Two-Way Stop Control Summary Report

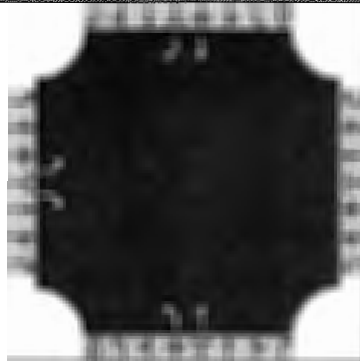
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	4/6/2016
Analysis Year	2040
Time Analyzed	AM Peak Hour
Intersection Orientation	North-South
Project Description	Future with Project

## Site Information

Intersection	Harvester and Frontage
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Frontage Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		28		13						102	154				141	109
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		29		14						107						
Capacity		475		904						1313						
v/c Ratio		0.06		0.02						0.08						
95% Queue Length		0.2		0.0						0.3						
Control Delay (s/veh)		13.1		9.0						8.0						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	11.8								3.2							
Approach LOS	B								A							

# HCS 2010 Two-Way Stop Control Summary Report

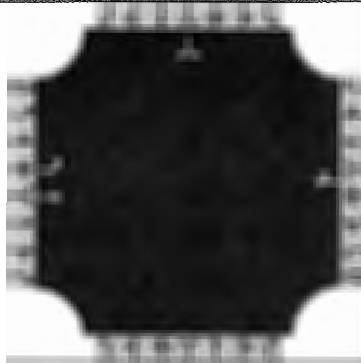
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	4/6/2016
Analysis Year	2040
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	Future with Project

## Site Information

Intersection	East Estancia Driveway
Jurisdiction	Burr Ridge
East/West Street	Frontage Road
North/South Street	East Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street, East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		16	166				248	142						16		2
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

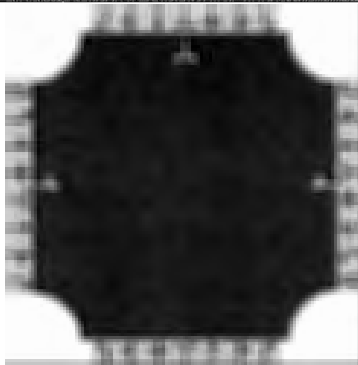
Flow Rate (veh/h)		17													19	
Capacity		1148													509	
v/c Ratio		0.01													0.04	
95% Queue Length		0.0													0.1	
Control Delay (s/veh)		8.2													12.4	
Level of Service (LOS)		A													B	
Approach Delay (s/veh)	0.7												12.4			
Approach LOS	A												B			



# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	CAS	Intersection	Major West Estancia Drwy
Agency/Co.	DuPage Co	Jurisdiction	Burr Ridge
Date Performed	4/6/2016	East/West Street	Harvester Drive
Analysis Year	2040	North/South Street	Major West Driveway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future with Project		

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	34				93	119						13		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

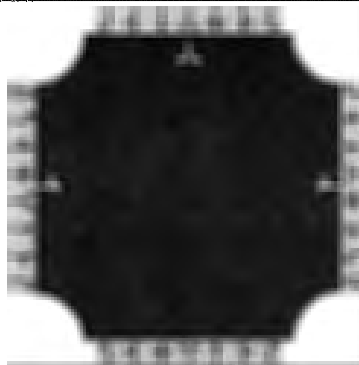
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		36													14	
Capacity		1345													792	
v/c Ratio		0.03													0.02	
95% Queue Length															0.1	
Control Delay (s/veh)		7.7													9.6	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.6			
Approach LOS													A			

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	CAS	Intersection	Minor West Estancia Drwy
Agency/Co.	DuPage Co	Jurisdiction	Burr Ridge
Date Performed	4/6/2016	East/West Street	Harvester Drive
Analysis Year	2040	North/South Street	Minor West Driveway
Time Analyzed	AM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future with Project		

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		1	33				43	50						1		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		36													1	
Capacity		1494													888	
v/c Ratio		0.02													0.00	
95% Queue Length		0.0													0.0	
Control Delay (s/veh)		7.4													9.1	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)	0.2												9.1			
Approach LOS	A												A			

# HCS 2010 Two-Way Stop Control Summary Report

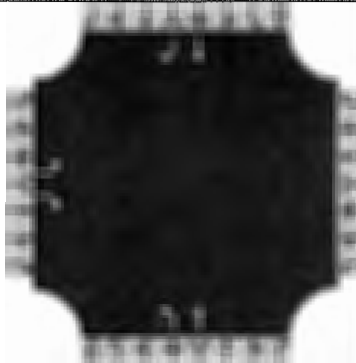
## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	4/6/2016
Analysis Year	2040
Time Analyzed	PM Peak Hour
Intersection Orientation	North-South
Project Description	Future with Project

## Site Information

Intersection	Harvester and Frontage
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Frontage Road
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: North-South

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		1	0	1		0	0	0	0	1	1	0	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		93		70						39	153				178	52
Percent Heavy Vehicles		0		0						0						
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		98		74						41						
Capacity		568		860						1336						
v/c Ratio		0.17		0.09						0.03						
95% Queue Length		0.6		0.3						0.1						
Control Delay (s/veh)		12.7		9.6						7.8						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	11.3								1.6							
Approach LOS	B								A							



# HCS 2010 Two-Way Stop Control Summary Report

## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	4/6/2016
Analysis Year	2040
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Future with Project

## Site Information

Intersection	East Estancia Driveway
Jurisdiction	Burr Ridge
East/West Street	Frontage Road
North/South Street	East Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		L	T					TR							LR	
Volume (veh/h)		8	238				206	90						90		23
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

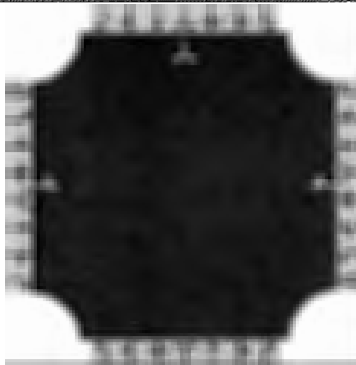
## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		8														119
Capacity		1248														543
v/c Ratio		0.01														0.22
95% Queue Length		0.0														0.8
Control Delay (s/veh)		7.9														13.5
Level of Service (LOS)		A														B
Approach Delay (s/veh)	0.2												13.5			
Approach LOS	A												B			

# HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	CAS	Intersection	Major West Estancia Drwy
Agency/Co.	DuPage Co	Jurisdiction	Burr Ridge
Date Performed	4/6/2016	East/West Street	Harvester Drive
Analysis Year	2040	North/South Street	Major West Driveway
Time Analyzed	PM Peak Hour	Peak Hour Factor	0.95
Intersection Orientation	East-West	Analysis Time Period (hrs)	0.25
Project Description	Future with Project		

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	85				31	66						77		1
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		89													82	
Capacity		1489													837	
v/c Ratio		0.06													0.10	
95% Queue Length															0.3	
Control Delay (s/veh)		7.4													9.8	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.8			
Approach LOS													A			

# HCS 2010 Two-Way Stop Control Summary Report

## General Information

Analyst	CAS
Agency/Co.	DuPage Co
Date Performed	4/6/2016
Analysis Year	2040
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	Future with Project

## Site Information

Intersection	Minor West Estancia Drwy
Jurisdiction	Burr Ridge
East/West Street	Harvester Drive
North/South Street	Minor West Driveway
Peak Hour Factor	0.95
Analysis Time Period (hrs)	0.25

## Lanes



Major Street: East-West

## Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration		LT						TR							LR	
Volume (veh/h)		0	31				31	0						54		0
Percent Heavy Vehicles		0												0		0
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

## Delay, Queue Length, and Level of Service

Flow Rate (veh/h)		33													57	
Capacity		1578													939	
v/c Ratio		0.02													0.06	
95% Queue Length															0.2	
Control Delay (s/veh)		7.3													9.1	
Level of Service (LOS)		A													A	
Approach Delay (s/veh)													9.1			
Approach LOS													A			





NORTH EXTERIOR ELEVATION

4



SOUTH EXTERIOR ELEVATION

3



WEST EXTERIOR ELEVATION

2



BRICK: H.C. MUDDOX -  
OLD SACRAMENTO BLEND



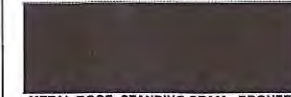
ACCENT BRICK: H.C. MUDDOX -  
AUTUMN WHEAT



STONE: ELDORADO CASCADE  
RUSTIC LEDGE



TILE ROOF: EAGLE ROOFING -  
BEL AIR - #602 CONCORD BLEND



METAL ROOF: STANDING SEAM - BRONZE



ALUMINUM WINDOW FRAMES:  
CLEAR ALUMINUM



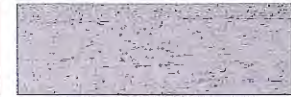
METAL DOORS: TUMBLEWEED TAN 25



FASCIA & SOFFIT: TUMBLEWEED TAN 25



SHUTTERS & TIMBER:  
PAINTED PORTOBELLO



CONCRETE COLUMNS: NATURAL  
CONCRETE COLOR



3X3 TUBE STEEL ENTRY FEATURE -  
PAINTED PORTOBELLO



Placeholder for exterior finish materials

EXTERIOR FINISH MATERIALS

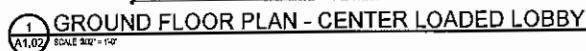








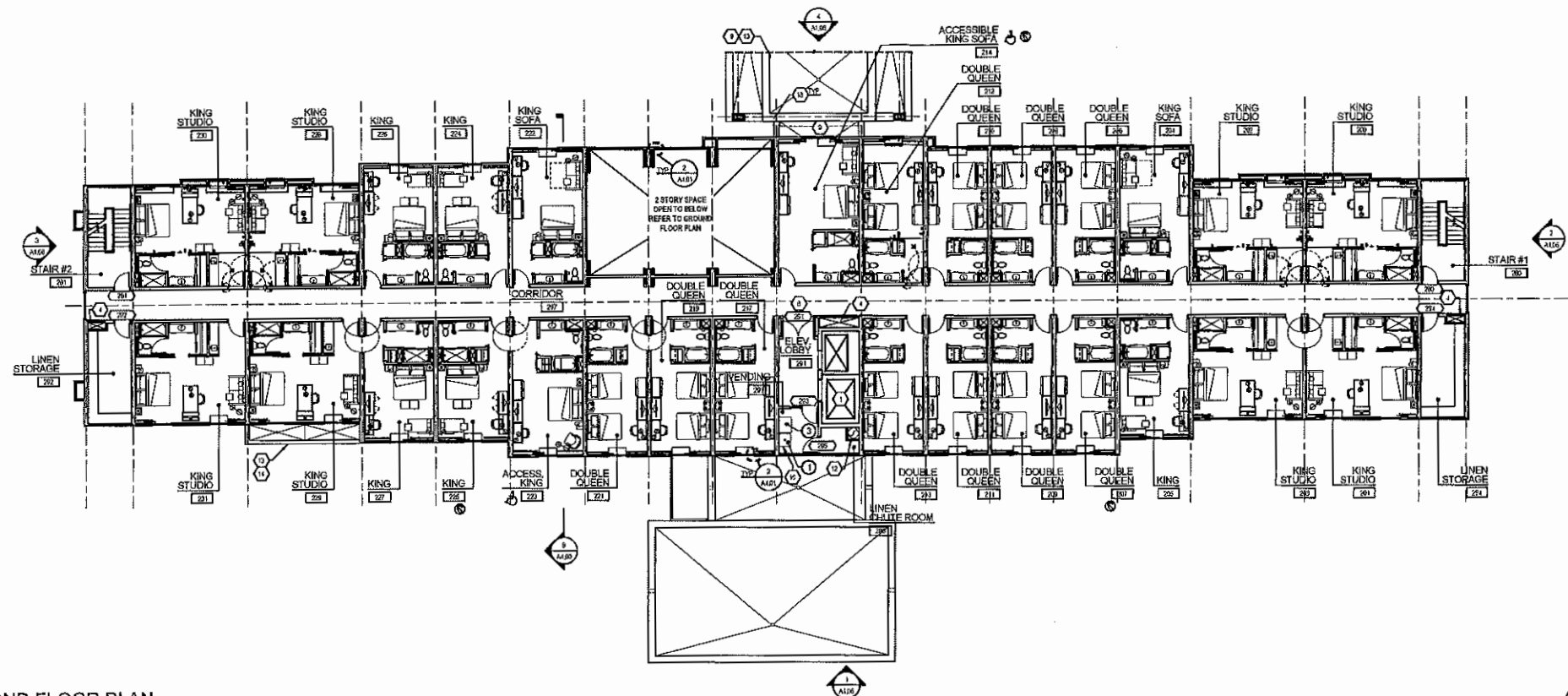




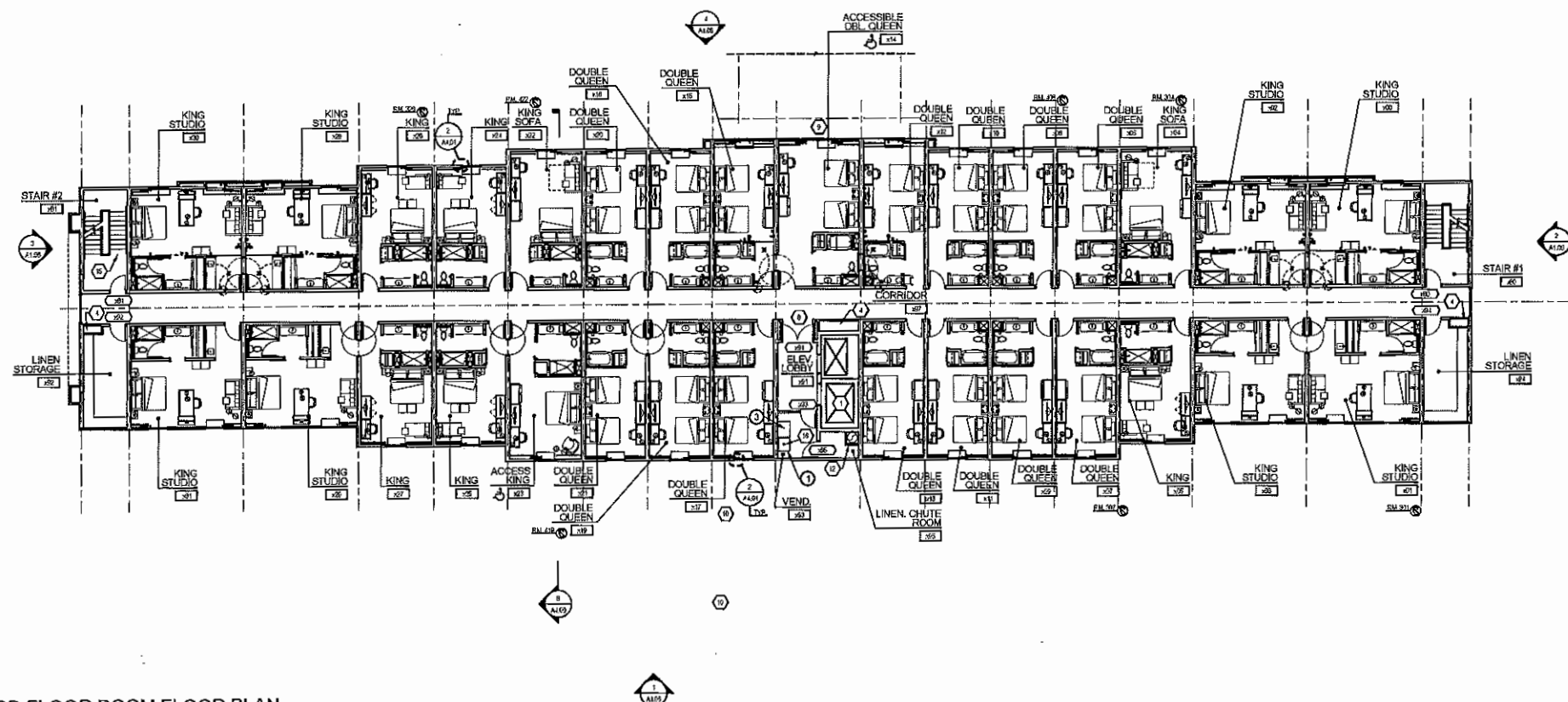
1. REFER TO HAMPTON STANDARDS FOR FLOORING REQUIREMENTS IN EACH AREA.
2. ALL WALLS IN BATH SHALL BE MOISTURE RESISTANT (GYPSUM BOARD, CEILING AT BATH SHALL BE EXTERIOR GYPSUM BOARD).
3. WALL CONSTRUCTION SHOWS NO PREFERENCE ORAL. (DESIGNER OF RECORD SHALL DETERMINE WALL CONSTRUCTION, STRUCTURES, METHOD OF SET COMPLIANCE, ETC.)
4. REFER TO HANDBOOK FOR ADDITIONAL REQUIREMENTS FOR PUBLIC SPACES & EQUIPMENT.
5. REFER TO ACCESSIBILITY PLANS FOR ADDITIONAL CLARIFICATION AND REQUIREMENTS.

JOB NO. : MAS-15-144

ALTHOUGH DRAWINGS WERE KNOWN TO SCALE, THE ACCURACY OF THE INFORMATION WAS QUESTIONED DUE TO DIMENSIONALITY IN THE METHODS OF CONSTRUCTION. DIMENSIONS SHOULD BE OBTAINED BY THE METHODS ABOVE.



1 SECOND FLOOR PLAN  
A1.05 SCALE 3/8" = 1'-0"



2 THIRD FLOOR ROOM FLOOR PLAN  
A1.05 SCALE 3/8" = 1'-0"

#### KEY NOTES

- ONE ELEVATOR ONE SHALL PROVIDE EMERGENCY ACCESS TO ALL FLOORS AND MUST ACCOMMODATE AN AVAILABLE STREET STOP.
- PROVIDE ELEVATOR ROOM FOR ELEVATOR WHEN REQUIRED BY CODE.
- HOUSE PHONE LOCATED WITHIN ACCESSIBLE REACH (54 INCHES) OF ELEVATOR OR SEPARATE PHONE FLOOR SPACE FOR FRONT OR REAR APPROACH. PHONE MUST BE EQUIPPED WITH VOLUME CONTROL AND A 1/2" LONG CORD.
- POTENTIAL LOCATION FOR HAZARDOUS WASTE.
- INTERIOR GROUND-LEVEL FLOOR ELEMENTS FOR OPTIONAL GUEST LAUNDRY (SHOW-PROVIDE FINISHED BY CHARTERED PROFESSIONAL OR ARCHITECT TO LOCAL CODE-PROVIDE REQUIRED ACCESSIBLE EQUIPMENT, COUNTERS, SINKS, HUBS, AND CLOSURES TO SPACES AT EACH LOCATION).
- END REARER: UNMOUNTED WITH ACCESSIBLE REACH HANDBARS AND MUST BE ON AN ACCESSIBLE ROUTE AND HAVE CLEARER OUT SPACE FOR FRONT OR REAR APPROACH.
- ELEVATOR LOBBY DOORS REQUIRED IF BUILDING IS 4 STORIES OR MORE IN HEIGHT, OR AS REQUIRED BY LOCAL CODE.
- PORTS COOKING: VENTILATE ROOF.
- POOL ROOF.
- INDOOR POOL EQUIPMENT ROOMS MAY NOT BE LOCATED BELOW GUEST ROOMS.
- LINE CHUTE MUST HAVE SELF-CLOSING AND SELF-LOCKING DOORS.
- REFER TO ROOF PLAN.
- PROVIDE CODE COMPLIANT OVERFLOW OR TRAP ROOF ALTERNATE TO TOP OF ROOF OR TRAP AT TOP FLOOR ONLY. REFER TO ROOF PLAN.
- PROVIDE A RATED FLOOR DRAIN WITH TYPICAL UNDER SINK MACHINE AND PROVIDE ACCESSIBLE TOYING DRAIN (1/4" MAX. 1/4" RECOMMENDED).
- DOORS REQUIRING BY LOCAL JURISDICTION: INSTALLED THEY MUST BE SELF-AUTOMATIC CLOSURES ACTIVATED BY THE FIRE ALARM SYSTEM.

#### RECOMMENDED EQUIPMENT

1. COIN-OPERATED VENDING
2. BACKWASHING: OPTIONAL
3. GUEST DRYING MACHINE
4. GUEST LAUNDRY WASH
5. GUEST LAUNDRY DRY

BACKWASHING AND GUEST DRYING MACHINE ARE NOT REQUIRED AT THE GUEST ROOMS IF A SILENT SHIP IS PROVIDED.

#### GENERAL NOTES

ALL DIMENSIONS ARE SHOWN TO SCALE. THE ACCURACY OF THE DIMENSIONS IS NOT GUARANTEED. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS. THE ARCHITECT SHALL BE RESPONSIBLE FOR THE ACCURACY OF THE DIMENSIONS.

MICHAEL L. MAUST  
ARCHITECT



BURR RIDGE  
HAMPTON  
INN & SUITES

BURR RIDGE, IL

SECOND & THIRD  
FLOOR PLANS

DRAWN: CHECKED:

DATE: 1/28/16

SCALE: AS NOTED

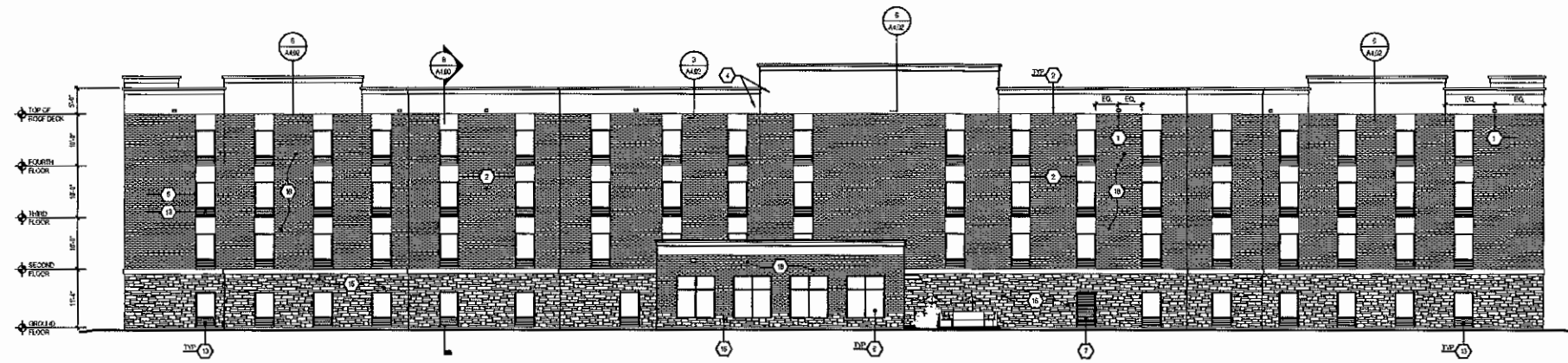
JOB NO.: MAS-15-144

SHEET

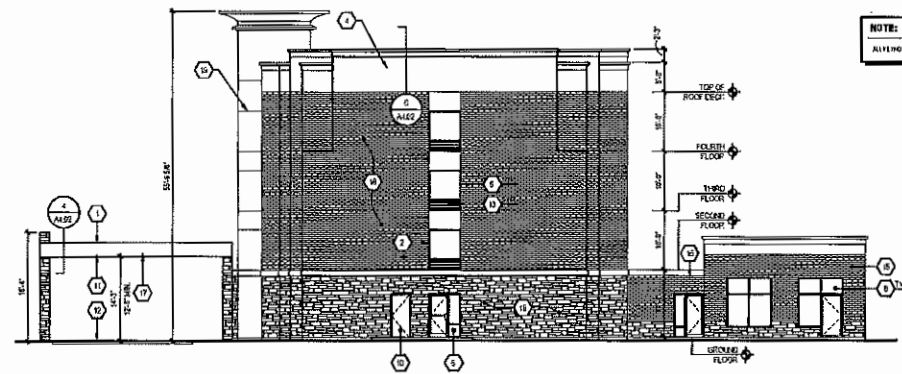
A103



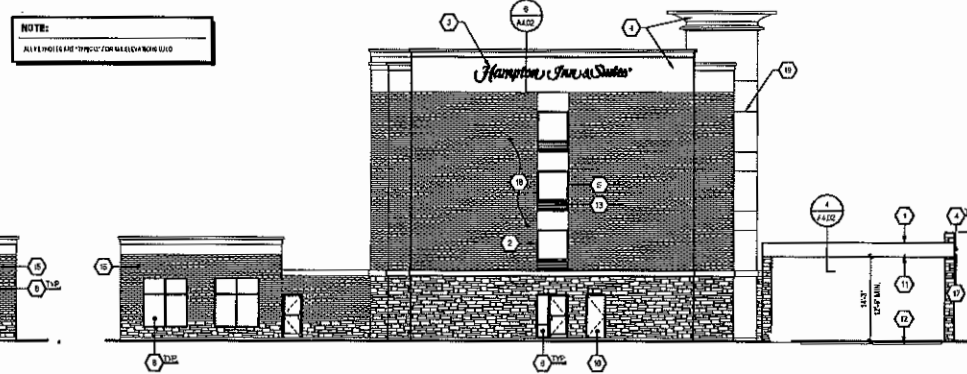




1 WEST ELEVATION - CENTER LOADED LOBBY  
A1.06 SCALE 3/8" = 1'-0"



3 SOUTH ELEVATION - CENTER LOADED LOBBY  
A1.06 SCALE 3/8" = 1'-0"



2 NORTH ELEVATION - CENTER LOADED LOBBY  
A1.06 SCALE 3/8" = 1'-0"



4 EAST ELEVATION - CENTER LOADED LOBBY  
A1.06 SCALE 3/8" = 1'-0"

- KEY NOTES
1. ROOF SLOPE
  2. CONTROL JOINT
  3. EXPOSED - CONFORM WITH ELECTRICAL REQUIREMENTS
  4. EXPOSED - REFER TO BULKHEAD UP BLOW
  5. EXPOSED - INSULATED FIBER SYSTEM
  6. EXPOSED - ALUMINUM FINISHES WITH LAMINATE, THERMALLY BLENDED FRAME, COMBUSTIBLE FRAMING, ALUMINUM FINISHES, THERMALLY BLENDED FRAME, WITH INSULATED FINISH
  7. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  8. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  9. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  10. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  11. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  12. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  13. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  14. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  15. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  16. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  17. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  18. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  19. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  20. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS

# GENERAL NOTES

1. ALL DIMENSIONS ARE TO FACE UNLESS OTHERWISE NOTED. THE LOCATION OF THE CENTER LOADED LOBBY IS TO BE DETERMINED BY THE ARCHITECT. THE LOCATION OF THE CENTER LOADED LOBBY IS TO BE DETERMINED BY THE ARCHITECT. THE LOCATION OF THE CENTER LOADED LOBBY IS TO BE DETERMINED BY THE ARCHITECT.

MICHAEL L. MAUST  
ARCHITECT



BURR RIDGE  
HAMPTON  
INN & SUITES

BURR RIDGE, IL

EXTERIOR  
ELEVATIONS

DRAWN: CHECKED:

DATE: 1/20/16

SCALE: AS NOTED

JOB NO.: MAS-15-144

SHEET

A106

- COLOR & FINISH LEGEND
- 1. CULTURED STONE - EXPOSED TO FACE OF COMPOSITE STONE COLORED
  - 2. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 3. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 4. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 5. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 6. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 7. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 8. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 9. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 10. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 11. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 12. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 13. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 14. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 15. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 16. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 17. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 18. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 19. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS
  - 20. EXPOSED - METAL LAMINATE AT EXTERIOR VENTS

- GENERAL NOTES
1. ALL ROOF TOP EQUIPMENT, PLUMBING, VENTS, EXHAUSTS, ETC., SHALL BE CONCEALED FROM VIEW BY PARAPET WALLS.
  2. DO NOT EXCEED 6" STICKER PLASTER WITHOUT PROTECTIVE VERTICAL FENCE (E.G. SUB GRIP OR FENCE PLASTER, ETC.)



**VILLAGE OF BURR RIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT AND SUMMARY**

**Z-03-2016: 9191 Drew Avenue (Kavanaugh); Requests rezoning upon annexation to the R-2B District as per the Village of Burr Ridge Zoning Ordinance #834.**

**Prepared For:** Village of Burr Ridge Plan Commission / Zoning Board of Appeals  
Greg Trzupek, Chairman

**Prepared By:** Doug Pollock, AICP  
Community Development Director

**Date of Hearing:** April 18, 2016

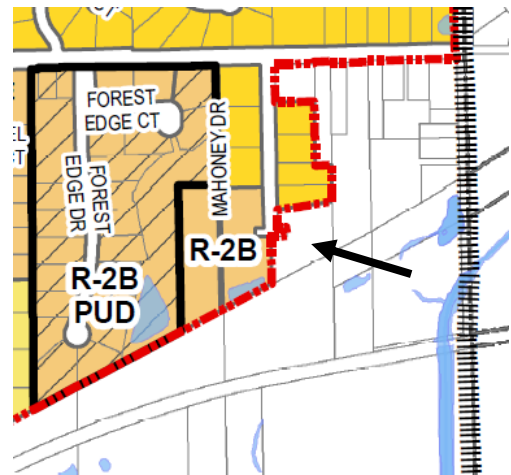
**GENERAL INFORMATION**

**Petitioner:** Estate of Bernard A.  
Kavanaugh, c/o Alan L.  
Stefaniak

**Property Owner:** Estate of Bernard A.  
Kavanaugh

**Petitioner's Status:** Attorney for Property Owner

**Land Use Plan:** Recommends Single Family  
Residential Use



**Existing Zoning:** Unincorporated

**Existing Land Use:** Unimproved

**Site Area:** 1.76 Acres

**Subdivision:** None



### **SUMMARY**

The subject property is unincorporated but contiguous to the Village border. The property owner would like to annex the property and split the property into two lots. To accomplish this, the property owner has filed petitions for annexation and zoning and for approval of a preliminary plat of subdivision. The annexation will be considered by the Board of Trustees and the plat is a separate item on the Plan Commission agenda. This summary is for the proposed rezoning to the R-2B District.

The property is adjacent to both R-3 District and the R-2B District. The R-3 District requires a minimum lot area of 20,000 square feet and the R-2B District requires a minimum lot area of 30,000 square feet. The Comprehensive Plan recommends that the Village encourage 30,000 square foot lots for new development in the Village. The proposed preliminary plat of subdivision proposes two lots, each in excess of 30,000 square feet.

### **FINDINGS OF FACT AND RECOMMENDATIONS**

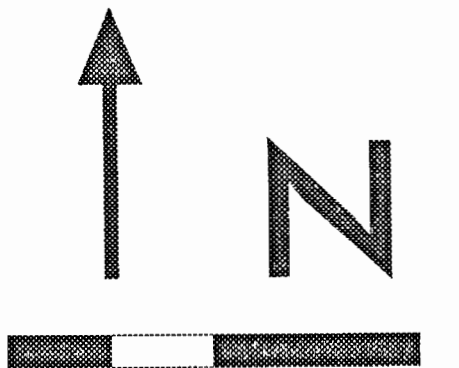
The petitioner has submitted findings of fact which can be adopted if the Plan Commission is in agreement with the R-2B District. The R-2B District is consistent with surrounding zoning and development and with the recommendation of the Comprehensive Plan.



# Plat of Survey

OF

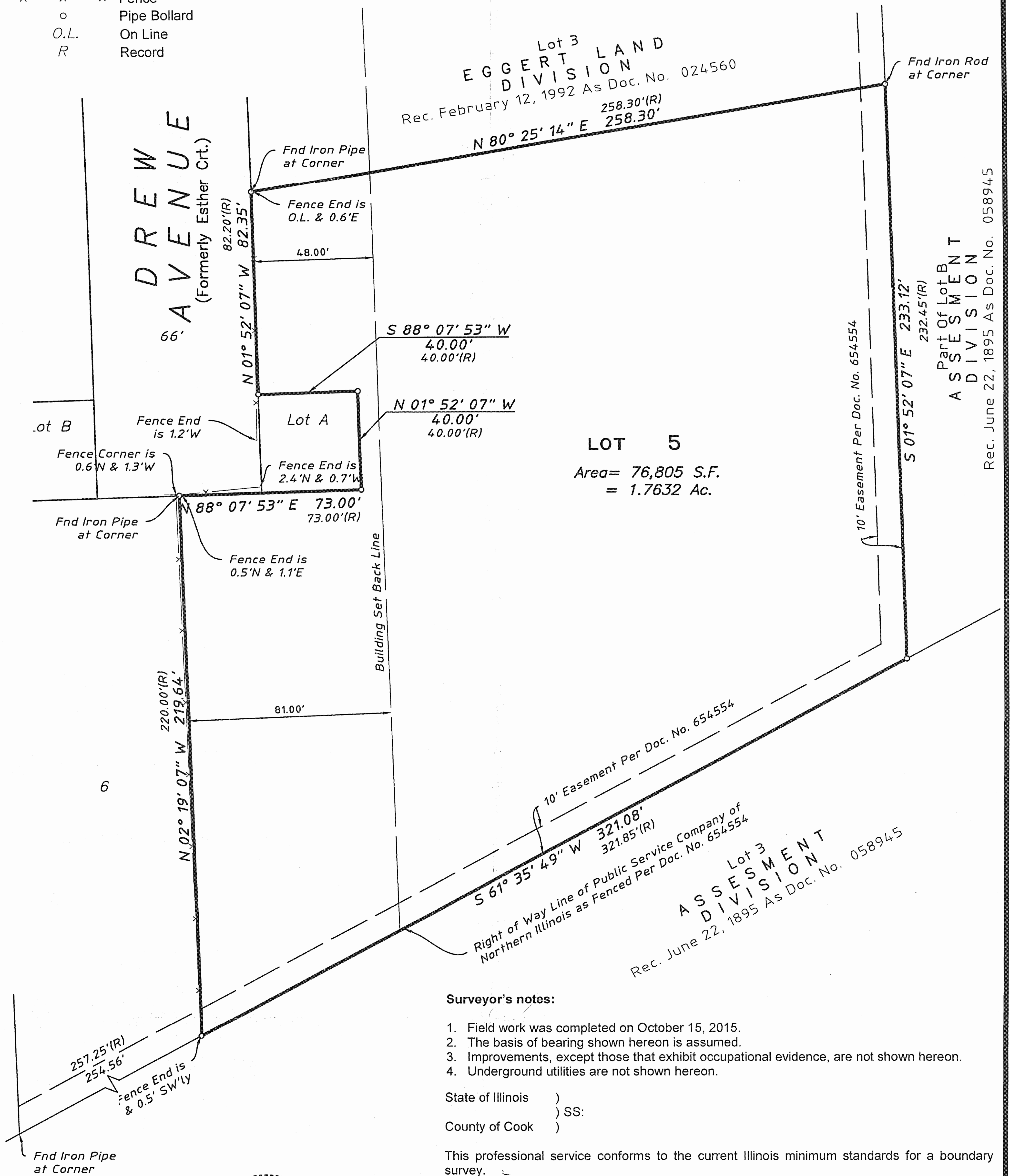
LOT 5 IN ESTHER COURT SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 1,  
TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN,  
ACCORDING TO THE PLAT THEREOF RECORDED JUNE 15, 1952 AS DOCUMENT 654554,  
IN DUPAGE COUNTY, ILLINOIS.



Scale: 1" = 40'

## LEGEND

x—x—x Fence  
o Pipe Bollard  
O.L. On Line  
R Record




## Surveyor's notes:

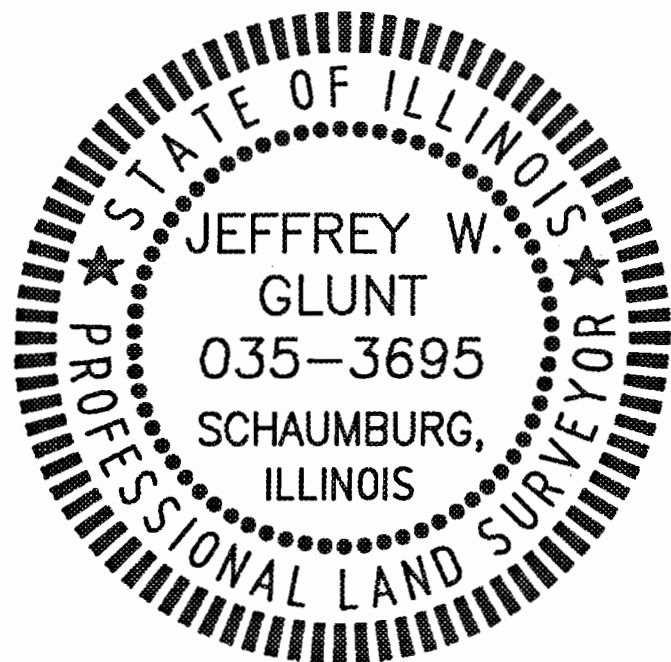
1. Field work was completed on October 15, 2015.
2. The basis of bearing shown hereon is assumed.
3. Improvements, except those that exhibit occupational evidence, are not shown hereon.
4. Underground utilities are not shown hereon.

State of Illinois )  
County of Cook ) SS:

This professional service conforms to the current Illinois minimum standards for a boundary survey.

Schaumburg, Illinois October 21, 2015

By:   
Illinois Professional Land Surveyor No. 3695



EXPIRES 11-30-16

Lot 5  
Esther Court Subdivision  
Burr Ridge, Illinois

105521 Drew Avenue

**HAEGER ENGINEERING**  
consulting engineers • land surveyors  
1304 N. Plum Grove Road, Schaumburg, IL 60173 • Tel: 847.394.6600 Fax: 847.394.6608  
www.haegerengineering.com

Scale: 1" = 40' Prepared By: JWG Date: 10/20/2015  
Ordered By: Marchis Engineering Order No. 15163



**VILLAGE OF BURR RIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT AND SUMMARY**

**Z-04-2016: 7960 Madison Street (Burr Ridge Kettlebell); Requests an amendment to Section X.F.2 of the Burr Ridge Zoning Ordinance to clarify the special use listings for Health and Wellness Clinic and Private Athletic Training and Practice Facility and requests a special use as per the amended Section X.F.2 to permit a fitness training and instruction facility.**

**Prepared For:** Village of Burr Ridge Plan Commission / Zoning Board of Appeals  
Greg Trzupek, Chairman

**Prepared By:** Doug Pollock, AICP  
Community Development Director

**Date of Hearing:** April 18, 2016

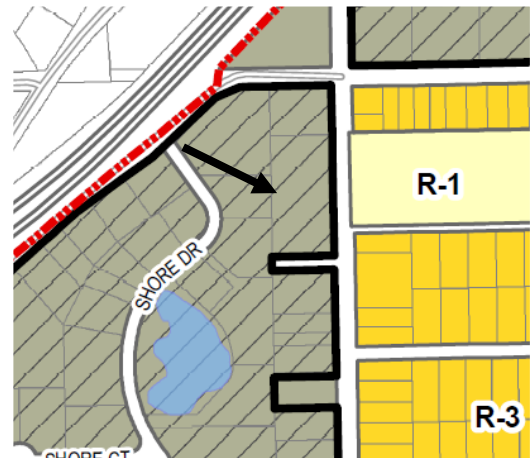
**GENERAL INFORMATION**

**Petitioner:** Paul Lyngso, on behalf of  
Burr Ridge Kettlebell Club

**Property Owner:** I57 McKinley Partnership

**Petitioner's  
Status:** Tenant

**Land Use Plan:** Recommends Light  
Industrial Uses



**Existing Zoning:** GI Planned Unit  
Development

**Existing Land Use:** Light Industrial

**Site Area:** 4.5 Acres

**Subdivision:** None



### **SUMMARY**

The petitioner appeared before the Plan Commission on March 21, 2016 to discuss the classification of his business relative to the permitted and special uses in the GI General Industrial District. As a result of that discussion, the Plan Commission determined that the business is best classified in the existing Zoning Ordinance as a Health and Wellness Clinic which requires special use approval. The petitioner operates a fitness facility that consists of small classes by appointment only.

The Plan Commission also directed staff to prepare a text amendment relative to the existing land use categories for Health and Wellness Clinics and for Private Athletic Training Facilities. In conjunction with the legal notices for the petitioner's special use request, staff has added a request for an amendment to the Zoning Ordinance clarifying these use categories.

### **TEXT AMENDMENT**

The GI Districts lists the following uses:

- Permitted Use in the GI District: *Indoor Private Athletic Training and Practice Facilities, not occupying more than 5,000 square feet of floor area, located in a permanent building, and not including any retail, health club, or other activities that may be open to the public.*
- Special Use in the GI District: *Indoor Private Athletic Training and Practice Facilities, occupying 5,000 square feet or more of floor area, located in a permanent building, and not including any retail, health club, or other activities that may be open to the public.*
- Special Use in the GI District: *Health and Wellness Clinic*

As a result of the discussion at the March 21, 2016 meeting, there was consensus to amend these categories to clarify that an indoor private athletic facility is a private facility intended for travel team and similar team practice facilities rather than fitness facilities that are open to the public.

### **SPECIAL USE**

The petitioner is requesting a special use for a Health and Wellness Clinic (or as may be amended as per the referenced text amendment) to be located at 7960 Madison Street. There is an existing fitness facility at 7938 Madison Street and a martial arts studio previously occupied the tenant space at 7960 Madison Street. Other businesses in the area are listed on the attached spreadsheet.

### **FINDINGS OF FACT AND RECOMMENDATIONS**

In order to clarify the existing land use categories, the following changes are suggested:

- Permitted Use in the GI District: ~~Indoor Private~~ **Team** Athletic Training and Practice Facilities, occupying less than 5,000 square feet of floor area, located in a permanent building **with no outdoor facilities**, and not including any retail, health ~~or fitness facilities club~~, or other activities that may be open to the public.
- Special Use in the GI District: ~~Indoor Private~~ **Team** Athletic Training and Practice Facilities, occupying 5,000 square feet or more of floor area, located in a permanent building **with no outdoor facilities**, and not including any retail, health ~~or fitness facilities club~~, or other activities that may be open to the public.
- Special Use in the GI District: Health and Wellness Clinic, **including health and exercise facilities by appointment only.**

The petitioner has submitted findings of fact which can be adopted if the Plan Commission is in agreement relative to the special use request. If approved, the special use would be for a Health and Wellness Clinic, including health and exercise facilities by appointment only. As with the petitioner's previous Burr Ridge location at 16W251 South Frontage Road, the special use would be limited to the following conditions:

1. The special use approval will be limited to Burr Ridge Kettlebell, LLC as operated by the petitioner, Mr. Paul Lyngso.
2. The business shall be limited to 2,400 square feet of floor area 7960 Madison Street.
3. All other aspects of the business shall comply with the description submitted by the petitioner.



### Description of Request- Special Use Permit

Burr Ridge Kettlebell, Inc provides fitness training and instruction to groups of 2-10 people at a time. We've been in business since November of 2010, residing for the last 3 years at 251 S. Frontage Road in Burr Ridge.

We would like to move to 7960 S. Madison Street in Burr Ridge in order to increase the capacity of our business.

Our clients come meet almost exclusively outside of regular business hours, with the vast majority coming between the hours of 5AM and 9AM, and after 5PM.

We intend to provide approximately 10-15 large group classes per week, 1 before business hours, and 1 after business hours Monday-Friday. We'll also hold group classes for 4-5 hours on Saturday.

Outside of these large group classes, we also offer a "semi-private" group, which is capped at 4 participants. These semi-private groups will meet throughout the day at various times.

The facility itself will consist of 2400sf of gym space, a changing room, two offices, two bathrooms, and a reception area.

# ALTA/ACSM LAND TITLE SURVEY

LOT 1N LINDSEY 1 SUBDIVISION, BEING A REVISION OF LOT 1N LINDSEY 1  
ADDITION TO HINGDALE INDUSTRIAL PARK, BEING A SUBDIVISION OF PART OF THE EAST  
330.00 FEET OF THE NORTHEAST QUARTER OF SECTION 35 AND ALSO BEING A SUBDIVISION  
OF THE WEST 300.00 FEET OF THE EAST 330.00 FEET OF THE SOUTH 80.00 FEET OF THE  
NORTH 82.50 FEET OF THE NORTHEAST QUARTER OF SECTION 35, ALL IN TOWNSHIP 36  
NORTH, RANGE 10 EAST OF THE THIRD PRINCIPAL MERIDIAN IN DAVID COUNTY, ILLINOIS.

- SCHEDULE B SURVEY ITEMS**  
ACCORDING TO THE ALTA/ACSM TITLE INSURANCE COMPANY CONTINUED  
NO. 7-2333-010 BEING AN EFFECTIVE DATE OF JANUARY 28, 2015.
- THE CONVEYANCE, THE EGRESS COMPANY AND EGRESS BELL TELEPHONE  
COMPANY EASEMENT BY DOCUMENT #74-34946 IS SHOWN HEREON.
  - THE 5 FOOT EGRESS EASEMENT BY DOCUMENT #74-34946 IS SHOWN HEREON.
  - THE PUBLIC UTILITY AND EGRESS EASEMENT OVER THE WEST 10 FEET OF THE  
NORTH 80 FEET BY DOCUMENT #74-34946 IS SHOWN HEREON.
  - THE 10 FOOT EGRESS EGRESS GAS COMPANY EASEMENT BY DOCUMENT #75-25562  
IS SHOWN HEREON.
  - THE EGRESS EASEMENT TO WEST SHORE PIPELINE COMPANY BY DOCUMENT #74-34946  
IS SHOWN HEREON.

**FLOOD ZONE**  
ACCORDING TO FLOOD INSURANCE RATE MAP NUMBER 1704330000M FOR DAVID COUNTY,  
AND ACCORDING TO THE EFFECTIVE DATE OF DECEMBER 15, 2014, THIS SITE IS  
IN ZONE 1 (UNSHOWN) AREAS DESIGNATED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN.

**AREA**  
161,263 SQUARE FEET - 4,482.00 ACRES

**BASE OF BEARING**  
ILLINOIS STATE PLANE COORDINATES, EAST ZONE, NAD83-12

**PARKING SPACES**  
THERE ARE 105 STIPED PARKING SPACES ON THIS SITE, 3 OF WHICH  
ARE DESIGNATED AS HANDICAP.

**EXEMPT DISTRICT**  
THIS PROPERTY IS IN THE 61700 DISTRICT,  
GENERAL INDUSTRIAL, PLANNED UNIT DEVELOPMENT.

10 FOOT PUBLIC UTILITY & EGRESS  
EASEMENT BY DOCUMENT #74-34946

10 FOOT COMMUNITY EGRESS & EGRESS BELL TELEPHONE  
EASEMENT BY DOCUMENT #75-25562

TO:  
FIRST AMERICAN TITLE INSURANCE COMPANY  
187 MARSHALL LIMITED PARTNERSHIP, AN ILLINOIS LIMITED PARTNERSHIP  
140 FORT MONROE, ILL.

THIS IS TO CERTIFY THAT THIS MAP OR PLAN AND THE SURVEY  
ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE  
SURVEYING STANDARDS AND REQUIREMENTS FOR ALTA/ACSM  
BY ALTA AND ACSM, AND WERE MADE IN ACCORDANCE WITH THE  
ILLINOIS SURVEYING ACT, CH. 120, ILCS 120-1, 120-2, 120-3, 120-4, 120-5, 120-6, 120-7, 120-8, 120-9, 120-10, 120-11, 120-12, 120-13, 120-14, 120-15, 120-16, 120-17, 120-18, 120-19, 120-20, 120-21, 120-22, 120-23, 120-24, 120-25, 120-26, 120-27, 120-28, 120-29, 120-30, 120-31, 120-32, 120-33, 120-34, 120-35, 120-36, 120-37, 120-38, 120-39, 120-40, 120-41, 120-42, 120-43, 120-44, 120-45, 120-46, 120-47, 120-48, 120-49, 120-50, 120-51, 120-52, 120-53, 120-54, 120-55, 120-56, 120-57, 120-58, 120-59, 120-60, 120-61, 120-62, 120-63, 120-64, 120-65, 120-66, 120-67, 120-68, 120-69, 120-70, 120-71, 120-72, 120-73, 120-74, 120-75, 120-76, 120-77, 120-78, 120-79, 120-80, 120-81, 120-82, 120-83, 120-84, 120-85, 120-86, 120-87, 120-88, 120-89, 120-90, 120-91, 120-92, 120-93, 120-94, 120-95, 120-96, 120-97, 120-98, 120-99, 120-100, 120-101, 120-102, 120-103, 120-104, 120-105, 120-106, 120-107, 120-108, 120-109, 120-110, 120-111, 120-112, 120-113, 120-114, 120-115, 120-116, 120-117, 120-118, 120-119, 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120-1007, 120-1008, 120-1009, 120-1010, 120-1011, 120-1012, 120-1013, 120-1014, 120-1015, 120-1016, 120-1017, 120-1018, 120-1019, 120-1020, 120-1021, 120-1022, 120-1023, 120-1024, 120-1025, 120-1026, 120-1027, 120-1028, 120-1029, 120-1030, 120-1031, 120-1032, 120-1033, 120-1034, 120-1035, 120-1036, 120-1037, 120-1038, 120-1039, 120-1040, 120-1041, 120-1042, 120-1043, 120-1044, 120-1045, 120-1046, 120-1047, 120-1048, 120-1049, 120-1050, 120-1051, 120-1052, 120-1053, 120-1054, 120-1055, 120-1056, 120-1057, 120-1058, 120-1059, 120-1060, 120-1061, 120-1062, 120-1063, 120-1064, 120-1065, 120-1066, 120-1067, 120-1068, 120-1069, 120-1070, 120-1071, 120-1072, 120-1073, 120-1074, 120-1075, 120-1076, 120-1077, 120-1078, 120-1079, 120-1080, 120-1081, 120-1082, 120-1083, 120-1084, 120-1085, 120-1086, 120-1087, 120-1088, 120-1089, 120-1090, 120-1091, 120-1092, 120-1093, 120-1094, 120-1095, 120-1096, 120-1097, 120-1098, 120-1099, 120-1100, 120-1101, 120-1102, 120-1103, 120-1104, 120-1105, 120-1106, 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120-1207, 120-1208, 120-1209, 120-1210, 120-1211, 120-1212, 120-1213, 120-1214, 120-1215, 120-1216, 120-12

Findings of Fact- Special Use Permit for Burr Ridge Kettlebell LLC

- a. The use meets a public necessity or otherwise provides a services or opportunity that is not otherwise available within the village and is of benefit to the village and it's residents.***

I think it's no secret that our society as a whole can benefit from better health and fitness. As a business that provides fitness training services, we are not only contributing to society, but we've come up with a business model that makes personalized attention extremely affordable (the semi-private model). Since the safety of our clients is our number one priority, we want to provide as much one-on-one interaction and instruction as possible. The greatest barrier to having one-on-one interaction with a fitness professional is a high rate. Our business model allows people to receive an appropriate amount of individualized attention at a rate this affordable, and also allows for a sustainable, profitable business model. No other fitness provider in the village offers semi-private training.

- 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.***

The very nature of our service seeks to add to our clients quality of life by improving their health and 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 located.***

Our operations will be largely outside of regular business hours, meaning that our neighbors would not even see the majority of our customers. In terms of property values, the owner of the building is the same as our previous location, and asked us to move to this space.

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

Our business will in no way effect the surrounding properties. Should the Zoning Board have specific concerns about us having a negative effect on surrounding properties, we would be happy to address each concern individually.

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

The owner of the property and I have already discussed the scope of my business, and what utilities would be required. We were both satisfied that the facility is already sound for the volume of people that I'd have in the facility at a given time.

- 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.***

Because we will have so few traveling to and from our facility at a given time, we feel that there will be no effect on traffic congestion

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

This proposed special use is in line with the Commercial and Industrial Development section of the Comprehensive Plan. Our customer traffic will not impact the streets of residential areas, as we are in a business district.

- 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.***

To this point, we are unaware of any regulations that our practice would not be in compliance with.

## Madison, Shore, 83rd St Area Businesses

Business Name	Address		FloorArea	
Lyons Truck Sales, LLC	16W020	79th St	3,500	Commercial
TRC	16W285	83rd St	2,206	Office
Fortress Data Management, Inc.	16W375	83rd St	600	Office
RCM Data Corp.	16W115	83rd St	7,500	Industrial
TCU Sureshot, LLC	16W115	83rd St	2,500	
Bullseye Cleaning Service	16W115	83rd St	2,500	
Ameriprise Financial	16W375	83rd St	1,000	Office
Next Door and Window	16W240	83rd St	23,400	Industrial
Xcel	16W285	83rd St	1,256	Office
AMS Wellness	16W289	83rd St	1,654	Office
Medlin Communications, Inc.	16W235	83rd St	5,687	Office
MBF Merchant Capital, LLC	16W281	83rd St	1,576	Office
Barcolona	16W289	83rd St	1,560	Office
All Pro Construction Services, Inc.	16W347	83rd St	1,172	Office
MTS Direct Inc.	16W273	83rd St	460	Office
Real Info	16W347	83rd St	838	Office
Chatt & Prince P.C.	16W347	83rd St	1,028	Office
Fauske & Associates, Inc.	16W070	83rd St	10,000	Industrial
Inverom Corp	16W235	83rd St	9,213	Industrial
Arrowhead Steel Company Inc.	16W345	83rd St	1,028	Office
MedSupport Inc.	16W300	83rd St	3,894	Office
Angle Pattern and Mold Corporation	16W171	83rd St	16,860	Industrial
The Dealer Group Midwest, Inc.	16W277	83rd St	2,088	Office
Dr. Todd A. Molis	16W375	83rd St	1,470	Office
VPNP	16W300	83rd St	7,980	Office
Jim B. McWethy	16W277	83rd St	1,832	Office
North Country Business Products	16W215	83rd St	4,305	Office
Dennis A. Quinn & Assoc., LTD	16W273	83rd St	2,088	Office
R. J. Hughes Sales, Inc.	16W153	83rd St	8,960	Industrial
WHMB	16W347	83rd St	1,650	Office
Company	16W210	83rd St	45,000	Industrial
Leads Construction Company, LLC	16W277	83rd St	1,832	Office
House Republican	16W281	83rd St	2,600	Office
Convergence Technologies, Inc.	16W215	83rd St	11,043	Office
Janet S. Stopka DDS P.C.	16W289	83rd St	1,696	Office
PopcornPalace	16W030	83rd St	35,000	Industrial
State of Illinois	16W281	83rd St	3,152	Office
Tower Communications Expert, LLC	16W260	83rd St	15,600	Industrial
Skyway Freight	16W289	83rd St	1,590	Office

## Madison, Shore, 83rd St Area Businesses

Business Name	Address		FloorArea	
First Horizon Home Care, LLC	16W273	83rd St	1,204	Office
Air Line Pilots Assoc. Federal Credit Union	16W345	83rd St	2,344	Office
McWeily	16W215	83rd St	2,036	
Drop Tank	16W215	83rd St	2,269	
A & G Radio and TV Inc	16W300	83rd St	5,000	Industrial
Chicago Canine Club (DBA)	16W129	83rd St	12,000	Commercial
Premier Home Mortgage Inc.	16W273	83rd St	1,576	Office
Baseball LLC	16W030	83rd St	9,200	Commercial
Dallmann and Associates Ltd.	16W375	83rd St	850	Office
Tailored Logistis Solution	16W375	83rd St	1,200	Office
Thermoscan Inc.	16W375	83rd St	750	Office
BIG Gymnastics, Inc.	16W110	83rd St	15,600	Commercial
Printermaxx LLC	16W115	83rd St	7,500	Industrial
EIS Group Inc.	16W343	83rd St	1,316	Office
Donegal	16W277	83rd St	1,576	Office
JND Health	16W273	83rd St	1,372	Office
Dan O'Tootol	16W273	83rd St	628	Office
WHMB	16W235	83rd St	1,620	
Murphy	16W235	83rd St	2,511	
Cyrlne	16W235	83rd St	4,248	
Commerce	8300	Madison St	450	Office
Safar International, Inc.	7962	Madison St	571	Office
Holophane (Acuity Brands Lighting)	7958	Madison St	1,700	Office
Cold Flow Corporation	7970	Madison St	3,381	
Innova Systems, Inc.	8330	Madison St	1,788	Industrial
Twin Contractors Inc. (TCI, Inc)	7968	Madison St	2,021	Office
Seattle Sutton's Healthy Eating (SSHE)	7962	Madison St	507	Industrial
S.O.E. Digital Office Systems	8006	Madison St	2,740	Office
Business Machine Agents, Inc.	8170	Madison St	4,760	Industrial
Card Frenzy, Inc.	8340	Madison St	2,064	Industrial
Tuthill Corporation	8500	Madison St	50,700	Office
MB Financial	8300	Madison St	11,633	Commercial
Lifecare Innovations, Inc.	8330	Madison St	8,586	Office
Excalibur Refreshment Concepts, Inc.	8168	Madison St	3,964	Industrial
Polymer Ventures Inc.	7950-52	Madison St	3,606	Industrial
ET Products LLC	8128	Madison St	3,444	Office
Augusta Label and Printing	7938	Madison St	2,735	Industrial
Convergence Technologies, Inc	7934	Madison St	5,692	Industrial
Chubb Fire and Security Systems	8160	Madison St	8,596	Industrial

## Madison, Shore, 83rd St Area Businesses

Business Name	Address		FloorArea	
Bannerville, USA	8166	Madison St	6,958	Industrial
Orr Corporation	8350	Madison St	5,801	Industrial
Excel Mechanical Services	8340	Madison St	2,248	Office
Pride Nutrition, Inc.	7940	Madison St	2,720	Industrial
Alliance Systems Company	8004	Madison St	2,740	
Strategic Solutions, Inc.	8000	Madison St	2,801	Industrial
Burr Ridge Fitness-DBA CrossFit Burr Ridge	7928	Madison St	2,740	Commercial
Personalization Mall.com	7900	Madison St	18,000	Industrial
Burr Ridge Kettle Club	7960	Madison St	3,828	
Midwest Time Recorder, Inc.	7964	Madison St	5,678	Industrial
4PATH Ltd.	8238	Madison St	3,444	Industrial
Asplundh Tree Expert Co.	7942	Madison St	2,600	Office
Cold Flow Corporation	8008	Madison St	8,300	Industrial
Med Logic Sales, Inc.	8230	Madison St	13,630	Industrial
Right Angle Installations, Inc.	7944	Madison St	2,508	Industrial
Pneumatics Inc.	8002	Madison St	2,700	Industrial
Fletcher Chicago Inc.	8120	Madison St	17,049	Industrial
Loomis	8040	Madison St	38,134	Industrial
Wholesale Point, Inc.	260	Shore Ct	15,500	Industrial
Prime Plastics, LLC	181	Shore Ct	13,200	Industrial
Midco Inc.	221	Shore Ct	25,000	Industrial
Party Time Plastics	181	Shore Ct	20,000	Industrial
Metric & Multistandard Comp. Corp.	261	Shore Ct	30,000	Industrial
Show Services	262	Shore Ct	11,064	Industrial
Viskase	151	Shore Ct	11,200	Industrial
BG Survey	16W224	Shore Ct	3,000	Office
Premier Tool Works	171	Shore Ct	7,525	Industrial
Layland & Associates, LLC	100	Shore Dr	1,000	Office
Goodman Distribution	261	Shore Dr	27,833	Industrial
Personalization Mall	60	Shore Dr	20,000	Industrial
Fauske and Associates LLC	341	Shore Dr	10,000	Industrial
Tower Communications Expert, LLC	114	Shore Dr	8,400	Office
Shaw Media	280	Shore Dr	13,051	Industrial
Services	51	Shore Dr	1,415	Industrial
Personalization Mall	51	Shore Dr	110,000	Industrial
Corvette Mike	60	Shore Dr	10,000	Commercial
GSI Technologies, LLC	311	Shore Dr	40,650	Industrial
Northwestern Terrazzo, Inc.	329	Shore Dr	10,000	Industrial
Packaging Design Corporation	101	Shore Dr	34,450	Industrial

## Madison, Shore, 83rd St Area Businesses

Business Name	Address		FloorArea	
Equipment Depot of Illinois, Inc.	281	Shore Dr	11,800	Industrial
World Office Cleaning Co	281	Shore Dr	12,000	Industrial
Co, Inc.	150	Shore Dr	11,000	Industrial
U.S.A. Drives, Inc.	281	Shore Dr	13,400	Industrial
Bronson & Bratton, Inc.	220	Shore Dr	57,000	Industrial
BDI	281	Shore Dr	11,866	Industrial
Precision Gage Co., Inc.	100	Shore Dr	9,000	Industrial
Techny Advisors LLC, dba Gifts for You	109	Shore Dr	35,300	Industrial
Menza Foods; a.k.a Firenze	340	Shore Dr	24,000	Industrial
Fauske & Associates LLC	333	Shore Dr	2,000	Office
Baffley Technology Industries	60	Shore Dr	1,500	Office
Brandmax Motors, Inc	60	Shore Dr	7,500	Commercial
CM International Industries Corporation	360	Shore Dr	29,000	Industrial
Jan-Pro of Northern Illinois	136	Shore Dr	5,000	Industrial
Midwest Outdoors	111	Shore Dr	8,000	Industrial
Laboratory Builders, Inc	166	Shore Dr	6,000	Office
Law Office of Saulius V. Modestas	16W401	South Frontage Rd	500	Office
Family Chiropractic of Burr Ridge	16W401	South Frontage Rd	1,000	Office
Auto Mechanics Local No. 701 Union	16W361	South Frontage Rd	5,117	Office
Pure Wine Company	16W361	South Frontage Rd	2,172	Office
Strategic Solutions Inc	16W231	South Frontage Rd	9,397	Industrial
Great Clips Training Center	16W361	South Frontage Rd	2,200	Industrial
Industrial Electric Supply	16W291	South Frontage Rd	12,000	Industrial
Investments	16W251	South Frontage Rd	1,380	Office
MIR Appraisal Services, Inc	16W231	South Frontage Rd	1,708	Industrial
KHS Insurance	16W401	South Frontage Rd	2,000	Office
Decorators Union Local 17U	16W361	South Frontage Rd	2,755	Office
ABS Freight Transportaion Inc.	16W361	South Frontage Rd	4,485	Office
Wegener Welding LLC	16W301	South Frontage Rd	10,000	Industrial
By Your Side LLC	16W361	South Frontage Rd	11,571	Institutional
Wells Gardner Technologies Inc.	16W281	South Frontage Rd	18,000	Industrial
Elite Facility Professionals	16W251	South Frontage Rd	1,860	Industrial
Greystone Homes, LLC	16W231	South Frontage Rd	3,773	Industrial
Physicians at Your Door Inc.	16W251	South Frontage Rd	1,340	Office
Strategic Solutions, Inc.	16W231	South Frontage Rd	1,713	Industrial
UTC Fire and Security Corporation	16W361	South Frontage Rd	9,422	Office
Midwest Promotional Group, Inc.	16W211	South Frontage Rd	25,000	Industrial
Aerospace Work	16W361	South Frontage Rd	3,569	Office
Consolidated Bearings Company of Illinois	16W231	South Frontage Rd	5,676	Industrial



## Madison, Shore, 83rd St Area Businesses

Business Name	Address		FloorArea	
Stewart-Keator-Kessberger & Lederer, Inc.	16W361	South Frontage Rd	2,856	Office
Blade Technologies, Inc.	16W241	South Frontage Rd	1,713	Office
ALCO Sales and Service Co.	16W181	South Frontage Rd	9,450	Industrial
Ballinprior LLC	16W361	South Frontage Rd	1,776	Office
Independent Bearing, Inc.	16W231	South Frontage Rd	1,854	Industrial
Intelligent Instrument	16W251	South Frontage Rd	2,010	Industrial
Delivery & Distribution Solutions LLC	16W251	South Frontage Rd	4,027	Industrial
Burr Ridge Kettlebell LLC	16W251	South Frontage Rd	2,013	Commercial
Shop Melee Inc.	16W231	South Frontage Rd	7,500	Industrial
The Center for Hope and Healing	16W241	South Frontage Rd	3,426	Commercial
RWE Management Company	16W361	South Frontage Rd	2,695	Office
NYCE Hearing Center, P.C.	16W361	South Frontage Rd	1,840	Office
C. Hofbauer, Inc.	16W241	South Frontage Rd	1,311	Office
Quinlan, Newman and Associates	16W231	South Frontage Rd	1,675	Industrial
Suburban Insurance Agencies, Inc.	16W231	South Frontage Rd	886	Industrial
K2M, Inc.	16W231	South Frontage Rd	2,010	Industrial
Teoresi, Inc.	16W231	South Frontage Rd	693	Industrial
Goebel Forming, Inc.	16W231	South Frontage Rd	807	Industrial
Nichols Management Group	16W231	South Frontage Rd	1,886	Industrial
Integra Logistics Services, Inc.	16W361	South Frontage Rd	1,600	Office
Silver Leaf Construction and Renovation Inc.	16W241	South Frontage Rd	1,237	Office
CSC Learning	16W231	South Frontage Rd	1,713	Industrial
Public Storage, Inc.	16W341	South Frontage Rd	150	Commercial
IIG Sustainable Cities, Inc.	16W231	South Frontage Rd	770	Industrial
Primerica, A Member of CitiGroup	16W241	South Frontage Rd	1,209	Office
Sentry Therapy Systems, Inc.	16W251	South Frontage Rd	1,859	Industrial
Midwest Products and Consultants, Inc.	16W401	South Frontage Rd	500	Industrial
Wagner Office Machines Sales and Service	16W251	South Frontage Rd	1,264	Industrial
Star Creation Logistics Corp	16W231	South Frontage Rd	2,013	Industrial
Skechers USA, Inc.	16W231	South Frontage Rd	1,713	Industrial
	187		1,451,683	



## VILLAGE OF BURR RIDGE

### MEMORANDUM

**TO:** Village of Burr Ridge Plan Commission  
Greg Trzupek, Chairman

**FROM:** Doug Pollock, AICP

**DATE:** March 17, 2016

**RE:** Board Report for March 21, 2016 Plan Commission Meeting

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At its February 22, 2016 and March 14, 2016 meetings, the following action was taken by the Board of Trustees relative to matters forwarded from the Plan Commission.

**Z-01-2016: 16W331 South Frontage Road (Molis);** The Board of Trustees concurred with the Plan Commission and approved an Ordinance granting special use approval as per Sections X.F.2.j of the Burr Ridge Zoning Ordinance to permit the construction of a building and parking lot for a dental office.



## VILLAGE OF BURR RIDGE

### MEMORANDUM

**TO:** Village of Burr Ridge Plan Commission  
Greg Trzupek, Chairman

**FROM:** Doug Pollock, AICP

**DATE:** April 14, 2016

**RE:** Board Report for April 18, 2016 Plan Commission Meeting

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At its March 28, 2016 and April 11, 2016 meetings, the following actions were taken by the Board of Trustees relative to matters forwarded from the Plan Commission.

**V-01-2016: 16W380 93rd Place (Dlugopolski);** The Board of Trustees concurred with the Plan Commission and approved an Ordinance granting lot size variations.

**Preliminary Plat of Subdivision – Dlugopolski – 16W380 93rd Place;** The Board of Trustees concurred with the Plan Commission and approved this preliminary plat of subdivision.

**S-01-2016: 15W300 South Frontage Road (Crown Plaza Hotel);** The Board of Trustees concurred with the Plan Commission and approved conditional sign approval and sign variations for two wall signs.



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**VILLAGE OF BURR RIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT AND SUMMARY**

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**S-02-2016: 100 Harvester Drive (Hampton/Falls); Requests conditional sign approval as per Section 55.08.B of the Sign Ordinance to permit additional signs and sign area and requests variations from Section 55.31 of the Sign Ordinance to permit two internally illuminated signs in excess of 75 square feet in area.**

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**Prepared For:** Village of Burr Ridge Plan Commission / Zoning Board of Appeals  
Greg Trzupek, Chairman

**Prepared By:** Doug Pollock, AICP  
Community Development Director

**Date of Meeting:** April 18, 2016, continued from March 21, 2016

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**SUMMARY**

This request was continued from the March 21, 2016 Plan Commission meeting. A companion request for a PUD amendment was also continued to April 18, 2016.

**PROPOSED SIGNS**

The following signs are proposed for the Event Center and Hotel:

**Falls Event Center Monument Sign.** A single monument sign is proposed at the northwest corner of the building. The sign would be 7 feet 2 inches tall and approximately 66.5 square feet in area. The sign face would not be visible from any public street.

**Hampton Inn Wall Signs.** Hampton Inn proposes two wall signs; one facing east and one facing south. Both signs are approximately 80 square feet in area. Both signs are one color (red) and are internally illuminated.

**Hampton Inn Monument Signs.** Hampton Inn proposes two monument signs. The primary monument sign would be located at the northeast corner of the property. That sign is 12 feet tall and approximately 108 square feet in area. The second monument sign is a directional sign located near the southwest corner of the property and is 5 feet tall and 20 square feet in area.

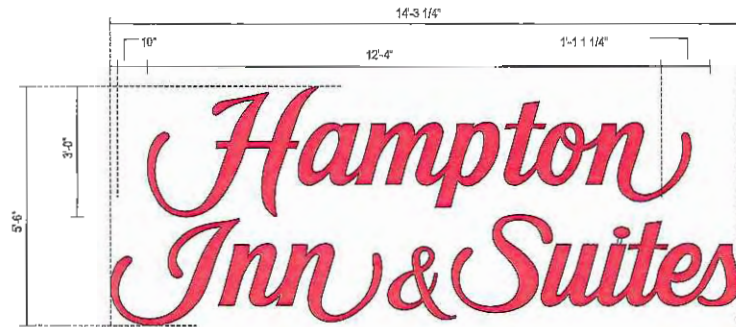
**RECOMMENDATIONS**

At the March 21, 2016 meeting, it appeared that the consensus of the Plan Commission was in general agreement with the staff summary from that meeting. In particular:

- The proposed sign for the Falls Event Center is internally oriented with the face not being visible from any public street. Thus, it may be considered comparable to an exempt sign as per Section 55.10.A, which exempts signs that are not visible from adjacent properties. This sign may be visible from adjacent properties, but is consistent with the intent of the Sign Ordinance to permit signs completely internal to a property.
- The proposed Hampton Inn wall signs are consistent with the size and number of signs permitted for a corner lot. However, they exceed the size permitted for internally

illuminated signs. Also, the Village has favored back lit signs over internally illuminated signs. The Plan Commission may want to recommend that the wall signs be back lit rather than internally illuminated.

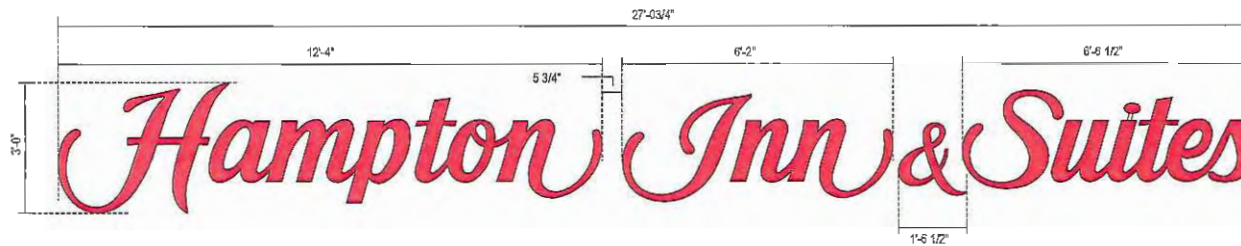
- The two monument signs include an identification sign that is principally oriented to internal traffic and a sign that is intended as a traffic directional sign. Traffic directional signs are limited to four feet in height and four square feet in area. Additionally, free standing signs in multiple building developments are preferably limited to shared signs identifying multiple tenants/buildings within the property. The Plan Commission may want to recommend that the monument signs be removed or reduced in size in favor of permitted traffic directional signs not exceeding four square feet in area and four feet in height.



Sign on Front of Building  
Formed Letters  
Internally lighted

#### **STACKED BUILDING LETTERS**

**LIGHT COLORED BUILDING ( RED DAY / RED NIGHT)**



#### **LINEAR BUILDING LETTERS**

**LIGHT COLORED BUILDING ( RED DAY / RED NIGHT)**

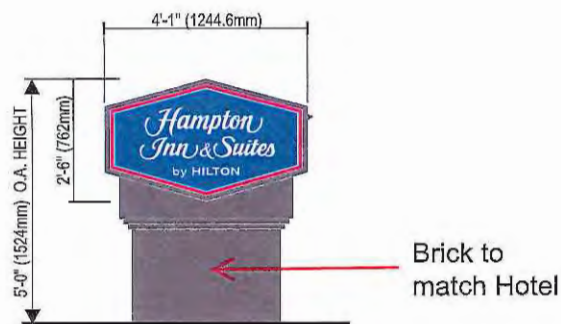
Sign on South End of Building  
Formed Letters  
Internally lighted

HIS BL X

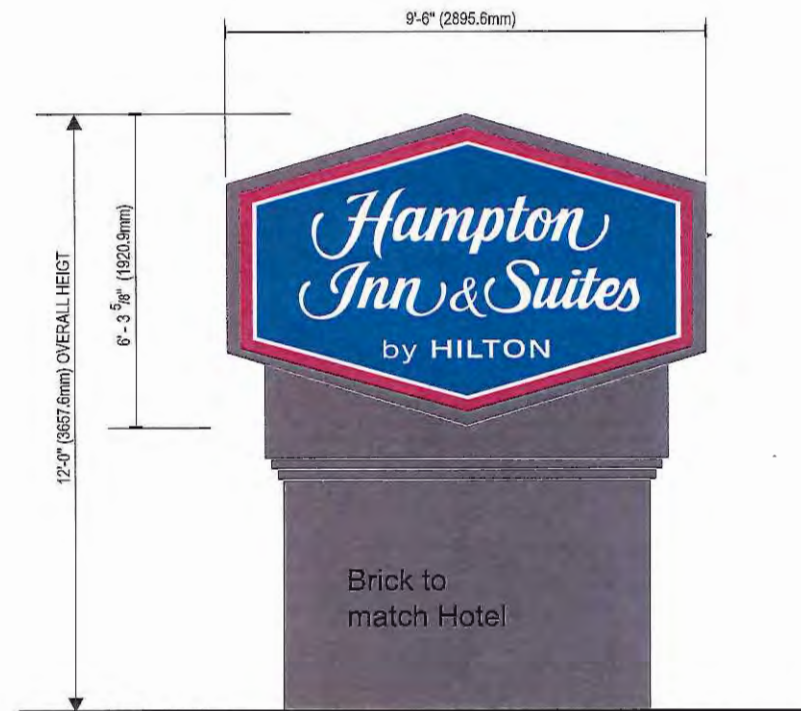




ALTERNATE FACE LAYOUTS FOR HIS-10D SIGN



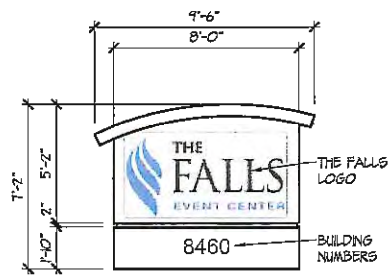
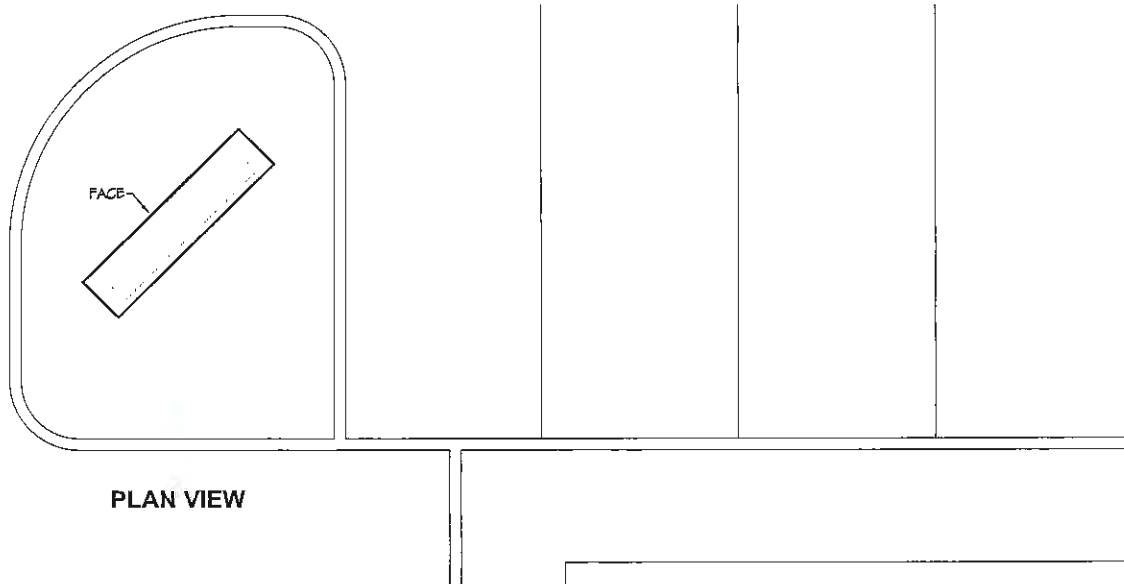
HIS-10 DIRECTIONAL SIGN



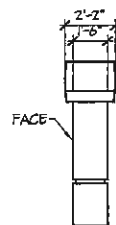
D/F HIS-60 MONUMENT SIGN

HIS-DIR & MON



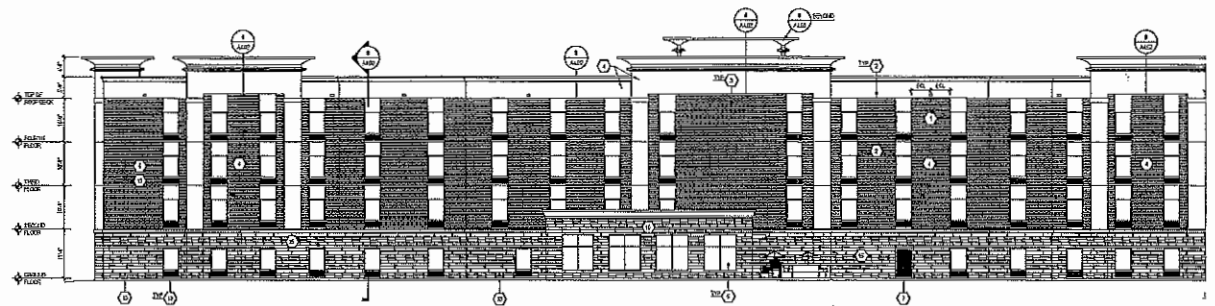


FRONT VIEW

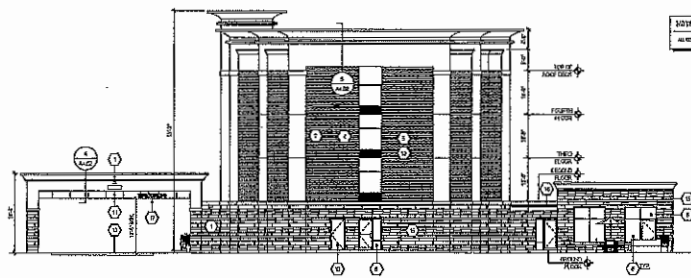


SIDE VIEW

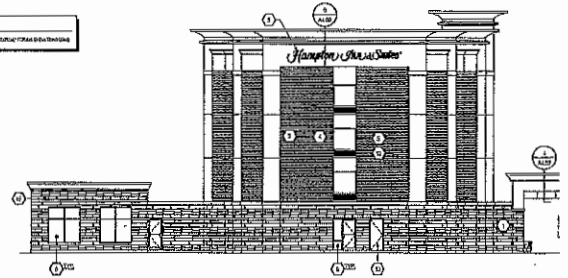




1 SOUTH ELEVATION - CENTER LOADED LOBBY  
A1.06 SCALE 1/8" = 1'-0"



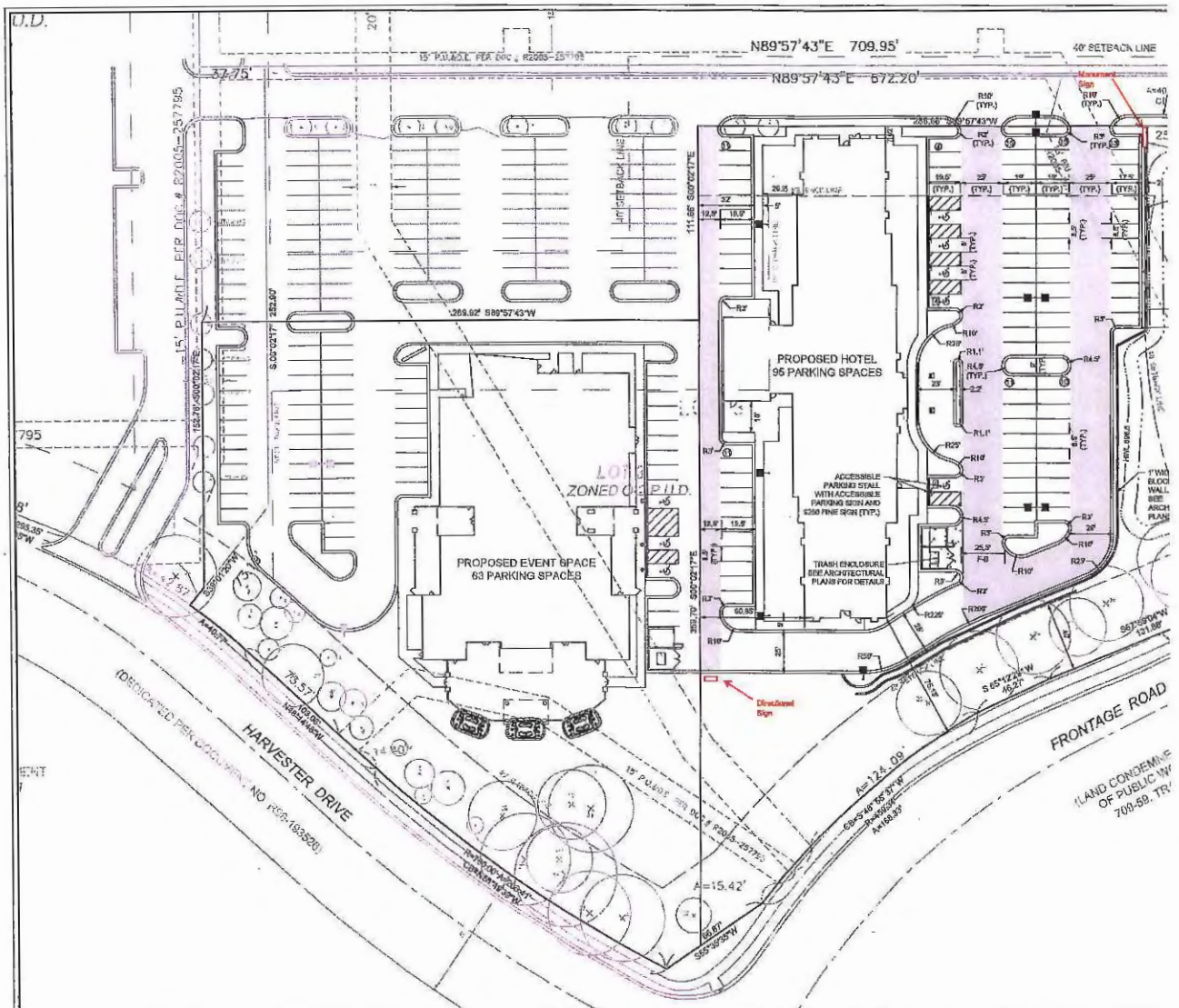
3 WEST ELEVATION - CENTER LOADED LOBBY  
A1.06 SCALE 1/8" = 1'-0"




2 EAST ELEVATION - CENTER LOADED LOBBY  
A1.05 SCALE 1/8" = 1'-0"

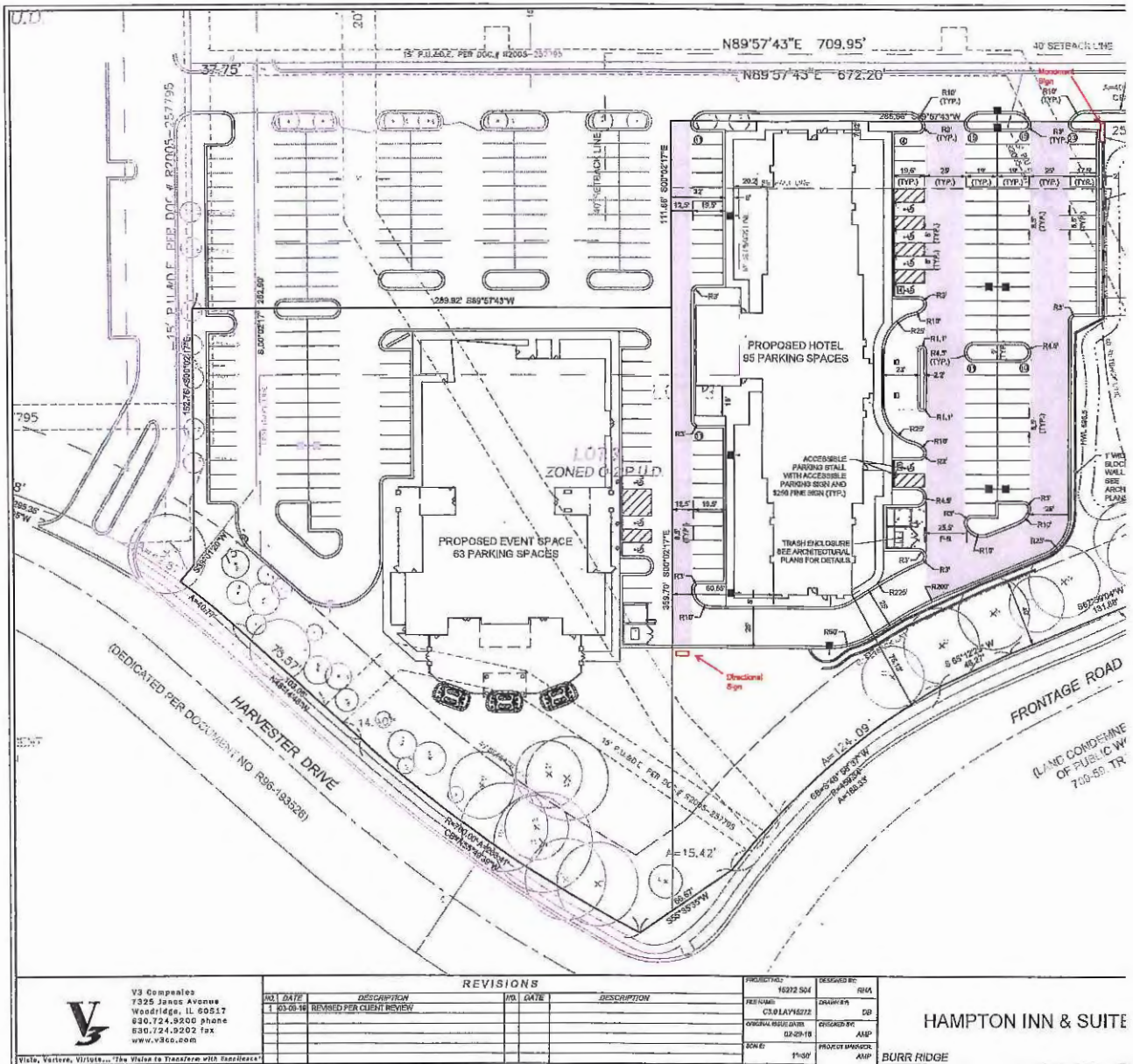


4 NORTH ELEVATION - CENTER LOADED LOBBY  
A1.06 SCALE 1/8" = 1'-0"



 <p>V3 Companies 7925 Jones Avenue Woodridge, IL 60517 830.724.9200 phone 830.724.9202 fax www.v3co.com</p>	REVISIONS						PROJECT NO. 15072 204	DESIGNED BY RUA	HAMPTON INN & SUITE   <
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Vision, Vision, Vision... "The Vision to Transform with Excellence"



V3 Companies  
 7325 Jones Avenue  
 Woodridge, IL 60517  
 830.724.9200 phone  
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"Vision, Veritas, Virtute... The Vision to Transform with Excellence"

HAMPTON INN & SUITE

BURR RIDGE





**VILLAGE OF BURR RIDGE  
COMMUNITY DEVELOPMENT DEPARTMENT  
STAFF REPORT AND SUMMARY**

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**Preliminary Plat of Subdivision (9191 Drew Avenue) – Esther Court; Requests preliminary plat approval for the subdivision of a single parcel into two lots and requests a variation from Section VII.C.8 of the Subdivision Ordinance to provide for the construction of a cul de sac turnaround without the required right of way diameter.**

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**Prepared For:** Village of Burr Ridge Plan Commission / Zoning Board of Appeals  
Greg Trzupek, Chairman

**Prepared By:** Doug Pollock, AICP  
Community Development Director

**Date of Meeting:** April 18, 2016

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**SUMMARY**

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Concurrent with this request for preliminary plat approval, the property owner is seeking rezoning upon annexation to the R-2B District. Preliminary plat approval is contingent upon approval of the rezoning.

The subdivision of this property is subject to compliance with the Subdivision Ordinance. The following requirements of the Subdivision Ordinance are noteworthy:

- If the rezoning and preliminary plat are approved, the developer will be required to submit a final engineering plan and a final plat of subdivision for review and approval by the Village.
- School or park donations will be required for the creation of one additional lot.
- On-site stormwater detention is not required because the impervious surfaces will be less than ½ acre. However, the individual lots will be required to provide “Post Construction Best Management Practices (PCBMP)” as per the DuPage County Stormwater Ordinance Section 15-64 (generally, PCBMPs allow infiltration into the ground of 1.25” of rainfall running off impervious surfaces). Enforcement of this requirement will be part of the building permit process, not part of the subdivision process.
- As per the attached preliminary plat review, water and sanitary sewer mains will need to be extended to serve the two lots.
- Sidewalks and parkway trees are required within the adjacent Drew Avenue right of way. This subdivision request will be submitted to the Pathway Commission at their May meeting to determine whether the Commission prefers the sidewalks or a donation in lieu of the sidewalk.
- Street improvements are required for all new subdivisions. In this case, the required improvement is a cul de sac turnaround at the end of Drew Avenue. The subdivision does not include the land on the other side of Drew Avenue. Thus, an off-set cul de sac

turnaround is proposed. The turnaround would provide the required pavement width (45 foot radius) but would not provide the required right of way width (60 foot radius required, 50 foot radius proposed).

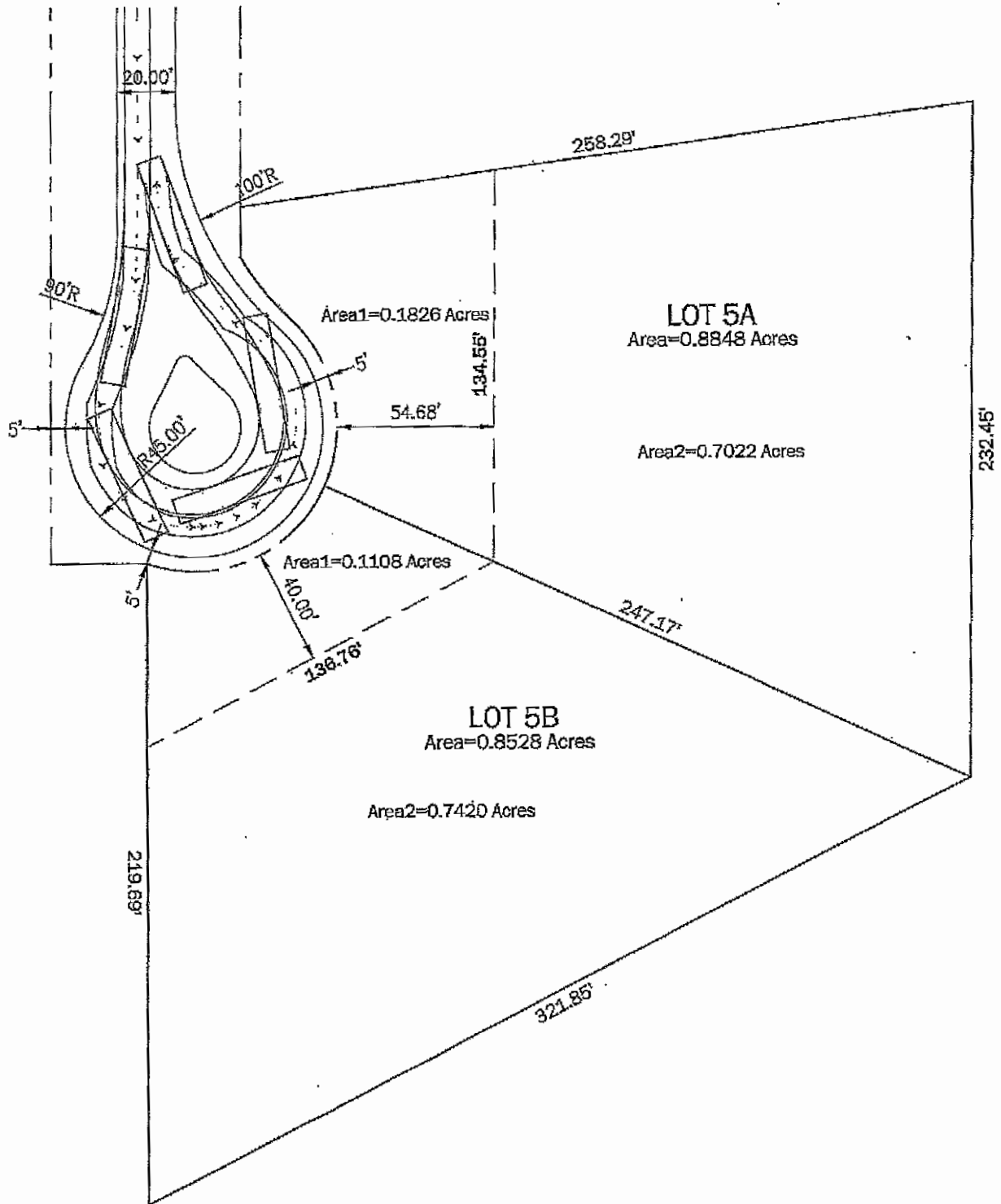
- The name of the subdivision is proposed as Esther Court. Since the street is already named Drew Avenue, inclusion of “court” in the name may be misleading.

Please note that the standards for a variation from the Subdivision Ordinance are much different than a variation from the Zoning Ordinance. In particular, there is no required finding of hardship for a subdivision variation. The only criteria for a subdivision variation is that the *“Plan Commission may recommend variations from the requirements of this ordinance in specific cases which, in its opinion, do not adversely affect the Comprehensive Plan or intent of this ordinance.”*

In this case, it would appear that the intent of the Subdivision Ordinance is to provide safe and adequate turnaround at the end of street for emergency and other vehicles. The additional right-of-way requirement beyond the street pavement is to provide an area for a sidewalk, parkway and utilities.

If the Plan Commission recommends approval of the variation, the preliminary plat should be subject to the following conditions:

1. The final plat shall be submitted within one year of the preliminary plat shall become null and void.
2. The petitioner shall submit preliminary engineering plans with an engineer’s cost estimate for the required street improvements (and sidewalks) for review and approval by the Village Engineer.
3. The petitioner shall provide additional right of way or a utility easement adjacent to the right of way as may be requested by the Village Engineer.
4. The petitioner shall pay either a donation in lieu of the required sidewalks or construct the required sidewalk as may be determined by the Board of Trustees upon recommendation from the Pathway Commission.



## M E M O

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**To:** Doug Pollock, Director of Community Development  
**From:** David Preissig, P.E., Director of Public Works & Village Engineer  
**Date:** February 17, 2016  
**Subject:** Drew Avenue Subdivision (formerly Esther Court): Preliminary Engineering

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The following are review comments for the subject development preliminary engineering Site Improvements plans January 10, 2016:

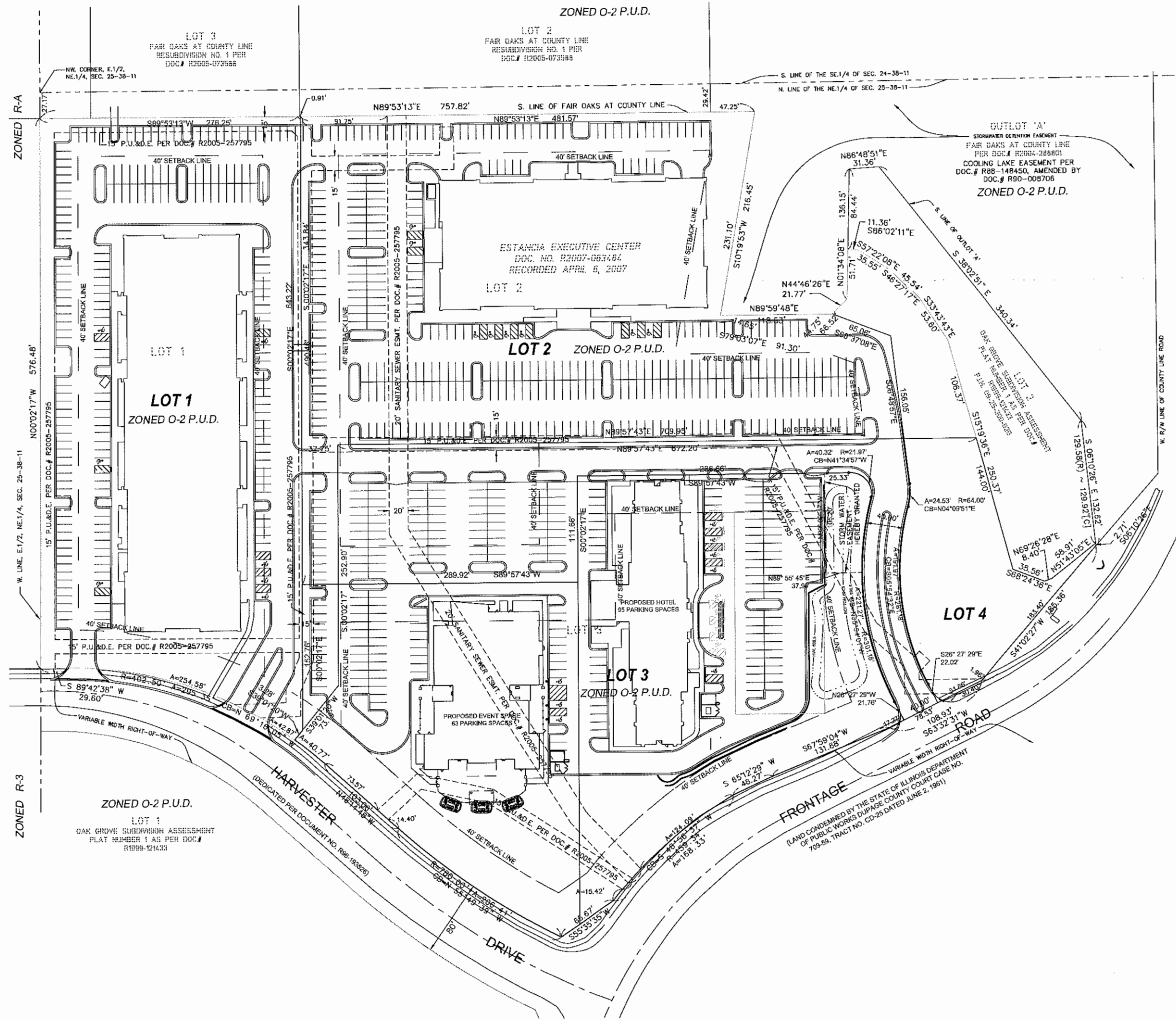
1. Proposed cul-de-sac right-of-way is approximately 100 feet, which is less than the Subdivision Design Requirements (120 feet), and the center island is not dimensioned for the 22 feet required. An attempt to justify the variance was shown previously with a school bus design vehicle; however, consider the following before continuing with this sub-standard design:
  - a. Parked cars in front of homes should be checked with this vehicle
  - b. Verify that the pavement could accommodate the largest of the Tri-State Fire Protection District vehicles, a Smeal Spartan with 240" wheelbase.
  - c. As shown, insufficient width will remain for sidewalk and parkway trees.
2. A Plat of Subdivision shall include the ROW dedication, as well as provision of easements over all public infrastructure not located within the ROW. Easements as outlined in the Subdivision Design Requirements must be provided. Also, wetlands, floodplains, and similar sensitive land areas shall be located in outlots and shall not be on individual lots.
3. A tree survey and demolition plan will be required.
4. Proposed street profile grade and cross-slope labels will be required.
5. Streets shall be constructed with IDOT type B6.12 curb and gutter. This also affects stormwater conveyance system.
6. Proposed pavement section must meet or exceed: 1 ½" hot-mix asphalt surface course, 2" hot-mix asphalt binder course, 6" hot-mix asphalt base course, and a minimum of 2" crushed limestone base. This design shall be verified by soil borings. A greater depth of aggregate base may be required to pass the proof roll tests.
7. A street light shall be provided in the center of the cul-de-sac as described in the Subdivision Engineering Design Requirements.
8. A Stormwater Certification will be required under the DuPage County Stormwater Ordinance adopted by the Village, including all provisions, requirements, submittal forms,

and supporting documentation. A pre-application meeting should be scheduled with DuPage County.

- a. The 100-year and 500-year flood zones encroach into the boundaries of this development and will require coordination directly with the County.
  - b. Verify existence of wetlands and impacts to the riparian buffer directly with the County.
  - c. The currently proposed silt fence will be inadequate and additional erosion control measures will be required.
  - d. The development may require a site runoff storage facility (i.e., detention), depending on a calculation of proposed impervious area.
  - e. This site must comply with the County's VCBMP requirements. Provide computations and details for the proposed VCBMP methods on the plan, and include in the Stormwater report.
  - f. Proposed bio-swale as shown would not be permitted. It cannot be permanently monitored and maintained without an easement on which it would be constructed.
9. Watermain extension will be required to serve the two lots. The new water main must provide a hydrant at its south terminus, immediately followed by a valve in vault. Fire hydrants shall be East Jordan CD250, Mueller Super Centurion to match existing.
  10. Sanitary sewer services must 'Y' into proposed sewer main as shown on the Sanitary Service detail. Connections in a manhole are not permitted. Also, proposed manhole #3 is shown in existing right-of-way, but it's not clear if that ROW was to be vacated.
  11. An IEPA watermain construction permit will be required.
  12. A Storm Water Pollution Prevention Plan (SWPPP) will be required. The USEPA has published a guide [http://www.epa.gov/npdes/pubs/sw\\_swppp\\_guide.pdf](http://www.epa.gov/npdes/pubs/sw_swppp_guide.pdf)
  13. An Illinois General NPDES Construction Site Permit, or a completed Notice of Intent (NOI) must be submitted to the IEPA in sufficient time to allow a 30 day review period before receiving approval to start construction.
  14. A DuPage County permit will be required for the sanitary sewer service and extensions.
  15. The DuPage County Health Department must be informed by permit application of any private wells remaining, capped, or abandoned, as well as septic fields to be removed.
  16. Tri-State Fire Protection District will also review and comment on future submittals.
  17. An estimate of cost for the subdivision improvement must be submitted later for review.
  18. The developer should provide a written disposition of comments with subsequent submittals. Please contact Village Engineer David Preissig if you have any questions at (630) 323-4733, extension 6000.





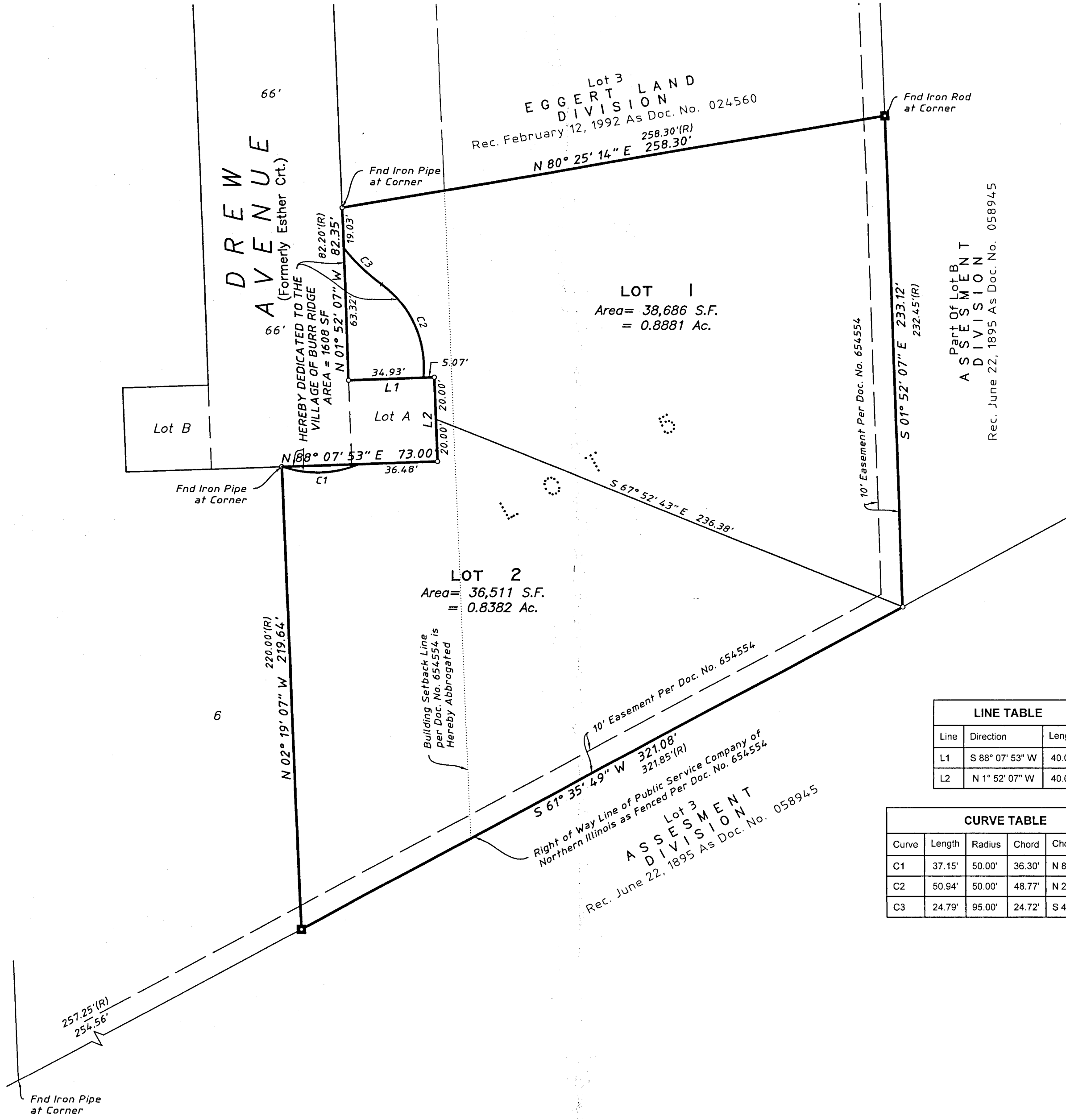
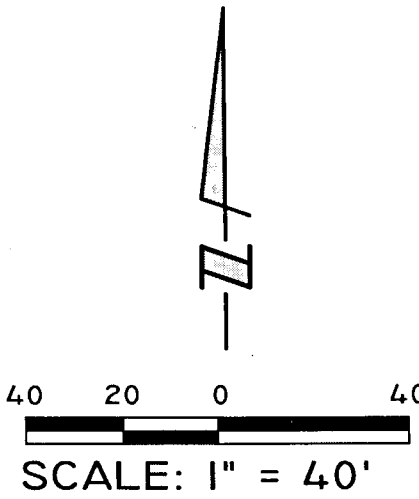


PRELIMINARY PLAT

MAIL PLAT TO:  
HAEGER ENGINEERING LLC  
CONSULTING ENGINEERS AND LAND SURVEYORS  
1304 PLUM GROVE ROAD  
SCHAUMBURG, IL 60173

OF  
LOT 5 IN ESTHER COURT

BEING A SUBDIVISION OF LOT 5 IN ESTHER COURT SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 1, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 15, 1952 AS DOCUMENT 654554, IN DUPAGE COUNTY, ILLINOIS.



LEGEND

■	Set Concrete Subdivision Monument
---	Underlying Subdivision Lot No.
---	LOT 1
---	New Subdivision Lot No.
---	Boundary Line
(R)	Record dimension when different from measured

LINE TABLE

Line	Direction	Length
L1	S 88° 07' 53" W	40.00'
L2	N 1° 52' 07" W	40.00'

CURVE TABLE

Curve	Length	Radius	Chord	Chord Bearing
C1	37.15'	50.00'	36.30'	N 88° 07' 53" E
C2	50.94'	50.00'	48.77'	N 23° 29' 05" W
C3	24.79'	95.00'	24.72'	S 45° 11' 51" E

OWNER'S & SCHOOL DISTRICT CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF ) SS  
THIS IS TO CERTIFY THAT \_\_\_\_\_ IS THE SOLE OWNER OF RECORD OF THE PROPERTY DESCRIBED IN THE SURVEYOR'S CERTIFICATE AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED, AS SHOWN ON THIS PLAT OF SUBDIVISION, FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT, INCLUDING BUT NOT LIMITED TO, THOROUGHFARES, STREETS, ALLEYS, WALKWAYS AND PUBLIC SERVICES; GRANTS THE TELEPHONE, GAS, ELECTRIC AND ANY OTHER PUBLIC OR PRIVATE UTILITY EASEMENTS AS STATED AND SHOWN ON THIS PLAT; AND GRANTS AND DECLARES THE STORM WATER DRAINAGE AND DETENTION RESTRICTIONS AND EASEMENTS AS STATED AND SHOWN ON THIS PLAT.

THE UNDERSIGNED FURTHER CERTIFIES THAT THERE ARE NO UNPAID DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS AFFECTING THE LAND DESCRIBED AND SHOWN ON THIS SUBDIVISION PLAT OR, IF ANY OF SAID INSTALLMENTS ARE NOT PAID, THEN SUCH INSTALLMENTS HAVE BEEN DIVIDED IN ACCORDANCE WITH THE SUBDIVISION AND APPROVED BY THE COURT WHICH CONFIRMED THE SPECIAL ASSESSMENT AND THE PROPER COLLECTOR OF ANY SUCH SPECIAL ASSESSMENT HAS SO CERTIFIED SUCH DIVISION ON THE FACE OF THIS SUBDIVISION PLAT.

ALSO THIS IS TO CERTIFY THAT THE UNDERSIGNED IS/ARE THE SOLE OWNER(S) OF RECORD OF THE FOLLOWING DESCRIBED LAND, AND HEREBY CERTIFIES THAT THE SUBJECT PROPERTY IS LOCATED WITH THE FOLLOWING SCHOOL DISTRICTS:  
ELEMENTARY SCHOOL DISTRICT 180  
HIGH SCHOOL DISTRICT 86

BY: \_\_\_\_\_  
ATTEST: \_\_\_\_\_

STATE OF ILLINOIS )  
COUNTY OF ) SS  
I, \_\_\_\_\_, A NOTARY PUBLIC IN AND FOR SAID COUNTY IN THE STATE AFORESAID, DO HEREBY CERTIFY THAT \_\_\_\_\_ PERSONALLY KNOWN TO ME TO BE THE SAME PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THIS SUBDIVISION PLAT AS SUCH OWNER(S), APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE/THEY SIGNED THIS SUBDIVISION PLAT AS THEIR OWN FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES THEREIN SET FORTH.

GIVEN UNDER MY HAND AND SEAL THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

NOTARY PUBLIC

CERTIFICATE AS TO SPECIAL ASSESSMENTS

STATE OF ILLINOIS )  
COUNTY OF ) SS  
I, \_\_\_\_\_, VILLAGE TREASURER OF THE VILLAGE OF BURR RIDGE, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT OR UNPAID CURRENT OR FORFEITED SPECIAL ASSESSMENTS, OR ANY DEFERRED INSTALLMENTS OF ANY OUTSTANDING UNPAID SPECIAL ASSESSMENTS WHICH HAVE NOT BEEN DIVIDED IN ACCORDANCE WITH THE PROPOSED SUBDIVISION AND DULY APPROVED BY THE COURT THAT CONFIRMED THE SPECIAL ASSESSMENT.

DATED AT BURR RIDGE, \_\_\_\_\_ COUNTY, ILLINOIS, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

VILLAGE TREASURER

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF ) SS  
I, \_\_\_\_\_, VILLAGE ENGINEERING OF THE VILLAGE OF BURR RIDGE, ILLINOIS, HEREBY CERTIFY THAT THE LAND IMPROVEMENTS IN THIS SUBDIVISION, AS SHOWN BY THE PLANS AND SPECIFICATIONS THEREOF, MEET THE MINIMUM REQUIREMENTS OF SAID VILLAGE AND HAVE BEEN APPROVED BY ALL PUBLIC AUTHORITIES HAVING JURISDICTION THEREOF.

DATED AT BURR RIDGE, DU PAGE COUNTY, ILLINOIS, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

VILLAGE ENGINEER

VILLAGE CLERK'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF ) SS  
I, \_\_\_\_\_, VILLAGE CLERK OF THE VILLAGE OF BURR RIDGE, ILLINOIS, DO HEREBY CERTIFY THAT THIS SUBDIVISION PLAT WAS PRESENTED TO AND BY RESOLUTION OR ORDER DULY APPROVED BY THE BOARD OF TRUSTEES OF SAID VILLAGE AT ITS MEETING HELD ON \_\_\_\_\_, 20\_\_\_\_, AND THAT THE REQUIRED BOND OR OTHER GUARANTEE HAS BEEN POSTED FOR THE COMPLETION OF IMPROVEMENTS REQUIRED BY THE REGULATIONS OF SAID VILLAGE.

IN WITNESS WHEREOF, I HAVE HERETO SET MY HAND AND SEAL OF THE VILLAGE OF BURR RIDGE, ILLINOIS, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 20\_\_\_\_.

VILLAGE CLERK

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS  
WE HEREBY CERTIFY THAT THE TOPOGRAPHICAL AND PROFILE STUDIES REQUIRED BY THE ILLINOIS PLAT ACT, ILLINOIS REVISED STATUTE, CHAPTER 109, SECTION 1 ET SEQ., AS NOW OR HEREAFTER AMENDED, HAVE BEEN FILED WITH THE VILLAGE OF BURR RIDGE, A MUNICIPAL CORPORATION IN COOK AND DUPAGE COUNTIES, ILLINOIS, AND THE CERTIFICATION AS TO DRAINAGE REQUIRED BY SAID ACT MADE THEREON.

DATED AT \_\_\_\_\_, ILLINOIS, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2005.

OWNER OR ATTORNEY

DATED AT \_\_\_\_\_, ILLINOIS, THIS \_\_\_\_ DAY OF \_\_\_\_\_, 2005.

DESIGN ENGINEER

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DUPAGE ) SS  
I, COUNTY CLERK OF DUPAGE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, NO UNPAID CURRENT TAXES, NO UNPAID FORFEITED TAXES, AN NO REDEEMABLE TAX SALES AGAINST ANY OF THE LAND INCLUDED IN THE ANNEXED PLAT. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE ANNEXED PLAT.

GIVEN UNDER MY NAME AND SEAL OF THE COUNTY CLERK AT WHEATON, ILLINOIS, THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_.

BY: \_\_\_\_\_  
COUNTY CLERK

RECORDER'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF DU PAGE ) SS  
THIS INSTRUMENT NO. \_\_\_\_\_ WAS FILED FOR RECORD IN THE RECORDER'S OFFICE OF DUPAGE COUNTY, ILLINOIS AFORESAID ON THIS \_\_\_\_ DAY OF \_\_\_\_\_, A.D. 20\_\_\_\_, O'CLOCK \_\_\_\_.

BY: \_\_\_\_\_  
RECORDER OF DEEDS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS )  
COUNTY OF ) SS  
THIS IS TO CERTIFY THAT I, JEFFREY W. GLUNT, REGISTERED, ILLINOIS LAND SURVEYOR NO. 035-3695, HAVE SURVEYED AND SUBDIVIDED THE FOLLOWING DESCRIBED PROPERTY:

LOT 5 IN ESTHER COURT SUBDIVISION IN THE SOUTHEAST QUARTER OF SECTION 1, TOWNSHIP 37 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 15, 1952 AS DOCUMENT 654554, IN DUPAGE COUNTY, ILLINOIS.

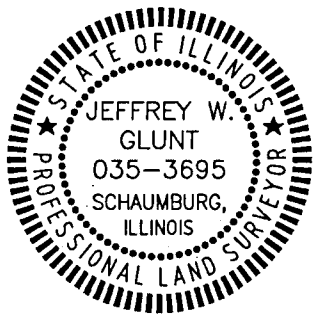
AS SHOWN ON THIS SUBDIVISION PLAT, WHICH IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF. I FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE BOARD OF TRUSTEES OF THE VILLAGE OF BURR RIDGE, A MUNICIPAL CORPORATION IN COOK AND DUPAGE COUNTIES, ILLINOIS, RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH IN THE PREPARATION OF THIS PLAT.

I FURTHER CERTIFY THAT NO PART OF THE PROPERTY COVERED BY THIS PLAT OF SUBDIVISION IS LOCATED WITHIN A SPECIAL FLOOD HAZARD AREA AS IDENTIFIED BY THE FEDERAL EMERGENCY MANAGEMENT AGENCY AND THAT NO PART OF SAID PROPERTY BORDERS ON OR INCLUDES ANY PUBLIC WATERS IN WHICH THE STATE OF ILLINOIS HAS ANY PROPERTY RIGHTS OR PROPERTY INTERESTS.

I FURTHER CERTIFY THAT THIS SUBDIVISION LIES WITHIN THE CORPORATE LIMITS OF SAID VILLAGE OF BURR RIDGE OR WITHIN 1-1/2 MILES OF THE CORPORATE LIMITS OF SAID VILLAGE WHICH HAS ADOPTED A CITY PLAN AND IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE 11 OF THE ILLINOIS MUNICIPAL CODE, AS NOW OR HEREAFTER AMENDED.

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS OF PRACTICE APPLICABLE TO BOUNDARY SURVEYS.  
SCHAUMBURG, ILLINOIS DECEMBER 10, 2015

BY: \_\_\_\_\_  
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3695



EXPIRES 11-30-16

**HAEGER ENGINEERING**  
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