



**DUPAGE
COUNTY**

Building
Division

Zoning &
Planning Division

Environmental
Division

BUILDING & ZONING DEPARTMENT

630-407-6700
Fax: 630-407-6702

www.dupageco.org/building

MEMORANDUM

TO: DuPage County Development Committee

FROM: DuPage County Zoning Board of Appeals

DATE: August 6, 2024

RE: **ZONING-23-000069 Medinah Road Residences
(Bloomingdale/District 1)**

Development Committee: August 6, 2024:

DuPage County Zoning Board of Appeals: June 6, 2024: The Zoning Board of Appeals recommended to deny the following zoning relief:

Conditional Use for a Planned Development in the R-2 Zoning District (60 attached dwelling units on 44 building pads), with the following exceptions:

1. To increase the maximum height from 36' to approximately 40'.
2. To increase the maximum FAR from 0.25 to approximately 0.55.

ZBA VOTE (to Deny): 6 Ayes, 1 Nays, 0 Absent

Development Committee: March 19, 2024: Remanded back to the Zoning Board of Appeals for additional Hearing:

On a Voice Vote: All Ayes

DuPage County Zoning Board of Appeals: February 1, 2024: The Zoning Board of Appeals recommended to deny the following zoning relief:

Conditional Use for a Planned Development in the R-2 Zoning District (70 attached dwelling units on 44 building pads), with the following exceptions:

- a. To reduce the front yard setback from required 30' to approximately 18'
- b. To increase the maximum height from 36' to approximately 40'
- c. To increase the maximum FAR from 0.25 to approximately 0.57.

ZBA VOTE (to Deny): 7 Ayes, 0 Nays, 0 Absent

FINDINGS OF FACT:

1. That petitioner testified that they seek the subject zoning relief to construct sixty (60) attached dwelling units with twelve (12) of the units being assigned for residents who meet certain income requirements commensurate with FHA loan commitments which in turn will enable the developer to offer reasonably priced units for people who earn between 100 and 125% of the Area Median Income (AMI) in the northeast quadrant of DuPage County.
 - The sixty (60) units will be developed on forty-four (44) building pads and the proposed development would be developed as a Conditional Use Planned Development under the R-2 Zoning District.
2. That petitioner testified that the proposed exceptions for the development for the height and FAR, are all consistent with the surrounding area, especially the two (2) townhome developments to the north, which both were entitled by Conditional Use Planned Development procedures in their respective communities with exceptions granted in bulk regulations, (i.e., setbacks, FAR, lot coverage etc.) adopted to facilitate those developments in similar manner as being requested by the petitioner.
 - That the petitioner testified that they amended their petition from the previous iteration to reduce the FAR request from 0.64 to 0.55. and remove all the requested variations from the required setbacks for the district. (The development will comply now with all the required yard setbacks)
3. That petitioner testified that to the north of the subject development is an approximately one hundred (100) foot wide vacant property owned by the developer and located within the corporate limits of the Village of Addison. That, while that property is not part of the proposed development, that property will remain undeveloped and provide a buffer between the subject development and the two (2) townhome developments located to the north in the Village of Addison and Bloomingdale.
 - Petitioner indicated that if that vacant lot located in the corporate limits of Addison were to be included in the overall land plan, the overall FAR variation requested would further be reduced. Nevertheless, that land will provide a practical buffer between the subject development and the multifamily development to the north in Addison.
4. The petitioner testified that to the east of the subject development is an over 200 acre Planned Development located within the corporate limits of Addison that is zoned in the M-4 Manufacturing Zoning District and developed with over 1 million square feet of industrial and manufacturing buildings and uses and developed by Hamilton Partners Development as the Meadows Business Park of Addison, to the south are single family homes, and to the west is Medinah Road and beyond, single family homes.
 - That the Meadows business park consists of a mix of industrial, manufacturing, and commercial land uses with outside storage of vehicles and equipment.

5. That the petitioner testified that the overall floor area ratio (FAR) and lot coverage for the subject development is individually less than the two (2) existing multifamily developments in Addison and Bloomingdale immediately to the north of the subject property.
6. That the petitioner testified that the proposed development is a reasonable transitional use consistent with sound land use planning principals between the M-4 zoned industrial/manufacturing district and uses thereto immediately east of the subject property in the City of Addison, and single-family homes to the west.
 - That the proposed development will be located at least fifty (50) feet from the M-4 Manufacturing District development east of the subject property, whereas the two (2) multifamily developments to the north in Addison and Bloomingdale are located at the closest points approximately fifteen (15) feet and twenty (20) feet, respectively to the M-4 Manufacturing District to the east (more than 50% closer than the proposed development).
 - That the existing M-4 Manufacturing District and manufacturing development to the east consists of over 100 acres of M-4 Zoned property with over 1.2 million sq. ft. of building where in some instances those building exceed 40 feet in height.
 - In addition, that the petitioner demonstrated that the M-4 manufacturing development to the east of the subject property was entitled through a rezoning from unincorporated R-2 Single Family Zoning District to an M-4 Manufacturing District and a Conditional Planned Development procedure with the City of Addison, which included exceptions to the building bulk requirements for the district, including a reduction in setback adjacent to the residential zoned properties to the west, (including the subject development) from the required 100 foot setback to 50 feet.
7. That petitioner testified that there would be two (2) proposed access points onto Medinah Road to/from the proposed development, with a single private drive/roadway that would not be dedicated.
 - Furthermore, that petitioner testified that each unit would have a garage for parking, plus overflow spaces for additional cars stacked in the driveway.
 - That petitioner testified that they have proposed one hundred eighty-four (184) parking spaces for the development, with eighty-eight (88) garage spaces, eighty-eight (88) driveway spaces, and eight (8) visitor parking spaces.
 - That petitioner testified that they have submitted a traffic study by Norman J. Toberman & Associates, LLC. and that the proposed development would not have a significant impact on traffic in the surrounding area and would not negatively impact Medinah Road.
8. That petitioner testified that the proposed development would comply with the DuPage County landscaping requirements.
9. That petitioner testified that the proposed development would have a fire suppression system as required by the Bloomingdale Fire Protection District.

10. That petitioner testified that the proposed development would be serviced with well and on-site sanitary, and that in the event that one of the well or on-site sanitary systems fail, it would be up to the property owner/developer to fix the system and find a correct solution.
11. That petitioner testified that the proposed development would have an on-site stormwater detention in the middle of the development, which would be 3-4 feet deep with infiltration in the main basin.
12. That petitioner testified that DuPage County currently has a housing shortage, specifically for residents would be middle class and may have jobs as teachers, first responders, or union workers, who may not be able to afford the higher-end housing that is in the County.
 - Furthermore, that petitioner testified that the DuPage County Board started the Housing Solutions Committee, which is tasked to find solutions to provide more and less costly housing for residents of the County.
 - That petitioner testified that the proposed development may be one of the first steps in the program and that the development may possibly make way for similar development in the future.
13. That petitioner testified that the units in the development will range between 700 square feet to 2,700 square feet per unit.
 - That petitioner testified that twelve (12) of the sixty (60) units (approximately 20% of all units) will be set aside and guaranteed to be housing for “missing middle”/ workforce housing residents.
 - That petitioner testified that the twelve (12) units “missing middle” workforce housing will be smaller in size and rented at a rate that is approximately 20% less than market for those similar per square foot.
 - That petitioner testified that from the outside and even on the inside of the development, you will not be able to tell which units are workforce housing units.
 - That petitioner testified that there would be deed restrictions on the workforce housing program for the development that would continue for at least twenty (20) years.
14. That petitioner testified that in order to make developments that incorporate workforce housing, developers need to build more units per acre.
15. That petitioner testified that they have estimated between 22-49 school-aged children living in the proposed development and that they would meet all required school and park donations if the development were approved.
16. That the Zoning Board of Appeals finds that the subject zoning relief, specifically the requested increase in permitted FAR, is based on the concept and rationalization of workforce housing, which has not yet passed the legislation of the DuPage County Board. In addition, that the Zoning Board of Appeals finds that they cannot determine the legislation or set standards for workforce housing developments as they are not the policy makers for the County.

17. Furthermore, that the Zoning Board of Appeals finds that they have concerns with the proposed development of sixty (60) dwelling units serviced with a septic system and that they have concerns that that the proposed development does not have adequate parking for the proposed residents and visitors.

STANDARDS FOR CONDITIONAL USES:

1. That the Zoning Board of Appeals finds that petitioner **has not demonstrated** that the granting of the Conditional Use is in harmony with the general purpose and intent of the Zoning Ordinance, and will not be injurious to the neighborhood, detrimental to the public welfare, or in conflict with the County’s comprehensive plan for development; and specifically, that the granting of the Conditional Use will not:
 - a. Impair an adequate supply of light and air to the adjacent property as petitioner **has not demonstrated** or provided sufficient evidence that the proposed development will not impair an adequate supply of light and air to the adjacent properties.
 - b. Increase the hazard from fire or other dangers to said property as petitioner **has not demonstrated** or provided sufficient evidence that the proposed development will not increase the hazard from fire or other dangers to said property.
 - c. Diminish the value of land and buildings throughout the County as petitioner **has not demonstrated** or provided sufficient evidence that the proposed development will not diminish the value of land and buildings throughout the County.
 - d. Unduly increase traffic congestion in the public streets and highways as petitioner **has not demonstrated** or provided sufficient evidence that the proposed development will not unduly increase traffic congestion in the public streets and highways.
 - e. Increase the potential for flood damages to adjacent property as petitioner **has not demonstrated** or provided sufficient evidence that the proposed development will not increase the potential for flood damages to adjacent properties, as the petitioner has not provided sufficient evidence regarding existing flooding and drainage concerns on the subject properties.
 - f. Incur additional public expense for flood protection, rescue or relief as petitioner **has not demonstrated** or provided sufficient evidence that the proposed development will not incur additional public expense for flood protection, rescue, or relief, as the petitioner has not provided sufficient evidence regarding existing flooding and drainage concerns on the subject properties.
 - g. Otherwise impair the public health, safety, comfort, morals, or general welfare of the inhabitants of DuPage County as petitioner **has not demonstrated** or provided sufficient evidence that the proposed development will not otherwise impair the public health, safety, comfort, morals, or general welfare of the inhabitants of DuPage County.

Dissenting Opinion:

That the one (1) dissenting Zoning Board of Appeals member finds that petitioner **has demonstrated** that the granting of the Conditional Use is in harmony with the general purpose and intent of the Zoning

Ordinance, and will not be injurious to the neighborhood, detrimental to the public welfare, or in conflict with the County's comprehensive plan for development; and specifically, that the granting of the Conditional Use will not:

- a. Impair an adequate supply of light and air to the adjacent property as petitioner **has demonstrated** that the proposed development will maintain all the required setbacks for the district including a 120 ft. setback and buffer between the building and the existing multifamily development to the north locate within the corporate limits of the Village of Addison.
- b. Increase the hazard from fire or other dangers to said property as petitioner **has demonstrated** that the proposed development will not increase the hazard from fire or other dangers to said property, and that petitioner will receive a building permit and follow all required fire and building codes, and that the developer has adjusted the drive aisles to accommodate the traffic movements required by the Bloomingdale Fire Protection District.
- c. Diminish the value of land and buildings throughout the County as petitioner **has demonstrated** that the proposed development as follows:
 - Will be consistent with the two attached multi family dwelling unit developments to the north in the jurisdictions of Addison and Bloomingdale.
 - Will have smaller lot coverage than the two existing attached multi family dwelling unit developments to the north in the jurisdictions of Addison and Bloomingdale.
 - Will have more than twice the setback distance from the property lines than the two attached multi family dwelling unit developments to the north in the jurisdictions of Addison and Bloomingdale.
 - Will be located further away (almost twice the distance) from the over 200 acre Manufacturing Zoned and Developed mixed used development in Addison located immediately to the east of the subject property than the two attached multi family dwelling unit developments to the north in the jurisdictions of Addison and Bloomingdale.
- d. Unduly increase traffic congestion in the public streets and highways as petitioner **has demonstrated** via a traffic report that the proposed development will not unduly increase traffic congestion in the public streets and highways which has been conceptually reviewed by the County Division of Transportation with the only concern being that the development be limited to only one (1) access onto Medinah Road (to which the developer has agreed)
- e. Increase the potential for flood damages to adjacent property as petitioner **has demonstrated** that the proposed development will not increase the potential for flood damages to adjacent properties as the development will comply with the Countywide Stormwater and Floodplain Ordinance as part of the permitting process.
- f. Incur additional public expense for flood protection, rescue or relief as petitioner **has demonstrated** that the proposed development will not incur additional public expense for flood protection, rescue, or relief as the development will comply with the Countywide Stormwater and Floodplain Ordinance as part of the permitting process.

g. Otherwise impair the public health, safety, comfort, morals, or general welfare of the inhabitants of DuPage County as petitioner **has demonstrated** that the proposed development will not otherwise impair the public health, safety, comfort, morals, or general welfare of the inhabitants of DuPage County and that the proposed development will be an added benefit to the surrounding area as:

- The development will provide a transition use between industrial/manufacturing zoning district and land uses to the east of the subject property.
- The development is generally consistent with the two (2) attached multifamily dwelling unit developments to the north of the subject property which in turn are a transition from the office and retail developments (gas station and gaming cafe) at the corner of Lake Street and Medinah Road to the north.
- The development provides a reasonable transition between the aforementioned developments and the higher density single-family development to the west of the subject property (approximately 12,000 sq. ft. lots)

PETITIONER'S DEVELOPMENT FACT SHEET

GENERAL ZONING CASE INFORMATION	
CASE #/PETITIONER	ZONING-23-000069 Medinah Road Residences
ZONING REQUEST	Conditional Use for a Planned Development in the R-2 Zoning District (60 attached dwelling units on 44 building pads), with the following exceptions: a. To increase the maximum height from 36' to approximately 40' b. To increase the maximum FAR from 0.25 to approximately 0.55.
OWNER	MEDINAH ROAD DEVELOPMENT CO., LLC., 804 ROBERTS ROAD, TOWER LAKES, IL 60010 & JOHN T. DABROWSKI, 5N061 MEDINAH ROAD, ADDISON, IL 60101/ AGENT: CORNICE & ROSE INTERNATIONAL, LLC., C/O JAMES GRAY, 804 ROBERTS ROAD, BARRINGTON, IL 60010
ADDRESS/LOCATION	5N141 MEDINAH ROAD, ADDISON, IL 60101 5N109 MEDINAH ROAD, ADDISON, IL 60101 5N085 MEDINAH ROAD, ADDISON, IL 60101 5N061 MEDINAH ROAD, ADDISON, IL 60101 1281 MEDINAH ROAD, ADDISON, IL 60101
PIN	02-13-302-018, 02-13-302-019, 02-13-302-010, 02-13-302-011, 02-13-302-012, 02-13-302-008.
TWSP./CTY. BD. DIST.	BLOOMINGDALE DISTRICT 1
ZONING/LUP	R-2 SF RES BUSINESS PARK MEDIUM
AREA	4.62 ACRES (201,247 sq. ft.)
UTILITIES	WELL AND SEPTIC
PUBLICATION DATE	Daily Herald: OCTOBER 23, 2023
PUBLIC HEARING	TUESDAY, NOVEMBER 7, 2023, CONTINUED TO DECEMBER 7, 2023, CONTINUED TO JANUARY 11, 2024
ADDITIONAL INFORMATION:	
Building:	No Objections.
DUDOT:	Objects. "The TIS still suggests a 2nd access point to this development as a foundation for the study. DOT is generally opposed to a second access point for this type of development and would prefer to see access consolidated at a single access point. The petitioner should apply for a Highway Permit if they would like to continue with DOT's review of the proposed access for the development. Please note that we have not made a comprehensive review of the TIS and will provide additional review comments when and if a permit application is made to DOT." (See attached documentation.)
Health:	No Objections with the concept of the petition. Additional information may be required at time of permit application.
Stormwater:	No Objections with the concept of the petition. Additional information may be required at time of permit application.
Public Works:	Our office has no jurisdiction in this matter.
EXTERNAL:	
Village of Addison:	Objects. (See attached documentation.)

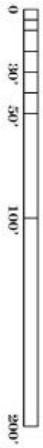
Village of Bloomingdale:	Objects. (See attached documentation.)
Village of Itasca:	“No comment, as this is outside of the Village’s planning boundary.”
Village of Roselle:	Our office has no jurisdiction in this matter. “Not within the planning jurisdiction of Roselle.”
Village of Glendale Heights:	“The Village of Glendale Heights has no issue with this development as it is not contiguous to the Village nor will have a direct impact.”
Bloomington Township:	<i>No Comments Received.</i>
Township Highway:	No Objections.
Bloomington Fire Dist.:	Objects. (See attached documentation.)
Sch. Dist. 13:	No Objections with the concept of the petition. Additional information may be required at time of permit application. (See attached documentation.)
Sch. Dist. 108:	<i>No Comments Received.</i>
Forest Preserve:	“The Forest Preserve District of DuPage County staff have reviewed the information provided in this notice and we do not have any specific comments. Thank you.”

GENERAL BULK REQUIREMENTS:

REQUIREMENTS:	REQUIRED	EXISTING	PROPOSED
Front Yard:	30’	NA	APPROX. 18’
Height:	36’	NA	APPROX. 40’
Floor Area Ratio:	0.25	NA	0.64

LAND USE

Location	Zoning	Existing Use	LUP
Subject	R-2 SF RES	HOUSE	0-5 DU AC
North	VILLAGE OF ADDISON	TOWNHOUSE	VILLAGE OF ADDISON
South	R-2 SF RES	HOUSE	0-5 DU AC
East	VILLAGE OF ADDISON	INDUSTRIAL	VILLAGE OF ADDISON
West	VILLAGE OF BLOOMINGDALE	HOUSE	VILLAGE OF BLOOMINGDALE



© 2023, CORNICE & ROSE INTL







**NORMAN J. TOBERMAN
& ASSOCIATES, LLC**

Civil Engineers & Surveyors

115 S. Wilke Road, Suite 301 • Arlington Heights, IL 60005

Phone: 847-439-8225 • Fax: 847-749-4104 • Email: mail@toberman.us • Web: www.toberman.us

**TRAFFIC STUDY for
PROPOSED RESIDENTIAL
DEVELOPMENT**

Medinah Road, Addison, IL

November 3, 2023

Cliff Toberman, PE
Principal

Norman J. Toberman & Assoc., LLC
Consulting Civil Engineers & Surveyors
115 S. Wilke Road, Suite 301
Arlington Heights, IL 60005
Phone: 847-439-8225

TABLE OF CONTENTS

- > PROJECT SUMMARY
- > PROPOSED DEVELOPMENT TRIP GENERATION AND DISTRIBUTION
- > EXISTING TRAFFIC CONDITIONS
- > CONCLUSION
- > APPENDIX / TRAFFIC COUNT DATA

Project Summary

A Traffic Study was conducted to examine a proposed residential development on 5.4 acres located on the east side of Medinah Road approximately 0.50 mile south of the Lake Street/Rte. 20 intersection. Medinah Road is a 2-lane asphalt road with drainage ditches and minimal gravel shoulders. It provides access for residential neighborhoods south of Lake Street. The speed limit is 30 mph and the roadway is maintained by DDOT. Lake Street is a major IDOT arterial roadway with full intersection/ramps at I-355 approximately 0.80 miles east of Medinah Road. The site currently has four single family residences and driveways to Medinah Road that will be demolished. The proposed site design integrates 9 individual residential multi-unit buildings that connect into an internal road that terminates at new north and south entrances with Medinah Road.

The new entrances will allow direct, safe and efficient traffic flow to Medinah Road meeting DuPage County Dept. of Transportation (DDOT) standards. In that regard, the south entrance will be aligned directly across from Erie Circle's south drive entrance on the west side of Medinah Road. To maximize spacing between drive entrances, the north entrance will be located 300' north of the south entrance. Also, the north entrance will be 240' south of Superior Drive along the west side of Medinah Court and 330' south of the Nicola Court townhome development adjacent the north side of the project. The entrances will allow for the development's generated traffic to be split equally between them allowing for balancing ingress/egress vehicle movements between the entrances. A further benefit of having dual entrances is the ability of concurrent left-turn ingress/egress from the development. Each drive entrance will have a stop sign and striped pedestrian cross-walk for a new north-south concrete public walk along the east right-of-way of Medinah Road. The entrances will have the internal capability to queue two outbound vehicles to Medinah Road without impacting residential drives.

Existing Medinah Road traffic conditions were examined adjacent the project's proposed south proposed entrance directly across from Erie Circle's residential south entrance road. Overall, Medinah Road was observed to be a lightly traveled indicative of a road serving predominately residential neighborhood traffic. Frequent traffic gaps were observed in both northbound and southbound lanes. Also, there was very light traffic on Erie Circle and frequent Medinah Road traffic gaps allowed for Erie Circle inbound and outbound left turns to be conducted with little delay. Equally important, Medinah Road thru-traffic was unaffected by Erie Circle vehicle trips.

Proposed Development Trip Generation & Distribution

It was concluded the proposed residential development's two entrances will function in similar fashion to Erie Circle's entrance drive based on the estimated development generated traffic. The use of a dual entrance design will accommodate and balance the proposed development's traffic generation during the PM peak hour estimated at 39 vehicle trips. This was calculated using an estimated 0.56 trips per dwelling x 70 units (per ITE 10th Edition, PM peak hour for Multi-family housing land use 220). Then the 40 peak hour PM trips would be split equally between the two entrances with 20 trips for each entrance with 10 inbound and 10 outbound trips. Further, assuming 50% right-turn inbound/outbound trips and 50% left-turn inbound/outbound trips would result in 10 left turn trips and 10 right-turn trips per entrance. ITE study data for the PM Peak Hour suggests a slight weighting to inbound movements to outbound movements however traffic count data showed a favor to left-turn outbound movements to left-turn inbound movements. Thus, for each entrance it is estimated that one trip every 3 minutes would occur on average.

Thus, for the PM Peak Hour it is estimated that for the project's projected 20 trips at each entrance (10 right-turns and 10 left-turns) would be distributed directionally as follows:

- 5 right-turn inbound trips;
- 5 right-turn outbound trips;
- 5 left-turn outbound trips;
- 5 left-turn inbound trip;

Overall, both 2021 and 2023 traffic count data and observations showed that both right-turn and left-turn movements are easily accommodated from the existing Erie Circle Street's intersection with Medinah Road. This is largely due to the light traffic in general on Medinah Road traffic not only during the PM Peak hour but throughout the day. In comparison, count data showed Erie Circle to have between 15-20 left-turn inbound/outbound trips and greater than each of the project's proposed entrances trips of 10 but comparable to combining the two proposed entrances.

Projected project left-turn inbound and outbound trips from and to each entrance are most important to evaluate as they involve crossing Medinah Road's thru-lanes of traffic (vs. right-turns). Left-turns are highly dependent on the availability of Medinah Road traffic gaps to accommodate timely turning movements to and from the road and entrances. Equally important, the numerous and lengthy Medinah Road traffic gaps will undoubtedly result in limited left-turn entrance delays and queuing. In fact, average Medinah Road traffic gap time is approximately 18 seconds each minute. Thus, it would be expected that vehicle queuing would be no more than one vehicle on average at each entrance during the PM peak hour and no delays or queuing during non-peak hours.

In comparison, Erie Circle's entrance traffic count observations showed that the entrance had 0-10 second delays in general. Thus, given the availability of gaps and limited generation of left-turn vehicle trips (i.e., 1 trip every 3 min. per entrance), outbound entrance vehicle queuing should be no greater than 1 vehicle. It can be concluded that the project's combined two new entrances will function similar to Erie Circle's Medinah Road entrance with little impact to Medinah Road service level or the Erie Circle's entrances.

With an estimated 10 left-turning movements expected at each entrance, this represents less than 5% of Medinah Road thru-traffic. It is concluded that the two new development entrances for a 70-unit residential development will satisfactorily facilitate project trips to and from Medinah Road with minimal impact to Medinah Road traffic conditions and Erie Circle's intersection with Medinah Road.

Existing Traffic Conditions

Peak road traffic conditions typically occur on weekdays in the late afternoon compared to weekday morning and Saturday afternoon traffic that was not studied. The traffic count determined the PM Peak hour to occur between 4:30-5:30 PM that typically is concurrent with the peak residential development generated traffic. As such, traffic counts were conducted on the late afternoons of Thursday, November 11th, 2021 and Friday, November 12th, 2021 between 3:30-6 PM in 15 minute intervals (see Appendix). Another count was conducted recently on the afternoon of October 26, 2023 with data provided in the Appendix. Existing Medinah Road traffic conditions were assessed adjacent the project site's proposed south proposed entrance and

across from Erie Circle's south entrance. The northbound roadway traffic gaps were counted as well as Erie Circle intersection left-turn ingress and egress movements and vehicle queues. Overall, the roadway and existing Erie Circle intersection and found to perform very well having little or no vehicle queuing on Medinah Road and Erie Circle. Medinah Road weekday peak-hour traffic occurred late afternoon between 4:30-5:30 PM as documented in the traffic study data. On Thursday, Nov. 11th, 2021 during the PM peak hour approximately 164 vehicles were southbound and 73 northbound for a total of 237 vehicles. In comparison, on Friday November 12th during the PM peak hour approx. 133 southbound and 87 northbound vehicles were observed for a total of 220 vehicles. Thus, the Thursday PM peak hour traffic was slightly greater than Friday PM peak hour traffic volume. However, both Thursday and Friday afternoon traffic patterns remained consistent and were best characterized by light vehicle traffic having frequent traffic gaps exceeding 10 seconds. At no time did Medinah Rd. thru-traffic become queued as a result of left turns at Erie Circle entrance. The recent October 23, 2023 count data compared similarly to the 2021 counts in general. For example, road traffic was 5% less at 210 vehicles for the PM Peak hour while left turn movements at Erie Circle increased from 13 to 23 turning movements or 1 left-turn movement every 3 minutes.

Thursday afternoon vehicle directional distribution traffic was dominated by southbound traffic at 69% and northbound at 31% of roadway thru-traffic. Medinah Road's intersection with Lake Street 0.5 miles north clearly directs residential traffic south in the afternoon. On Friday the distribution was a comparable at 60.5% southbound/39.5% northbound. Thus, on average the distribution can be characterized as 65% southbound / 35% northbound. Roadway traffic gaps predominated within the light traffic flow with on average approx. one 10 second gap/minute.

The study showed that the existing Erie Circle south entrance drive that serves a single family residential community had limited inbound/outbound traffic and vehicle queuing throughout the studied time periods. The entrances queues were at most 1 vehicle during the peak PM hour. The frequent traffic gaps combined with infrequent Erie Circle traffic allowed the south Erie Circle intersection's residential traffic to easily access Medinah Road with little queuing observed at the intersection's stop sign. For example, for the PM peak hour on Thursday, November 11th, 2021 had only 7 inbound left-turns occurred and 12 left-turn out-bounds. This increased to 8 inbound and 15 outbound left turns for the October 26th, 2023 count data or 1 left-turn every 3 minutes approximately. Thus, it can be expected that the development's outbound left-turns will experience similar favorable traffic conditions. Erie Circle left-turn vehicles were only 5% of Medinah Road. Outbound left turns predominated with 75% of the left turns being outbound and only 25% inbound and this was also the case for the more recent count as well. Also, the Friday count from 2021 had a slightly earlier peak hour between 4:15 PM and 5:15 PM.

Conclusion:

Medinah Road PM Peak Hour is between 4:30-5:30 PM. Medinah Road existing roadway traffic remains light at 210 vehicles taking into consideration the latest count data. The average roadway PM Peak Hour traffic gap is 18 seconds during the peak hour. Medinah Road PM Peak hour northbound / southbound traffic distribution is approximately 35% / 65% respectively that favors southbound / left-turn movements at the proposed project's entrances. However, outbound count data for Erie Circle favored outbound northbound movements instead. Thus an equal 50%/50% traffic distribution is assumed into and out of the development. The Erie Circle Street/Medinah Road intersection recent count data on Thursday, October 26th, 2023 showed similar results to

the Nov. 11th, 2021 count. The recent Thursday count showed 210 PM Peak hour roadway trips vs. 237 trips for the Nov. 11th, 2021 count.

Based on a higher density residential ITE trip generation data, an average of 40 trips can be expected for the PM Peak hour per prior discussion. The proposed residential development's PM Peak Hour trip generation was estimated to be 20 trips at each entrance or 1 trip every 3 minutes. Using a 50%/50% trip distribution per prior discussion, the estimates of trip generation at each entrance would be distributed with 5 right-in/5 right-outs and 5 left-in/5 left-outs. This results in 1 left-turn movement every 6 minutes on average and only 5% of the roadway traffic. As previously discussed, no vehicle queuing is anticipated at the project's proposed entrances or on Medinah Road given the available large traffic gaps, similarities with the Erie Circle entrance as well as estimated limited trip generation discussed.

Therefore, it can be concluded that the overall project's combined PM Peak Hour generated 40 trips is similar to Erie Circle Street's trip count and will function in similar fashion with that exhibited no vehicle queues or roadway delays. Equally important, the proposed use of two drive entrances will efficiently and safely distribute generated trips to and from Medinah Road.

Thursday, October 26, 2023

							Average seconds between cars		
	Northbound	Southbound	Total	Left In	Left Out	10 sec. Gaps	North	South	Total
3:30	17	30	47	0	2	21	53	30	19
3:45	15	27	42	0	4	17	60	33	21
4:00	30	30	60	1	2	18	30	30	15
4:15	18	34	52	1	3	18	50	26	17
4:30	16	33	49	2	7	18	56	27	18
4:45	22	28	50	2	2	22	41	32	18
5:00	17	34	51	3	2	19	53	26	18
5:15	25	35	60	1	4	11	36	26	15
5:30									
5:45									
6:00									
TOTAL COUNT	160	251	411	10	26	17.5	47	29	18
% of TOTAL	37%	59%		2.3%	6.1%	Avg. # Gaps FOR ENTIRE COUNT		
				Left In	Left Out	Total Lefts			
FOR PEAK HOUR 4:30-5:30	80	130	210	8	15	23			
% of TOTAL	34%	55%		3.4%	6.3%				

Peak Hour

2023 to 2021
COMPARISON
TOTAL PEAK

2023 210
2021 237
27 Decrease

17 seconds
PM Peak Hour Gap Average

LEFT TURN MOVEMENTS

2023 23
2021 13
10 INCREASE

Thursday, November 11, 2021

	Northbound	Southbound	Total	Left In	Left Out	10 sec. Gaps	Average seconds between cars		
							North	South	Total
3:30	10	23	33	0	0		90	39	27
3:45	21	29	50	1	1		43	31	18
4:00	19	36	55	2	5		47	25	16
4:15	20	32	52	0	1		45	28	17
4:30	16	45	61	0	0		56	20	15
4:45	15	31	46	1	6		60	29	20
5:00	24	53	77	1	2		38	17	12
5:15	18	35	53	1	2		50	26	17
5:30									
5:45									
6:00									
TOTAL	143	284	427	6	17	0	54	27	18
% of TOTAL	33%	67%		1.4%	4.0%	 FOR ENTIRE COUNT		

Peak Hour

	Total Lefts					
PEAK HOUR 4:30-5:30	73	164	237	3	10	13
% of TOTAL	30.8%	69.2%		1.3%	4.2%	

Friday, November 12, 2021

	Northbound	Southbound	Total	Left In	Left Out	10 sec. Gaps	Average seconds between cars		
							North	South	Total
3:30									
3:45									
4:00	24	30	54	0	1	16	38	30	17
4:15	20	40	60	1	1	12	45	23	15
4:30	20	38	58	0	1	15	45	24	16
4:45	25	29	54	4	1	15	36	31	17
5:00	17	42	59	1	4	15	53	21	15
5:15	25	24	49	0	2	13	36	38	18
5:30	20	23	43	0	0	18	45	39	21
5:45	15	20	35	1	2	11	60	45	26
6:00									
TOTAL	166	246	412	7	12	115	45	31	18
% of TOTAL	40.3%	59.7%		1.7%	2.9%				

Peak Hour

	Total Lefts					
PEAK HOUR 4:30-5:30	87	133	220	5	8	13
% of TOTAL	39.5%	60.5%		2.3%	3.6%	

Tuesday, November 28, 2023

				INTERSECTION				GAPS	
	Northbound	Southbound	Total	Left In	Left Out	Right-In	Right-Out	QUEUE	> 10 SEC
7:00	17	5	22	0	1	1	0	0	11
7:15	35	12	47	1	2	2	0	0	20
7:30	34	13	47	2	1	1	0	0	24
7:45	35	10	45	0	0	4	0	0	28
8:00	32	10	42	0	1	6	3	0	21
8:15	23	7	30	1	1	0	0	0	18
8:30	22	17	39	1	0	0	1	0	24
8:45	11	16	27	1	2	1	1	0	23
9:00									
TOTAL	209	90	299	6	8	15	5	0	21
% of TOTAL	70%	30%		2.0%	2.7%	5.0%	1.7%		
				of Total Traffic		of Total Traffic			

Peak Hour #REF!

ave. gaps/15 minutes

PEAK HOUR 7:15-8:15 AM	136	45	181	3	4	13	3	0	23
% of TOTAL	75%	25%		1.7%	2.2%	7.2%	1.7%		
				of Total Traffic		of Total Traffic			

23 ave. gaps/15 minutes during Peak Hour

				INTERSECTION				GAPS	
	Northbound	Southbound	Total	Left In	Left Out	Right-In	Right-Out	QUEUE	> 10 SEC
11:30	11	10	21	0	2	4	0	0	12
11:45	13	14	27	0	0	1	1	0	12
12:00	14	14	28	0	0	2	1	0	15
12:15	8	11	19	1	0	2	1	0	12
12:30	8	11	19	0	1	4	2	0	15
12:45	26	8	34	0	1	4	0	0	14
1:00	16	18	34	0	0	2	0	0	18
1:15	12	11	23	1	2	0	2	0	13
1:30									
TOTAL	108	97	205	2	6	19	7	0	14
% of TOTAL	53%	47%							

Peak Hour

ave. gaps/15 minutes during Peak Hour

PEAK HOUR 11:30-12:30	46	49	95	1	2	9	3	0	51
-----------------------	----	----	----	---	---	---	---	---	----

				INTERSECTION				GAPS	
	Northbound	Southbound	Total	Left In	Left Out	Right-In	Right-Out	QUEUE	> 10 SEC
3:15	15	20	35	1	0	3	0	0	16
3:30	22	30	52	1	1	3	0	0	20
3:45	23	30	53	0	0	3	0	0	23
4:00	16	26	42	1	3	6	2	0	16
4:15	21	18	39	1	6	3	0	0	12
4:30									
TOTAL	97	124	221	4	10	18	2	0	17
% of TOTAL	44%	56%							

Peak

ave. gaps/15 minutes

PEAK HOUR 3:30-4:30 PM	82	104	186	3	10	15	2	0	18
% of TOTAL	44%	56%		1.6%	5.4%	8.1%	1.1%		
				of Total Traffic		of Total Traffic			

18 ave. gaps/15 minutes during Peak Hour

**NORMAN J. TOBERMAN
& ASSOCIATES, LLC**

Civil Engineers & Surveyors

115 S. Wilke Road, Suite 301 • Arlington Heights, IL 60005

Phone: 847-439-8225 • Fax: 847-749-4104 • Email: mail@toberman.us • Web: www.toberman.us

**TRAFFIC STUDY for
PROPOSED RESIDENTIAL
DEVELOPMENT**

Medinah Road, Addison, IL

January 5, 2024

Cliff Toberman, PE

Principal

**Norman J. Toberman & Assoc., LLC
Consulting Civil Engineers & Surveyors**

**115 S. Wilke Road, Suite 301
Arlington Heights, IL 60005**

Phone: 847-439-8225

TABLE OF CONTENTS

- > **PROJECT and TRAFFIC STUDY SUMMARY**
- > **PROPOSED DEVELOPMENT TRIP GENERATION AND DISTRIBUTION**
- > **EXISTING TRAFFIC CONDITIONS**
- > **CONCLUSION**
- > **APPENDICES**
 - **Medinah Road and Erie Circle Pictures**
 - **Project Location Map**
 - **Google Earth Image of Project Area**
 - **Proposed Site Plan with Fire Truck Turning**
 - **Traffic Exhibit of Existing Conditions & Proposed Project Trip Generation**
 - **Traffic Count Data**
 - **Traffic Accident Memo**
 - **Zoning Map**

***** PROJECT LOCATION *****



Project and Traffic Study Summary

A Traffic Study was conducted to examine a proposed residential development on 5.4 acres located on the east side of Medinah Road approximately 0.50 mile south of Medinah Road's intersection with Lake Street/Route 20. Medinah Road is a 2-lane asphalt road having adjacent minimal gravel shoulders and drainage ditches. It provides access for residential neighborhoods south of Lake Street and conveys an Average Daily Traffic (ADT) of 1,800 vehicles. The speed limit is 30 mph and the roadway is maintained by DuPage County Dept. of Transportation (DDOT). Just north is US Rte. 20/Lake St. that is a major IDOT arterial roadway that has full intersection/ramp access to I-355 located 0.80 miles east of Medinah Road. The existing site has four single family residences/driveways to Medinah Rd. that will be demolished. The proposed site design integrates a total of 70 residential units that connect to an internal proposed road that terminates at north and south drive entrances with Medinah Road.

The new entrances will allow direct, safe and efficient traffic flow to Medinah Road that will meet DuPage County Dept. of Transportation (DDOT) driveway and road standards. The entrances will allow for the development's generated traffic to be equally split allowing for balanced vehicle ingress/egress for the development. Dual entrances provide for the ability to make concurrent left-turn ingress/egress to and from the development and allow for redundant and convenient emergency access. Each drive entrance will have a stop sign and striped pedestrian cross-walk that will connect with a new north-south concrete public walk along Medinah Road's east right-of-way. Moreover, the entrances will have capability to queue two outbound vehicles to Medinah Road without impacting the development's residential drives.

Equally important, the project's south entrance is proposed to be aligned directly across from Erie Circle's south drive entrance on the west side of Medinah Road (see pictures in Appendix). To maximize spacing between the proposed drive entrances the north entrance will be located 300' from the south entrance. Also, the north entrance will be 240' south of Superior Drive on the west side of Medinah Road and 330' south of the adjacent Nicola Court townhome development entrance.

Existing Medinah Road traffic conditions were examined across multiple days with count data provided in the Appendix. Counts were conducted at the project's proposed south entrance drive directly across from south Erie Circle that serves the single family residential subdivision across Medinah Road. Vehicle traffic was counted for Medinah Road northbound/southbound lanes as well as traffic gaps. Also, inbound/outbound turning movements were counted at the South Erie Circle intersection. Study results concluded Medinah Road to be a lightly traveled road indicative of a road serving predominately local residential neighborhoods. Moreover, there was very light traffic observed on south Erie Circle with inbound/outbound left and right turns completed with minimal to no delay due to frequent Medinah Road traffic gaps. Further, Medinah Road thru-traffic flow was unaffected by South Erie Circle turning movements. The study noted a preference for Medinah Road traffic to proceed north in the AM to Lake St. and southbound in the PM with similar turning preferences for south Erie Circle.

The project's traffic generation was estimated utilizing the Institute of Transportation Engineers (ITE) study data for residential developments. ITE data for AM/PM peak hours showed the new development is expected to generate a total of 40 trips split equally to 20 trips per entrance. Thus, there would be 10 inbound/10 outbound trips having equal left and right-turns. Given the traffic

generation and Medinah Rd.'s high level of service due to light traffic frequent traffic gaps and no delays, the project will have no impacts to Medinah Rd. traffic and overall safety.

Proposed Development Trip Generation & Distribution

It was concluded the proposed residential development's two entrances will function in similar fashion to south Erie Circle's entrance drive based on the estimated development generated traffic. The use of a dual entrance design will accommodate and balance the proposed development's traffic generation during the AM and PM peak hours estimated at 39 vehicle trips. This was calculated using an estimated 0.56 trips per dwelling x 70 units (per ITE 10th Edition, PM peak hour for residential housing). Then the 40 Peak AM and PM hour trips would be split equally between the two entrances with 20 trips at each entrance having 10 inbound and 10 outbound trips. Further, assuming 50% right-turns and 50% left-turns would result in 10 right turn trips (5 inbound and 5 outbound) and 10 left-turn trips (5 inbound and 5 outbound) per entrance. ITE study data for the PM Peak Hour suggests a slight weighting to inbound movements to outbound movements. Also, traffic count data showed a favor to left-turn outbound movements to left-turn inbound movements. Thus, for each entrance it is estimated that one trip would occur every 3 minutes on average.

Thus, for both the AM and PM Peak Hours it is estimated that for the project's projected 20 vehicle trips at each entrance would be distributed directionally consistent with existing traffic patterns. At the south Erie Circle intersection existing count data favored both inbound and outbound traffic movements favoring movements to and from Medinah Road's intersection with Lake Street to the north with 70% preference to the intersection as follows:

- 7 right-turn outbound trips to north (i.e, to Lake St. intersection);
- 7 left-turn inbound trips from north (i.e, from Lake St. intersection);

- 3 right-turn inbound trips from south;
- 3 left-turn outbound trips to south;

Overall, both 2021 and 2023 traffic count data and observations showed that both right-turn and left-turn movements are easily accommodated from the existing south Erie Circle's intersection with Medinah Road. This is largely due to the light traffic in general on Medinah Road traffic not only during the PM Peak hour but throughout the day. In comparison, count data showed South Erie Circle to have between 15-20 left-turn inbound/outbound trips.

Projected project left-turn inbound and outbound trips to and from each proposed entrance are most important to evaluate as they involve crossing Medinah Road's thru-traffic lanes. In contrast, right-turns are readily accommodated especially on light traveled roads. Left-turns are highly dependent on the availability of Medinah Road traffic gaps to accommodate timely turning movements to and from the road and proposed entrances. Equally important, the numerous and lengthy Medinah Road traffic gaps will undoubtedly result in limited left-turn entrance delays and queuing. Note that Medinah Road traffic gap times were counted and showed a significant number and length of gaps categorized as 10-30 second gaps and > 30 second gaps. Thus, it would be expected that vehicle queuing would be no greater than one vehicle on average at each entrance during the AM/PM peak hours and no delays or queuing would occur during non-peak hours.

In comparison, south Erie Circle's entrance traffic count observations showed that the entrance had no delays in general. Thus, given the availability of gaps and limited generation of left-turn vehicle trips (i.e, 1 trip every 3 min. per entrance), outbound entrance vehicle queuing should be no greater than 1 vehicle. It can be concluded that the project's combined two new entrances will function similar to south Erie Circle's Medinah Road entrance with minimal impact to Medinah Road service level or the Erie Circle's entrances.

With an estimated 10 left-turning movements expected at each entrance, this represents less than 5% of Medinah Road thru-traffic. It is concluded that the two new development entrances for a 70-unit residential development will satisfactorily facilitate project trips to and from Medinah Road with minimal impact to road traffic and south Erie Circle's intersection with Medinah Rd.

Existing Traffic Conditions

Peak road traffic conditions typically occur on weekdays in the late afternoon compared to weekday morning and Saturday afternoon traffic that was not studied. The traffic count determined the PM Peak hour to occur between 4:30-5:30 PM that typically is concurrent with the peak residential development generated traffic. As such, traffic counts were conducted on Thursday, December 21st for the entire day as well as for the late afternoons of Thursday, November 11th, 2021 and Friday, November 12th, 2021 between 3:30-6 PM in 15 minute intervals (see count data provided in the Appendix). Another count was conducted on the afternoon of October 26, 2023. Existing Medinah Road traffic conditions were assessed adjacent the project site's proposed south proposed entrance and across from South Erie Circle's south entrance. The northbound roadway traffic gaps were counted as well as South Erie Circle intersection left-turn ingress and egress movements and vehicle queues. Overall, the roadway and existing Erie Circle intersection and found to perform very well having little or no vehicle queuing on Medinah Road and Erie Circle. Medinah Road weekday peak-hour traffic occurred late afternoon between 4:30-5:30 PM as documented in the traffic study data.

On Thursday, December 21st it should be kept in mind that the count was conducted ahead of Christmas vacation weekend although schools remained open. It should be noted that the all-day count corroborated prior count data and showed the Peak PM Hour to be between 4:30-5:30 PM.

On Thursday, Nov. 11th, 2021 during the PM peak hour approximately 164 vehicles were southbound and 73 northbound for a total of 237 vehicles. In comparison, on Friday November 12th during the PM peak hour approx. 133 southbound and 87 northbound vehicles were observed for a total of 220 vehicles. Thus, the Thursday PM peak hour traffic was slightly greater than Friday PM peak hour traffic volume. However, both Thursday and Friday afternoon traffic patterns remained consistent and were best characterized by light vehicle traffic having frequent traffic gaps exceeding 10 seconds. At no time did Medinah Rd. thru-traffic become queued as a result of left turns at Erie Circle entrance. The recent October 23, 2023 count data compared similarly to the 2021 counts in general. For example, road traffic was 5% less at 210 vehicles for the PM Peak hour while left turn movements at Erie Circle increased from 13 to 23 turning movements or 1 left-turn movement every 3 minutes.

Thursday and Friday afternoons vehicle directional distribution traffic was characterized by southbound traffic at 70% and northbound at 30% of roadway thru-traffic on average. Medinah Road's intersection with Lake Street 0.5 miles north clearly directs residential traffic south in the afternoon and north in the morning. Thus, from a proposed generated traffic distribution

standpoint a PM 70% southbound / 30% northbound can be used. Roadway traffic gaps predominated within the light traffic flow with on average approx. one 10 second gap/minute.

The study showed that the existing Erie Circle south entrance drive that serves a single family residential community had limited inbound/outbound traffic and vehicle queuing throughout the studied time periods. The entrances queues were at most 1 vehicle during the peak PM hour. The frequent traffic gaps combined with infrequent Erie Circle traffic allowed the south Erie Circle intersection's residential traffic to easily access Medinah Road with little queuing observed at the intersection's stop sign. For example, for the PM peak hour on Thursday, November 11th, 2021 had only 7 inbound left-turns occurred and 12 left-turn out-bounds. This increased to 8 inbound and 15 outbound left turns for the October 26th, 2023 count data or 1 left-turn every 3 minutes approximately. Thus, it can be expected that the development's outbound left-turns will experience similar favorable traffic conditions. Erie Circle left-turn vehicles were only 5% of Medinah Road. Outbound left turns predominated with 75% of the left turns being outbound and only 25% inbound and this was also the case for the more recent count as well. Also, the Friday count from 2021 had a slightly earlier peak hour between 4:15 PM and 5:15 PM.

Separately, an accident report request was made for the area and memo provided in the Appendix. Also, discussion with local tow truck providers was made and accidents were infrequent and when they occurred it involved vehicles leaving the road under poor weather/icing-snow roadway conditions. The incidents typically did not involve other vehicles.

Conclusion:

Medinah Road PM Peak Hour is between 4:30-5:30 PM. Medinah Road existing roadway traffic remains light at 245 vehicles taking into consideration the latest count data. There were 76 gaps in roadway traffic during PM Peak Hour with 40 gaps between 10 and 30 seconds and 36 gaps exceeding 36 seconds. Medinah Road PM Peak hour northbound / southbound traffic distribution is approximately 30% / 70% respectively that favors project turning movements from the entrances to and from the Lake Street intersection with Medinah Road. Erie Circle count data favored northbound movements clearly. The Erie Circle / Medinah Road intersection recent count data on Thursday, December 21st and Thursday, October 26th, 2023 showed similar results to the Nov. 11th, 2021 count. The recent Thursday count showed a total vehicle count of 245 PM Peak hour roadway trips vs. 237 trips for the Nov. 11th, 2021 count. thus very similar.

Based on a higher density residential ITE trip generation data, an average of 40 trips can be expected for Peak AM and PM hours. The proposed development's AM and PM Peak Hour trip generation was estimated to be 20 trips at each entrance or 1 trip every 3 min (see Traffic Exhibit in Appendix). Also, the count data showed a preference for AM northbound traffic and PM southbound traffic consistent. Using the trip distribution estimates for each entrance results in 5 right-in / 5 right-outs and 5 left-in / 5 left-outs or 1 left-turn every 6 min. on average. This is less than 5% of roadway traffic. No vehicle queuing is anticipated at the proposed project's two entrances or on Medinah Road given the available large and frequent number of traffic gaps and turning counts documented at south Erie Circle intersection. Therefore, it is concluded that the project's AM/PM Peak Hour time periods will experience no vehicle queues or roadway delays. Also, the proposed use of two drive entrances will safely and efficiently distribute generated trips to and from Medinah Rd. and provide for redundant and convenient emergency access. The study concludes that there will be no significant traffic or safety impacts to Medinah Road traffic and the road will remain at its existing high level of service accordingly.

APPENDIX

> MEDINAH ROAD AND ERIE CIRCLE PICTURES

Medinah Road looking north with south Erie Circle to left



Erie Court Intersection with Medinah Rd. looking east (towards proposed south project entrance)



Medinah Road further north looking mid-way between Erie Circle & Nicola Ct. (project to right)

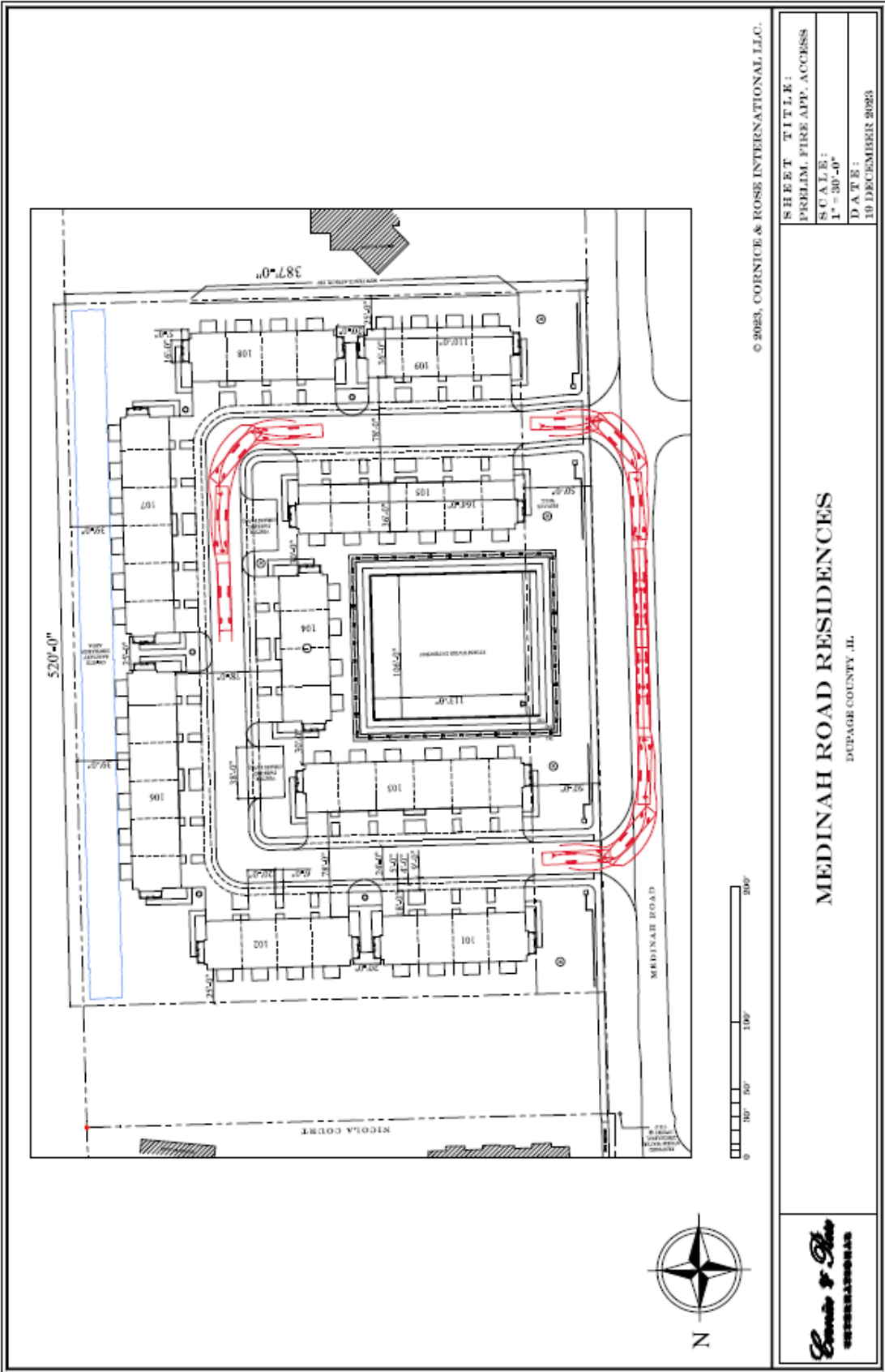


Medinah Road looking south at Superior at Nicola Court (left) and Superior (right)

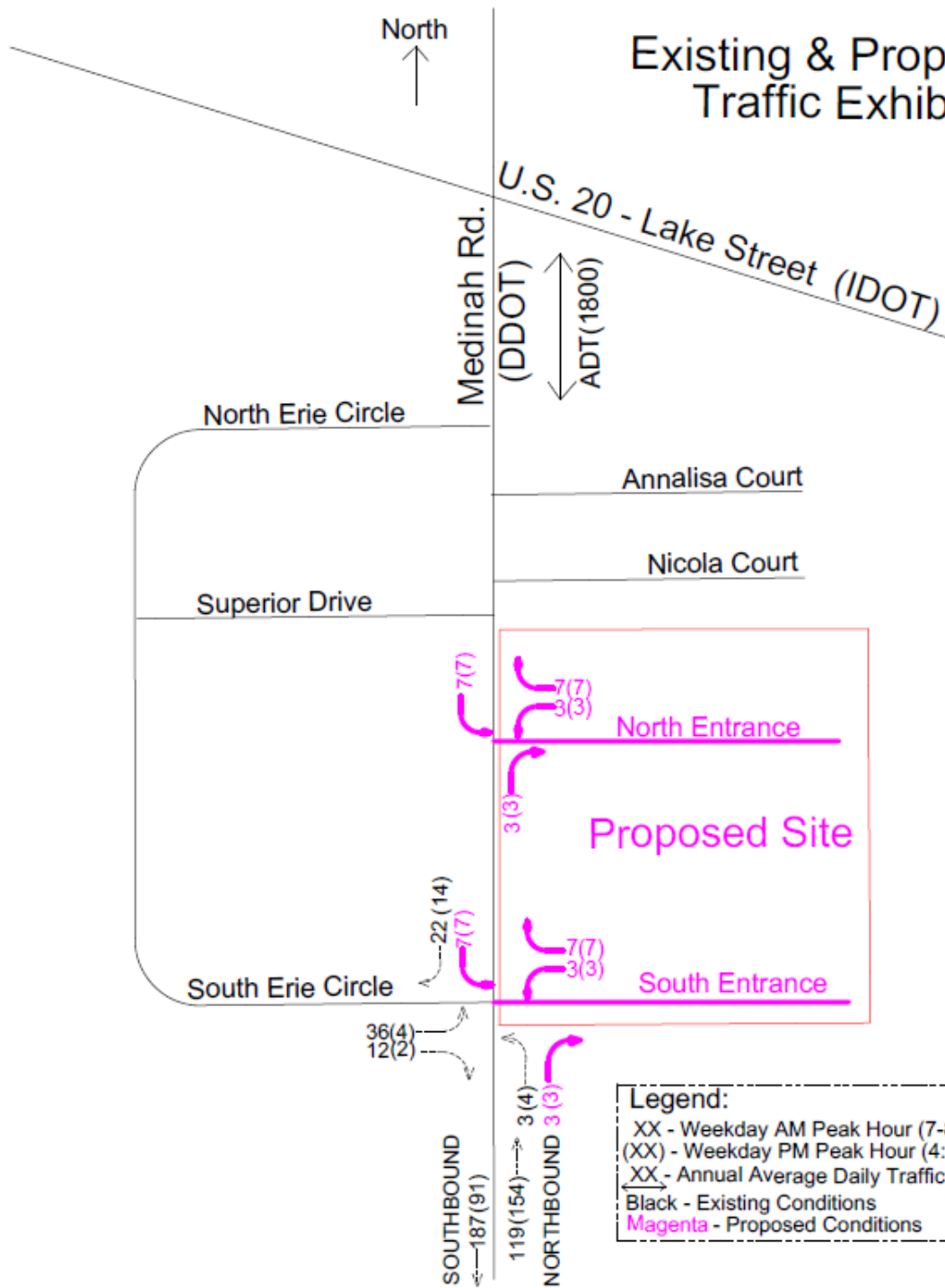








Existing & Proposed Traffic Exhibit



Thursday, December 21, 2023

	Northbound	Southbound	Total	Northbound Left In	Northbound Left Out	Southbound Right-In	Southbound Right-Out	INTERSECTION QUEUE	Total # GAPS	GAPS (10-30 Seconds)	GAPS (> 30 Seconds)
7:00	26	9	35	1	2	1	0		14	7	7
7:15	29	8	37	0	2	1	0		22	8	14
7:30	32	10	42	0	5	3	0		16	10	6
7:45	32	22	54	0	4	3	0		19	10	9
8:00	21	11	32	0	5	3	2		18	11	7
8:15	25	8	33	0	4	1	1		20	9	11
8:30	25	15	40	0	2	0	1		21	11	10
8:45	17	12	29	0	0	2	1		20	8	12
9:00	16	13	29	0	0	1	1		14	4	10
9:15	15	9	24	1	2	1	0		19	7	12
9:30	17	11	28	0	1	0	1		18	8	10
9:45	21	12	33	1	2	1	1		18	6	12
10:00	11	12	23	0	2	4	1		19	8	11
10:15	14	20	34	0	2	0	1		15	3	12
10:30	21	15	36	0	3	1	2		13	2	11
TOTAL	322	187	509	3	36	22	12	0	266	112	154
% of TOTAL	63%	37%		0.6%	7.1%	4.3%	2.4%				
				of Total Traffic		of Total Traffic					

PEAK HOUR 7:15-8:15 AM	119	49	168	0	16	10	2	0	19
% of TOTAL	71%	29%		0.0%	9.5%	6.0%	1.2%		
				of Total Traffic		of Total Traffic			

	Northbound	Southbound	Total	NB Left In	NB Left Out	SB Right-In	SB Right-Out	INTERSECTION QUEUE	GAPS > 10 SEC	GAPS (10-30 Seconds)	GAPS (> 30 Seconds)
10:45	22	13	35	0	1	2	0		19	8	11
11:00	15	14	29	2	2	1	1		21	10	11
11:15	17	14	31	2	2	1	0		16	3	13
11:30	20	16	36	0	6	3	0		18	9	9
11:45	24	19	43	1	1	1	0		24	14	10
12:00	15	13	28	0	2	2	1		19	9	10
12:15	11	16	27	0	2	2	0		16	6	10
12:30	12	17	29	0	2	0	0		19	7	12
12:45	17	31	48	0	1	2	1		18	10	8
1:00	18	17	35	1	5	5	0		22	14	8
1:15	25	19	44	2	2	2	1		19	10	9
1:30	13	19	32	1	0	1	0		21	11	10
1:45	15	18	33	1	0	1	2		15	5	10
2:00	21	21	42	2	2	2	1		18	8	10
2:15	14	27	41	1	1	1	0		22	14	8
TOTAL	259	274	533	13	29	26	7	0	287	138	149
% of TOTAL	49%	51%									
PEAK HOUR 12:45 - 1:45	73	86	159	4	8	10	2	0	80	45	35
% of TOTAL	46%	54%		2.5%	5.0%	6.3%	1.3%				

	Northbound	Southbound	Total	NB Left In	NB Left Out	SB Right-In	SB Right-Out	INTERSECTION QUEUE	GAPS > 10 SEC	GAPS (10-30 Seconds)	GAPS (> 30 Seconds)
2:30	22	19	41	0	0	1	3		18	8	10
2:45	17	23	40	0	0	1	0		19	2	17
3:00	13	21	34	0	3	2	1		23	9	14
3:15	24	20	44	0	2	1	0		18	8	10
3:30	24	45	69	1	1	2	0		21	12	9
3:45	28	37	65	0	1	6	0		18	13	5
4:00	16	30	46	1	3	1	0		22	12	10
4:15	25	33	63	0	6	2	0		22	14	8
4:30	19	47	66	1	3	8	1		16	10	6
4:45	23	39	62	0	0	1	0		17	8	9
5:00	22	28	50	1	1	1	0		22	10	12
5:15	27	40	67	2	0	4	1		21	12	9
5:30	19	22	41	1	0	5	0		23	9	14
5:45	17	36	53	2	2	1	0		20	10	10
6:00	18	33	51	1	2	7	1		25	14	11
6:15	16	27	43	1	1	2	0		16	9	7
6:30	15	27	42	2	0	0	1		21	7	14
6:45	10	19	29	0	0	2	1		21	8	13
7:00	12	21	33	0	1	2	0		18	11	7
7:15	8	15	23	1	1	3	0		16	8	8
7:30	8	17	25	1	1	2	0		16	5	11
7:45	11	18	29	1	0	3	0		16	6	10
TOTAL	394	622	1016	16	30	57	9	0	429	205	224
% of TOTAL	39%	61%									
				of Total Traffic		of Total Traffic					

PEAK HOUR 4:30-5:30 PM	91	154	245	4	4	14	2	0	76	40	36
% of TOTAL	37%	63%		1.6%	1.6%	5.7%	0.8%				
				of Total Traffic		of Total Traffic					

Tuesday, November 28, 2023

			Total	INTERSECTION				GAPS	
	Northbound	Southbound		Left In	Left Out	Right-In	Right-Out	QUEUE	> 10 SEC
7:00	17	5	22	0	1	1	0	0	11
7:15	35	12	47	1	2	2	0	0	20
7:30	34	13	47	2	1	1	0	0	24
7:45	35	10	45	0	0	4	0	0	28
8:00	32	10	42	0	1	6	3	0	21
8:15	23	7	30	1	1	0	0	0	18
8:30	22	17	39	1	0	0	1	0	24
8:45	11	16	27	1	2	1	1	0	23
9:00									
TOTAL	209	90	299	6	8	15	5	0	21
% of TOTAL	70%	30%		2.0%	2.7%	5.0%	1.7%		

Peak Hour #REF!

ave. gaps/15 minutes

PEAK HOUR 7:15-8:15 AM	136	45	181	3	4	13	3	0	23
% of TOTAL	75%	25%		1.7%	2.2%	7.2%	1.7%		

of Total Traffic of Total Traffic

23 ave. gaps/15 minutes during Peak Hour

			Total	INTERSECTION				GAPS	
	Northbound	Southbound		Left In	Left Out	Right-In	Right-Out	QUEUE	> 10 SEC
11:30	11	10	21	0	2	4	0	0	12
11:45	13	14	27	0	0	1	1	0	12
12:00	14	14	28	0	0	2	1	0	15
12:15	8	11	19	1	0	2	1	0	12
12:30	8	11	19	0	1	4	2	0	15
12:45	26	8	34	0	1	4	0	0	14
1:00	16	18	34	0	0	2	0	0	18
1:15	12	11	23	1	2	0	2	0	13
1:30									
TOTAL	108	97	205	2	6	19	7	0	14
% of TOTAL	53%	47%							

Peak Hour

ave. gaps/15 minutes during Peak Hour

PEAK HOUR 11:30-12:30	46	49	95	1	2	9	3	0	51
-----------------------	----	----	----	---	---	---	---	---	----

			Total	INTERSECTION				GAPS	
	Northbound	Southbound		Left In	Left Out	Right-In	Right-Out	QUEUE	> 10 SEC
3:15	15	20	35	1	0	3	0	0	16
3:30	22	30	52	1	1	3	0	0	20
3:45	23	30	53	0	0	3	0	0	23
4:00	16	26	42	1	3	6	2	0	16
4:15	21	18	39	1	6	3	0	0	12
4:30									
TOTAL	97	124	221	4	10	18	2	0	17
% of TOTAL	44%	56%							

ave. gaps/15 minutes

PEAK HOUR 3:30-4:30 PM	82	104	186	3	10	15	2	0	18
% of TOTAL	44%	56%		1.6%	5.4%	8.1%	1.1%		

of Total Traffic of Total Traffic

18 ave. gaps/15 minutes during Peak Hour

Thursday, October 26, 2023

	Count			Left			Average seconds between cars		
	Northbound	Southbound	Total	In	Out	10 sec. Gaps	North	South	Total
3:30	17	30	47	0	2	21	53	30	19
3:45	15	27	42	0	4	17	60	33	21
4:00	30	30	60	1	2	18	30	30	15
4:15	18	34	52	1	3	18	50	26	17
4:30	16	33	49	2	7	18	56	27	18
4:45	22	28	50	2	2	22	41	32	18
5:00	17	34	51	3	2	19	53	26	18
5:15	25	35	60	1	4	11	36	26	15
5:30									
5:45									
6:00									

Peak Hour

2023 to 2021
COMPARISON
TOTAL PEAK

2023 210
2021 237
 27 Decrease

17 seconds
PM Peak Hour Gap Average

TOTAL COUNT	160	251	411	10	26	17.5	47	29	18
% of TOTAL	37%	59%		2.3%	6.1%	Avg. # Gaps FOR ENTIRE COUNT		
				Left In	Left Out	Total Lefts			
FOR PEAK HOUR 4:30-5:30	80	130	210	8	15	23			
% of TOTAL	34%	55%		3.4%	6.3%				

LEFT TURN MOVEMENTS

2023 23
2021 13
 10 INCREASE

Thursday, November 11, 2021

	Northbound	Southbound	Total	Left In	Left Out	10 sec. Gaps	Average seconds between cars		
							North	South	Total
3:30	10	23	33	0	0		90	39	27
3:45	21	29	50	1	1		43	31	18
4:00	19	36	55	2	5		47	25	16
4:15	20	32	52	0	1		45	28	17
4:30	16	45	61	0	0		56	20	15
4:45	15	31	46	1	6		60	29	20
5:00	24	53	77	1	2		38	17	12
5:15	18	35	53	1	2		50	26	17
5:30									
5:45									
6:00									
TOTAL	143	284	427	6	17	0	54	27	18
% of TOTAL	33%	67%		1.4%	4.0%	 FOR ENTIRE COUNT		
							<u>Total Lefts</u>		
PEAK HOUR 4:30-5:30	73	164	237	3	10	13			
% of TOTAL	30.8%	69.2%		1.3%	4.2%				

Peak Hour

Friday, November 12, 2021

	Northbound	Southbound	Total	Left In	Left Out	10 sec. Gaps	Average seconds between cars		
							North	South	Total
3:30									
3:45									
4:00	24	30	54	0	1	16	38	30	17
4:15	20	40	60	1	1	12	45	23	15
4:30	20	38	58	0	1	15	45	24	16
4:45	25	29	54	4	1	15	36	31	17
5:00	17	42	59	1	4	15	53	21	15
5:15	25	24	49	0	2	13	36	38	18
5:30	20	23	43	0	0	18	45	39	21
5:45	15	20	35	1	2	11	60	45	26
6:00									
TOTAL	166	246	412	7	12	115	45	31	18
% of TOTAL	40.3%	59.7%		1.7%	2.9%				
							<u>Total Lefts</u>		
PEAK HOUR 4:30-5:30	87	133	220	5	8	13			
% of TOTAL	39.5%	60.5%		2.3%	3.6%				

Peak Hour

TRAFFIC STUDY MEMORANDUM:

Appendix:

Medinah Road Residences - DuPage County, IL

Accident Report Summary

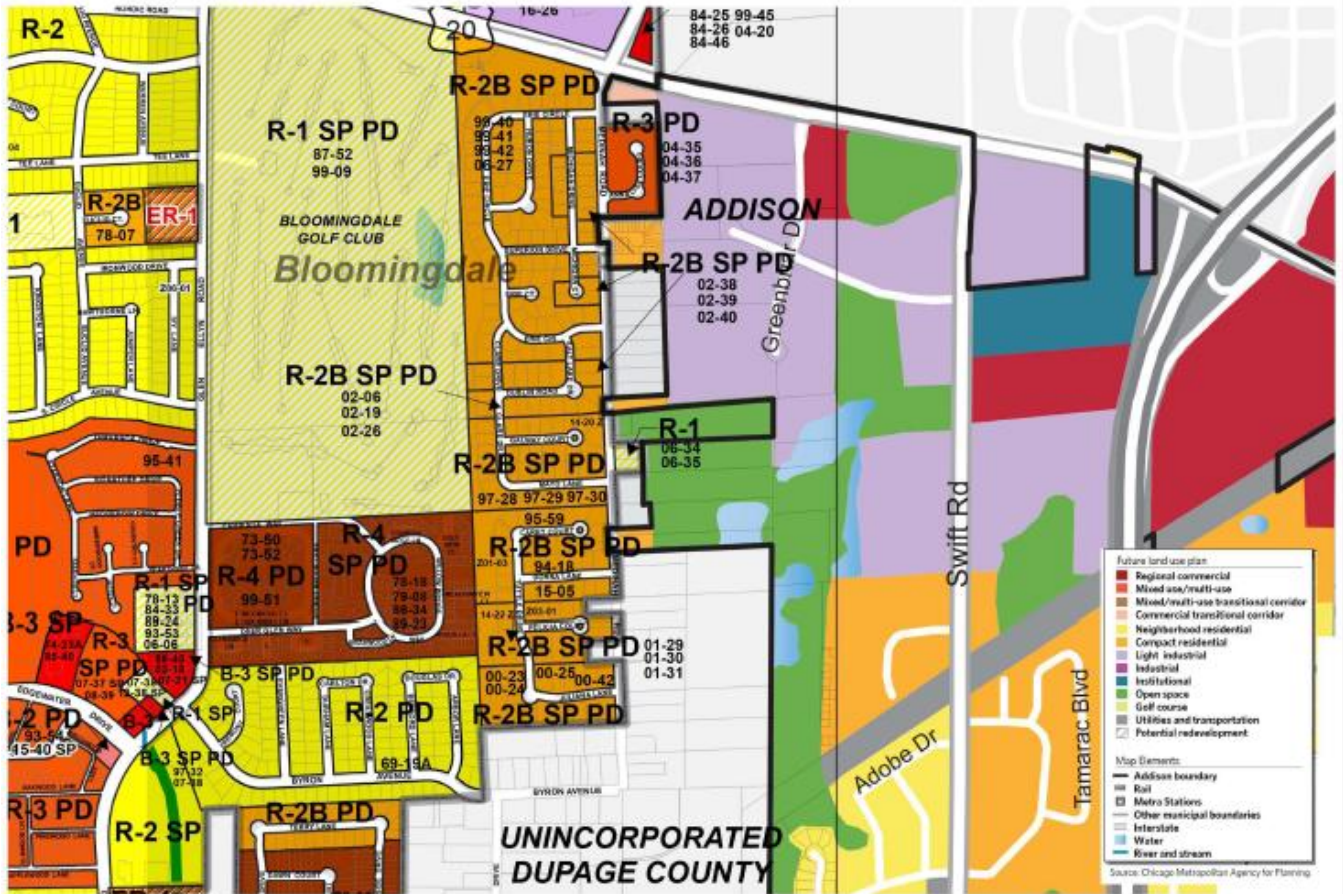
DATE: 4 January 2024

Below is a summary of the information with regard to the available accident reports and data for vehicular accidents near the proposed project site.

A formal request has been made with the Bloomingdale Police Department via FOIA for the specific counts and data for all vehicular accidents near the project site. This information is to be made available by January 10, 2024. There has also been communication with the Village of Addison Police Department.

Furthermore, per conversations with local vehicle towing companies, additional information has been obtained. In general, the area near the proposed project site is considered to be "very safe" with vehicular accidents being a rarity. The towing companies said that the majority of the service requests in the subject area were for vehicles that had incurred damage due to poor weather conditions that did not involve other vehicles. Largely, it was a result of vehicles leaving the pavement due to snow or ice conditions. It was also stated that the subject area's traffic is generally light which contributes to the low number of service trips.

End of Document





**LUETKEHANS, BRADY,
GARNER & ARMSTRONG, LLC**

105 EAST IRVING PARK ROAD
ITASCA, ILLINOIS 60143
TELEPHONE (630) 773-8500
FAX (630) 773-1006

BRIAN J. ARMSTRONG
PATRICK M. BRADY
BRUCE E. GARNER
PHILLIP A. LUETKEHANS
SALLIE MOUTVIC LUPESCU
GIOVANNI PADILLA

January 4, 2024

To: DuPage County Zoning Board of Appeals

Re: Zoning Petition 23-000069, Medinah Road

At the Public Hearing on this matter on December November 7, 2023, I was asked to provide a response on behalf of the Applicant to questions raised by the Village of Addison (the "Village") related to the proposed project's compliance with the standards in the Planned Development sections of the DuPage County Zoning Ordinance (the "Ordinance") and the County's ability to grant any exceptions to that portion of the Ordinance. Please accept this correspondence as the Applicant's response to those items raised by the Village of Addison. The Applicant's response to those issues is as follows:

1. Land – Cash Donation: Section 37-1414.3.A.4.

The Applicant will comply with any DuPage County requirements regarding this Section that are imposed upon the project.

2. Modifications of Bulk Regulations: Section 37-1414.3.A.5.

Section 37-1414.3.A.5 specifically states that the "County Board may vary the bulk regulations of this chapter for planned developments if such variations are consistent with the general purpose of the ordinance and will result in better developments and thus, be of greater benefit both to the occupants of the development and to the surrounding neighborhood."

Varying the bulk regulations is consistent with the general purpose of the Ordinance. Section 37-1414.1 of the Ordinance describes planned developments as "unique" and "substantially different from conventional requirements" in justifying the application of the administrative processes associated with conditional uses within the Ordinance. Planned developments "allow greater design flexibility than is normally permitted by the zoning district regulations ... to produce an economic and stable development...." Sec. 37-1414.1.

Combining this language with that in Section 37-200 of the Ordinance which provides the County with broad powers and discretion to vary bulk regulations where the exceptions meet the County's general purpose and intent makes it clear that the Ordinance is intended to encourage planned developments to utilize flexible and unique development ideas.

The purpose of this project is to provide much-needed workforce housing within the County and the surrounding area. This development is one of the first of hopefully many developments to

LUETKEHANS, BRADY,
GARNER & ARMSTRONG, LLC

DuPage County Zoning Board of Appeals
January 4, 2024
Page 2

begin solving that problem which has been consistently recognized by the County Board. Varying of the bulk regulations in this case will result in a better development by providing cost-effective housing for those residents of the County with a moderate income.

3. Bulk Requirement of No More Than 30% of Land Area for Non-Permitted Uses: Section 37-1414.3.B.1.a.

The Village cites a section from the Ordinance that states “not more than thirty percent (30%)” of the lot or total land area can be used for uses not permitted in an R-2 District and argues that none of the uses are permitted uses because they are not single-family homes. Sec. 37-1414.3.B.1.a. The Village is under the mistaken assumption that the proposed project is a multi-family development. This is not a multi-family development. Essentially, the request of the Applicant is to construct single-family homes with zero setbacks between many of the single-family homes.

The Ordinance defines “bulk”, in pertinent part, as regulations which “indicate the size and setbacks of buildings or structures and the location of same with respect to one another and includes the following: (B) location of exterior walls at all levels in relation to lot lines, streets, or to other buildings.” By the plain language of the Zoning Ordinance, the determination of whether a structure is attached or detached is a function of the County’s bulk regulations.

With regards to whether a modification of the County’s bulk regulations is an actual change in use, one must look at the definition of “use.” The Ordinance defines “use” as “the purpose or activity for which the land or building thereon, is designed, arranged, or intended, or for which it is occupied or maintained.” In this case, the purpose of the buildings and land remains by having a zero-lot line development, namely to be used for single-family dwelling units. The only change in the proposed development is a bulk regulation reduction in the space between buildings to permit construction of attached residences. In short, reducing the bulk regulation for the amount of space between buildings does not alter the use of the property where those buildings are used for single-family homes.

Because the homes are just attached single-family homes, all the land area is devoted to permitted uses within the zoning district – single family homes. Hence, the thirty percent (30%) limitation in Section 37-1414.3.B.1.a is complied with by the proposed development, as none of the property will be utilized for uses not allowed in the R-2 zoning district.

4. Maximum Number of Dwelling Units: Section 37-1414.3.B.2.

The Village argues that the requirement of a maximum number of dwelling units prohibits the proposed development. However, again, this is a bulk requirement under the Ordinance. Like the portion of the Ordinance discussed in sections 2 and 3 above, the County has the right to vary

LUETKEHANS, BRADY,
GARNER & ARMSTRONG, LLC

DuPage County Zoning Board of Appeals
January 4, 2024
Page 3

these bulk regulations for the same reasons set forth therein.

5. Floor Area: Section 37-1414.3.B.5.

Likewise, the maximum amount of floor area is a bulk regulation. The Applicant would again refer the Board to sections 2 and 3 above, which show that the County has the right to vary this type of bulk regulation.

6. Perimeter Setbacks: Section 37-1414.3.B.5.

As discussed at the first hearing, the exception set forth in the notice for a modification from the front yard setback requirement from 30 feet to 18 feet was sought out of an abundance of caution. Realistically, the setback sought from the only public street is much larger than the 30-foot requirement. However, like the bulk requirements discussed above, the setback can be included as an exception to the extent necessary.

If you have any questions, I will be glad to discuss with you further at the next part of the hearing on January 11, 2024.

Very truly yours,

LUETKEHANS, BRADY, GARNER & ARMSTRONG, LLC

Phillip A. Luetkehans

Phillip A. Luetkehans

PAL/daa

c: Paul Hoss
Jessica Infelise
Conor McCarthy, ASA



Furey, David
 To: Infelise, Jessica
 Cc: Hoss, Paul; Eidson, William; Wisniewski, Michael

- TRAFFIC STUDY (Submit 12-5-23-CJT) (8Jan2024) (1).pdf 478 KB
- APPENDIX (12-5-24-CJT - PORTRAIT FORMAT FOR SUBMIT) (8Jan2024).pdf 16 MB

Jessica,

The TIS still suggests a 2nd access point to this development as a foundation for the study. DOT is generally opposed to a second access point for this type of development and would prefer to see access consolidated at a single access point. The petitioner should apply for a Highway Permit if they would like to continue with DOT's review of the proposed access for the development. Please note that we have not made a comprehensive review of the TIS and will provide additional review comments when and if a permit application is made to DOT.

Thank you,

David J. Furey
 Highway Permits Manager
 DuPage County Division of Transportation
 421 North County Farm Road
 Wheaton, Illinois 60187

Office: 630-407-6900 | www.dupagecounty.gov/HighwayPermits



Please note: DuPage County has recently switched our email domain from @dupageco.org to @dupagecounty.gov



**DUPAGE
COUNTY**

Building
Division

Zoning &
Planning Division

Environmental
Division

BUILDING & ZONING DEPARTMENT

630-407-6700
Fax: 630-407-6702

www.dupageco.org/building

DU PAGE COUNTY ZONING BOARD OF APPEALS Zoning Petition ZONING-23-000069 Medinah Road Town House Residences

Please review the information herein and return with your comments to:
Jessica Infelise, DuPage County Building and Zoning Department, 421 North County Farm
Road, Wheaton, Illinois 60187; or via email at Jessica.Infelise@dupageco.org or via facsimile
at 630-407-6702 by **November 6, 2023**.

COMMENT SECTION:	
: OUR OFFICE HAS NO JURISDICTION IN THIS MATTER	
: NO OBJECTION/CONCERNS WITH THE PETITION	
: NO OBJECTION/CONCERNS WITH THE CONCEPT OF THE PETITION. ADDITIONAL INFORMATION MAY BE REQUIRED AT TIME OF PERMIT APPLICATION	
<input checked="" type="checkbox"/> : I OBJECT/ HAVE CONCERNS WITH THE PETITION.	
COMMENTS: 1. Need Traffic Impact Study to determine need for requested access and associated roadway improvements on Medinah Rd. Reduced front yard setbacks may preclude roadway improvements. Added density may limit effective access.	
SIGNATURE: <u>David Furey</u> DATE: <u>10/24/23</u>	
MUNICIPALITY/TOWNSHIP/AGENCY/DEPARTMENT: DuDOT	
GENERAL ZONING CASE INFORMATION	
CASE #/PETITIONER	ZONING-23-000069 Medinah Road Town House Residences
ZONING REQUEST	Conditional Use for a Planned Development in the R-2 Zoning District, with the following exceptions: a. To reduce the front yard setback from required 30' to approximately 18'; b. To increase the maximum height from 36' to approximately 40'; c. To increase the maximum FAR from 0.25 to approximately 0.64 .
OWNER	MEDINAH ROAD DEVELOPMENT CO., LLC., 804 ROBERTS ROAD, TOWER LAKES, IL 60010 & JOHN T. DABROWSKI, 5N061 MEDINAH ROAD, ADDISON, IL 60101/ AGENT: CORNICE & ROSE INTERNATIONAL, LLC., C/O JAMES GRAY, 804 ROBERTS ROAD, BARRINGTON, IL 60010
ADDRESS/LOCATION	5N141 MEDINAH ROAD, ADDISON, IL 60101 5N109 MEDINAH ROAD, ADDISON, IL 60101 5N085 MEDINAH ROAD, ADDISON, IL 60101 5N061 MEDINAH ROAD, ADDISON, IL 60101 1281 MEDINAH ROAD, ADDISON, IL 60101
PIN	02-13-302-018, 02-13-302-019, 02-13-302-010, 02-13-302-011,

1



DUPAGE COUNTY

Building Division

Zoning & Planning Division

Environmental Division


BUILDING & ZONING DEPARTMENT

630-407-6700
Fax: 630-407-6702

www.dupageco.org/building

DU PAGE COUNTY ZONING BOARD OF APPEALS Zoning Petition ZONING-23-000069 Medinah Road Residences

Please review the information herein and return with your comments to:
Jessica Infelise, DuPage County Building and Zoning Department, 421 North County Farm Road, Wheaton, Illinois 60187; or via email at Jessica.Infelise@dupageco.org or via facsimile at 630-407-6702 by **December 6, 2023**.

COMMENT SECTION:	
<input type="checkbox"/> : OUR OFFICE HAS NO JURISDICTION IN THIS MATTER	
<input type="checkbox"/> : NO OBJECTION/CONCERNS WITH THE PETITION	
<input type="checkbox"/> : NO OBJECTION/CONCERNS WITH THE CONCEPT OF THE PETITION. ADDITIONAL INFORMATION MAY BE REQUIRED AT TIME OF PERMIT APPLICATION	
<input checked="" type="checkbox"/> : I OBJECT/ HAVE CONCERNS WITH THE PETITION.	
COMMENTS: THE VILLAGE OF ADDISON OBJECTS TO THIS PROPOSAL AS IT IS NOT COMPATIBLE WITH THE SURROUNDING DEVELOPMENT.	
SIGNATURE:  DATE: 12/6/2023	
MUNICIPALITY/TOWNSHIP/AGENCY/DEPARTMENT: VILLAGE OF ADDISON COMMUNITY DEVELOPMENT	
GENERAL ZONING CASE INFORMATION	
CASE #/PETITIONER	ZONING-23-000069 Medinah Road Residences
ZONING REQUEST	Conditional Use for a Planned Development in the R-2 Zoning District (70 attached dwelling units on 44 building pads), with the following exceptions: a. To reduce the front yard setback from required 30' to approximately 18'; b. To increase the maximum height from 36' to approximately 40'; c. To increase the maximum FAR from 0.25 to approximately 0.64 .
OWNER	MEDINAH ROAD DEVELOPMENT CO., LLC., 804 ROBERTS ROAD, TOWER LAKES, IL 60010 & JOHN T. DABROWSKI, 5N061 MEDINAH ROAD, ADDISON, IL 60101/ AGENT: CORNICE & ROSE INTERNATIONAL, LLC., C/O JAMES GRAY, 804 ROBERTS ROAD, BARRINGTON, IL 60010
ADDRESS/LOCATION	5N141 MEDINAH ROAD, ADDISON, IL 60101 5N109 MEDINAH ROAD, ADDISON, IL 60101 5N085 MEDINAH ROAD, ADDISON, IL 60101 5N061 MEDINAH ROAD, ADDISON, IL 60101 1281 MEDINAH ROAD, ADDISON, IL 60101
PIN	02-13-302-018, 02-13-302-019, 02-13-302-010, 02-13-302-011, 02-13-302-012, 02-13-302-008.
TWSP./CTY. BD. DIST.	BLOOMINGDALE DISTRICT 1



DUPAGE COUNTY

Building Division

Zoning & Planning Division

Environmental Division

BUILDING & ZONING DEPARTMENT

630-407-6700
Fax: 630-407-6702

www.dupageco.org/building

DU PAGE COUNTY ZONING BOARD OF APPEALS Zoning Petition ZONING-23-000069 Medinah Road Town House Residences

Please review the information herein and return with your comments to:
Jessica Infelise, DuPage County Building and Zoning Department, 421 North County Farm Road, Wheaton, Illinois 60187; or via email at Jessica.Infelise@dupageco.org or via facsimile at 630-407-6702 by **November 6, 2023**.

COMMENT SECTION:	
<input type="checkbox"/> : OUR OFFICE HAS NO JURISDICTION IN THIS MATTER	
<input type="checkbox"/> : NO OBJECTION/CONCERNS WITH THE PETITION	
<input type="checkbox"/> : NO OBJECTION/CONCERNS WITH THE CONCEPT OF THE PETITION.	
<input type="checkbox"/> : I OBJECT/ HAVE CONCERNS WITH THE PETITION.	
<input checked="" type="checkbox"/> : I OBJECT/ HAVE CONCERNS WITH THE PETITION.	
COMMENTS: THE VILLAGE OF ADDISON DOES NOT FEEL THE PROPOSAL IS COMPATIBLE WITH THE SURROUNDING DEVELOPMENT.	
SIGNATURE: 	DATE: 10/31/2023
MUNICIPALITY/TOWNSHIP/AGENCY/DEPARTMENT: VILLAGE OF ADDISON COMMUNITY DEVELOPMENT DEPARTMENT	
GENERAL ZONING CASE INFORMATION	
CASE #/PETITIONER	ZONING-23-000069 Medinah Road Town House Residences
ZONING REQUEST	Conditional Use for a Planned Development in the R-2 Zoning District, with the following exceptions: a. To reduce the front yard setback from required 30' to approximately 18'; b. To increase the maximum height from 36' to approximately 40'; c. To increase the maximum FAR from 0.25 to approximately 0.64 .
OWNER	MEDINAH ROAD DEVELOPMENT CO., LLC., 804 ROBERTS ROAD, TOWER LAKES, IL 60010 & JOHN T. DABROWSKI, 5N061 MEDINAH ROAD, ADDISON, IL 60101/ AGENT: CORNICE & ROSE INTERNATIONAL, LLC., C/O JAMES GRAY, 804 ROBERTS ROAD, BARRINGTON, IL 60010
ADDRESS/LOCATION	5N141 MEDINAH ROAD, ADDISON, IL 60101 5N109 MEDINAH ROAD, ADDISON, IL 60101 5N085 MEDINAH ROAD, ADDISON, IL 60101 5N061 MEDINAH ROAD, ADDISON, IL 60101 1281 MEDINAH ROAD, ADDISON, IL 60101
PIN	02-13-302-018, 02-13-302-019, 02-13-302-010, 02-13-302-011, 02-13-302-012, 02-13-302-008.
TWSP./CTY. BD. DIST.	BLOOMINGDALE DISTRICT 1



Growth with Pride

Village of Bloomingdale

Franco A. Coladipietro
Village President

Pamela S. Hager
Village Clerk

October 31, 2023

Robert J. Kartholl, Chairman
DuPage County Zoning Board of Appeals
421 North County Farm Road
Wheaton, Illinois 60187

Chairman Kartholl and Members of the DuPage County Zoning Board of Appeals,

I am writing to communicate the Village of Bloomingdale's strong objection to Case Number ZONING-23-000069 (Medinah Road Town House Residences) scheduled for public hearing at the DuPage County Zoning Board of Appeals on Tuesday, November 7th, 2023. First and foremost, I would like to express my sincere disappointment that the Village has not received any form of correspondence from the developer, as it relates to this, or any of the previous proposals. As you may or may not be aware, this is the third such request for this development, from the same developer. On October 13th of 2021, the developer put forth an almost identical project that was presented to and denied unanimously by, the Village of Addison's Planning and Zoning Commission. After making a minimal reduction to density, they resubmitted for a public hearing on April 13th, 2022, again in front of the Village of Addison, and were unanimously denied for a second time. The Village was completely unaware of the proposal in 2021 and was only made aware of it in 2022, due to the fact that a Bloomingdale resident across the street, received a notice. This now the third proposal for the same project and other than the receipt of the public hearing notice from the County, the Village has not been contacted or conferred with, as it relates to this proposal. This is despite being told at previous hearings that they were frustrated by the Village's objection as they were unaware that we had concerns with the proposal.

Upon learning of this most recent hearing, my staff reached out to the County to request additional information and the site plan and elevation provided look identical to what was submitted to the Village of Addison last year. They were advised that the applicant would likely submit more detailed information at the hearing, but nothing additional was available at this time. In the absence of more detailed materials, we do not possess adequate information to review the proposal, however based on what we have received, it appears that this is the exact same proposal already denied by the Village of Addison. As this property falls within both our planning jurisdiction and the Bloomingdale/Glendale Heights Facilities Planning Area (FPA), my staff has already identified several significant concerns regarding the proposal that negatively impact our Village and our residents, even in the brief period of time that we have had to review the documents provided.

As it relates to the zoning, land use and architecture of the project specifically, we feel that the proposed development is not only inconsistent with surrounding residential developments, it is far too dense. Simply put, nothing in this area justifies the project density, design or product type that is being proposed by this

201 South Bloomingdale Road / Bloomingdale, Illinois 60108-1403 / (630) 893-7000 / FAX: (630) 893-5136

developer. That being said, there is strong prima facie evidence that should deem this proposal in direct violation of the LaSalle factors, put in place to protect the value and integrity of surrounding land uses, when considering zoning applications. Based on the information provided by your staff, and assuming that this proposal is identical to that submitted to Addison last year, not only would the proposed product types inconsistent with surrounding land uses, they would be inconsistent with themselves. Based on the submittal to Addison there would be three very distinct architectural styles, none of which are complimentary to the others. Furthermore, while it appears that the developer has taken extra efforts to landscape the Addison and unincorporated property lines to the north and south of the subject property, little has been done to landscape and screen the expansive frontage along Medinah Road, which would be the most visible to our residents in Bloomingdale.

Lastly, my Engineering staff had the opportunity to review the basic plans submitted last year to Addison and there were still significant concerns as it relates to stormwater impacts to our Village. At the forefront of these concerns is the current natural drainage pattern, versus the proposed. Based on existing grades, I have been advised that a large percentage (over ½) of the subject property currently drains to the northeast of the property, and is controlled by stormwater management structures within the Village of Addison. The smaller, remaining portion is diverted down Medinah Road and is deposited into the Bloomingdale Golf Course pond/water hazard on Lake Street, prior to being directed further downstream. Based on these same plans, the engineer for this project is proposing to collect 100% of the site's water and direct it into this same pond, on our Village-owned golf course, which is unacceptable. The lack of consideration to these details, clearly demonstrates the unwillingness of this developer to consider or display any degree of concern for the welfare of our community or our residents. In addition to the stormwater management concerns, the previous plans included a proposal to connect to Village services. As they are now looking to develop within the County, the basic plans we have received identify an approximately 20,000 square foot "on-site sanitary" system, to the east of the development. This clearly poses several health, safety and welfare concerns for not only our Village systems, but our adjacent residents.

In closing, I would leave you with the following. The above-mentioned concerns, while extremely significant and shared by our Village Board and our residents alike, do not begin to identify the larger concerns and impacts that would be created with this development. I am highly confident that had our Board and my staff been given the appropriate notice and time that we should have been entitled to, this list would grow exponentially and only strengthen our position that this is not the appropriate development for this site and should not be approved by DuPage County. Thank you for your time and consideration regarding this matter.

With respect,



Mayor Franco Coladipietro and the Village of Bloomingdale Trustees

Cc:

Pietro Scalera, Village Administrator
Michael Castaldo Jr., Village Attorney
Sean Gascoigne, Director of Community and Economic Development



**DUPAGE
COUNTY**

Building
Division

Zoning &
Planning Division

Environmental
Division

BUILDING & ZONING DEPARTMENT

630-407-6700
Fax: 630-407-6702

www.dupageco.org/building

DU PAGE COUNTY ZONING BOARD OF APPEALS Zoning Petition ZONING-23-000069 Medinah Road Town House Residences

Please review the information herein and return with your comments to:
Jessica Infelise, DuPage County Building and Zoning Department, 421 North County Farm
Road, Wheaton, Illinois 60187; or via email at Jessica.Infelise@dupageco.org or via facsimile
at 630-407-6702 by **November 6, 2023**.

COMMENT SECTION:	
: OUR OFFICE HAS NO JURISDICTION IN THIS MATTER	
: NO OBJECTION/CONCERNS WITH THE PETITION	
✓ : NO OBJECTION/CONCERNS WITH THE CONCEPT OF THE PETITION.	
ADDITIONAL INFORMATION MAY BE REQUIRED AT TIME OF PERMIT APPLICATION	
: I OBJECT/HAVE CONCERNS WITH THE PETITION.	
COMMENTS: <i>Estimated # of students (K-8)?</i> <i>move in date / process of the project?</i> <i>Estimated impact fee to district</i> <i>when come on tax roll (when to levy)</i> <i>Estimated new construction amount (per levy)</i>	
SIGNATURE: <i>[Signature]</i>	DATE: <i>11/1/2023</i>
MUNICIPALITY/TOWNSHIP/AGENCY/DEPARTMENT:	
GENERAL ZONING CASE INFORMATION	
CASE #/PETITIONER	ZONING-23-000069 Medinah Road Town House Residences
ZONING REQUEST	Conditional Use for a Planned Development in the R-2 Zoning District, with the following exceptions: a. To reduce the front yard setback from required 30' to approximately 18'; b. To increase the maximum height from 36' to approximately 40'; c. To increase the maximum FAR from 0.25 to approximately 0.64.
OWNER	MEDINAH ROAD DEVELOPMENT CO., LLC., 804 ROBERTS ROAD, TOWER LAKES, IL 60010 & JOHN T. DABROWSKI, 5N061 MEDINAH ROAD, ADDISON, IL 60101/ AGENT: CORNICE & ROSE INTERNATIONAL, LLC., C/O JAMES GRAY, 804 ROBERTS ROAD, BARRINGTON, IL 60010
ADDRESS/LOCATION	5N141 MEDINAH ROAD, ADDISON, IL 60101 5N109 MEDINAH ROAD, ADDISON, IL 60101 5N085 MEDINAH ROAD, ADDISON, IL 60101 5N061 MEDINAH ROAD, ADDISON, IL 60101 1281 MEDINAH ROAD, ADDISON, IL 60101
PIN	02-13-302-018, 02-13-302-019, 02-13-302-010, 02-13-302-011, 02-13-302-012, 02-13-302-008.
TWSP./CTY. BD. DIST.	BLOOMINGDALE DISTRICT 1



DUPAGE COUNTY

Building Division

Zoning & Planning Division

Environmental Division

BUILDING & ZONING DEPARTMENT

630-407-6700
Fax: 630-407-6702

www.dupageco.org/building

DU PAGE COUNTY ZONING BOARD OF APPEALS Zoning Petition ZONING-23-000069 Medinah Road Residences

Please review the information herein and return with your comments to:
Jessica Infelise, DuPage County Building and Zoning Department, 421 North County Farm Road, Wheaton, Illinois 60187; or via email at Jessica.Infelise@dupageco.org or via facsimile at 630-407-6702 by **December 6, 2023**.

COMMENT SECTION:
: OUR OFFICE HAS NO JURISDICTION IN THIS MATTER
: NO OBJECTION/CONCERNS WITH THE PETITION
: NO OBJECTION/CONCERNS WITH THE CONCEPT OF THE PETITION.
ADDITIONAL INFORMATION MAY BE REQUIRED AT TIME OF PERMIT APPLICATION
XX : I OBJECT/ HAVE CONCERNS WITH THE PETITION.
COMMENTS:
I object to this project based on our previous concerns: <ol style="list-style-type: none"> 1. Fire hydrants – With this being in an unincorporated area where or how would they provide fire hydrants to this area? When they were looking to go into Addison the village was going to supply fire hydrants. Please note that the sewer system was going to be going into Bloomingdale as Addison could not handle this area. Typically, if a village provides sewer and water, they want you to annex into their community. <ul style="list-style-type: none"> • How would they be able to provide the water supply for fire hydrants? The closest fire hydrants would be several hundred feet away in Bloomingdale. Depending on where the fire was located hydrants could be over 1000 feet away. 2. Residential fire sprinklers – Required for all new residential occupancies. How would they be able to supply the required water for each address? Due to the proposed height each dwelling would also need to have a fire pump. Also, since this would all be off a well how would they address the issue of power failure in which none of the sprinklers would work? Generator back up for the community? 3. Turning radius requirements – they have requested this information from us currently. Due to the height of the structures, we would request a minimum 26-foot wide (unobstructive) street per the International Fire Code. 4. Limited parking – As brought up during our discussions with Addison the layout would only appear to allow two cars in each driveway. If someone were having people over where would the additional parking, go as there is no other parking available along the street as all the driveways would prohibit any parking at all. <p>Based on the reply we received regarding this project these are our updated responses:</p> <ol style="list-style-type: none"> 1. The codes that you referenced appear to be from the NFPA 1 which is not adopted by the Bloomingdale Fire District, and I am unaware if DuPage County has adopted or references this code either. DuPage County and the Bloomingdale Fire District utilize the International Fire Codes which you will need to utilize in your responses to us. While these codes are similar there are differences that you need to specifically respond too.

1



**DUPAGE
COUNTY**

Building
Division

Zoning &
Planning Division

Environmental
Division

BUILDING & ZONING DEPARTMENT

630-407-6700
Fax: 630-407-6702

www.dupageco.org/building

2. One item that is not addressed in your response is the requirement for the residential fire sprinkler systems. How will you provide water for each of these systems and how will you address the water requirements for water duration? Something that is not addressed by the codes is what happens if there is a power failure? How would the sprinkler systems operate without any pressure if you are operating off tank water?
3. You referenced that there are hydrants located along Medinah Road that are located within 1000 feet; however, I believe you are calculating these distances by line of sight and not as a vehicle would drive? This needs to be addressed to show the actual distances to these hydrants along the roadway paths. In addition, if your intention is to utilize these hydrants for your development, I think that you should obtain a letter of understanding from the village that maintains these hydrants as you would be utilizing their water supply.

SIGNATURE: *Matthew Boyer*

DATE: 12/1/2023

MUNICIPALITY/TOWNSHIP/AGENCY/DEPARTMENT:
Bloomingdale Fire Protection District No. 1

GENERAL ZONING CASE INFORMATION

CASE #/PETITIONER	ZONING-23-000069 Medinah Road Residences
ZONING REQUEST	Conditional Use for a Planned Development in the R-2 Zoning District (70 attached dwelling units on 44 building pads), with the following exceptions: <ol style="list-style-type: none"> a. To reduce the front yard setback from required 30' to approximately 18'; b. To increase the maximum height from 36' to approximately 40'; c. To increase the maximum FAR from 0.25 to approximately 0.64.
OWNER	MEDINAH ROAD DEVELOPMENT CO., LLC., 804 ROBERTS ROAD, TOWER LAKES, IL 60010 & JOHN T. DABROWSKI, 5N061 MEDINAH ROAD, ADDISON, IL 60101/ AGENT: CORNICE & ROSE INTERNATIONAL, LLC., C/O JAMES GRAY, 804 ROBERTS ROAD, BARRINGTON, IL 60010
ADDRESS/LOCATION	5N141 MEDINAH ROAD, ADDISON, IL 60101 5N109 MEDINAH ROAD, ADDISON, IL 60101 5N085 MEDINAH ROAD, ADDISON, IL 60101 5N061 MEDINAH ROAD, ADDISON, IL 60101 1281 MEDINAH ROAD, ADDISON, IL 60101
PIN	02-13-302-018, 02-13-302-019, 02-13-302-010, 02-13-302-011.

2



**DUPAGE
COUNTY**

Building
Division

Zoning &
Planning Division

Environmental
Division

BUILDING & ZONING DEPARTMENT

630-407-6700
Fax: 630-407-6702

www.dupageco.org/building

DU PAGE COUNTY ZONING BOARD OF APPEALS Zoning Petition ZONING-23-000069 Medinah Road Town House Residences

Please review the information herein and return with your comments to:
Jessica Infelise, DuPage County Building and Zoning Department, 421 North County Farm
Road, Wheaton, Illinois 60187; or via email at Jessica.Infelise@dupageco.org or via facsimile
at 630-407-6702 by **November 6, 2023**.

COMMENT SECTION:
<input type="checkbox"/> : OUR OFFICE HAS NO JURISDICTION IN THIS MATTER
<input type="checkbox"/> : NO OBJECTION/CONCERNS WITH THE PETITION
<input type="checkbox"/> : NO OBJECTION/CONCERNS WITH THE CONCEPT OF THE PETITION.
<input type="checkbox"/> : NO OBJECTION/CONCERNS WITH THE CONCEPT OF THE PETITION. ADDITIONAL INFORMATION MAY BE REQUIRED AT TIME OF PERMIT APPLICATION
<input checked="" type="checkbox"/> : I OBJECT/ HAVE CONCERNS WITH THE PETITION.
COMMENTS:
I am not in favor of this project due to the following items: <ol style="list-style-type: none"> 1. Fire hydrants – With this being in an unincorporated area where or how would they provide fire hydrants to this area? When they were looking to go into Addison the village was going to supply fire hydrants. Please note that the sewer system was going to be going into Bloomingdale as Addison could not handle this area. Typically, if a village provides sewer and water, they want you to annex into their community. <ul style="list-style-type: none"> • How would they be able to provide the water supply for fire hydrants? The closest fire hydrants would be several hundred feet away in Bloomingdale. Depending on where the fire was located hydrants could be over 1000 feet away. 2. Residential fire sprinklers – Required for all new residential occupancies. How would they be able to supply the required water for each address? Due to the proposed height each dwelling would also need to have a fire pump. Also, since this would all be off a well how would they address the issue of power failure in which none of the sprinklers would work? Generator back up for the community? 3. Turning radius requirements – they have requested this information from us currently. Due to the height of the structures, we would request a minimum 26-foot wide (unobstructive) street per the International Fire Code. 4. Limited parking – As brought up during our discussions with Addison the layout would only appear to allow two cars in each driveway. If someone were having people over where would the additional parking, go as there is no other parking available along the street as all the driveways would prohibit any parking at all.
SIGNATURE: <i>Matthew Boyer</i> DATE: 11/3/2023
MUNICIPALITY/TOWNSHIP/AGENCY/DEPARTMENT: Bloomingdale Fire Protection District No. 1

1

VILLA TORINO HOMEOWNERS ASSOCIATION

2400 Nicola Court, Addison, IL 60101

November 2, 2023

Dear DuPage County Zoning Board of Appeals,

The nineteen homeowners of the Villa Torino Homeowners Association would like to express our strong opposition to the proposed zoning exceptions requested by the Medinah Road Development Company, LLC. This proposal includes property located at 5N141, 5N109, 5N085 5N061 and 1281 Medinah Road and is to be considered at your meeting on November 7, 2023.

Our properties are immediately adjacent to the north side of the property under consideration for development. We believe that approval of the proposal will diminish the value of our properties as well as the quality of life we currently enjoy in Addison and Du Page County.

Population density is a fundamental consideration when purchasing property and locating a home for occupancy. The absence of noise and traffic under the current zoning status of these properties provides the current residents with a safe and enjoyable quality of life. Allowing the development of 70 apartment or townhome units in the limited area under consideration will add housing units that are substantially larger in number than our homes and significantly increase residential density in the neighborhood. The resulting increase in noise and traffic to our adjacent properties will most certainly decrease our property values and quality of life.

For these reasons we urge you to recommend to the County Development Committee that this proposal be denied.

Sincerely,

Jeanine Mirski
President
Villa Torino Homeowners Association

Sent: Wednesday, November 8, 2023 10:01 AM
To: Hoss, Paul <Paul.Hoss@dupagecounty.gov>
Subject: Proposed apartment complex Medinah Road

[Caution: This email originated outside Dupageco.org. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

Hello Mr. Hoss,

I write as a resident of Bloomingdale and homeowner in Casa Bella Estates, a 24 unit townhome community just off Medinah Road. My family has lived in our residence since 2011 having moved from Glen Ellyn and we love this community. I currently serve with my neighbors on our association board as President. We work together to assure that we experience a safe, well maintained neighborhood. My letter today is not sent on behalf of my neighbors, but rather as an individual homeowner.

Our thoughtful and careful selection of our townhome represented a major investment as we approached our retirement years. Now enjoying that status, residing in a safe and tranquil community remains an important goal. We are therefore quite dismayed and frankly frustrated, to hear the latest news about a petition filed by Medinah Road Development, Co. LLC agent Cornice & Rose International, LLC with the DuPage County Building, Zoning and Planning and Environmental Divisions. This appears to be a blatant work around to previous applications to build townhomes given the Village of Addison's denials of plans. I have personally followed the Medinah Road development efforts for some time now. While I understand the need for the developer to work toward a return on investment and profit goals, I would strongly encourage the County in its responsibility to all residents, to carefully consider why this project has been so delayed over time and why there has been so much opposition. I am hopeful there is a good turnout for next week's meeting on the matter so the committee can hear from residents. I have little doubt there will be strong opinions on this latest proposal.

As a point of reference, our family did not personally oppose the townhome community proposal when it was downsized and in fact the informal meeting held this summer with a potential builder who brought forth reasonable plans, seemed like a viable alternative although there were area residents still opposed. There are problems with the fact that Addison is on septic and well which I understand was a major barrier. Now we are faced with another proposal which is less attractive by far. I understand it to be a 4 story 70 unit apartment rental project. Clearly there is a disconnect here that needs to be very carefully evaluated.

Here are some of my family's concerns:

1. The properties around the proposed development are those that range from \$400,000 - over \$1M. These properties are single family dwellings with the owners having invested a great deal of time and money in their properties. An apartment complex is not in alignment with the current dwellings and poses a threat to property values. Affordable housing is important to be sure, but where it is constructed is important as well - and is this plan really affordable? Plopping a non-ownership complex down next to homes in these price ranges shows a disregard for taxpayers who are entitled to responsible development oversight..

2. It is my understanding that the developers propose septic and wells to service these 70 apartments. There are wetlands on our townhome property which our community is responsible for maintaining, wetlands on Lake street east of the Bloomingdale golf course and housing development on Erie, and wetlands to the South of the proposed properties that I understand to be a designated nature preserve. These wetlands and natural habitats are the homes of varied and important populations of wildlife - deer, coyotes, water fowl, raccoons, etc. Development of this

magnitude using non-city water and sewer infrastructures, calls into question the opportunity for contaminated ground water. Therefore, the approval of a housing development versus single family homes has long been a concern for wildlife health and safety. Additionally and no small matter, there is flooding when land is paved over and there is nowhere for water to go. I presume an adequate study of the environmental impact including flooding threat is under investigation. The residents in our area are seeking a thorough public evaluation and reporting of the findings.

3. The Village of Addison has opposed the plans of the Medinah Road Development Co. as has the Village of Bloomingdale. Many hearings have been held over time which I am sure the County is aware of. At no time, and I attended most of the meetings, did I understand either municipality to be in favor of dense housing on the land in question.

4. Finally and importantly, I listened to the recording of the October 24th committee meeting and was shocked to hear members of the committee stating that they have been empowered to do anything they want with the allocation of \$5M for affordable housing. I listened to that twice to be sure I heard it correctly. Is this the case? As a taxpayer this is very concerning. My expectation would be that a well thought out plan with goals would be developed and publicly vetted prior to any approvals of funding expense. Anything short of that would be a misuse of public funds.

Thank you for your time in reading this communication and hearing my concerns.

Respectfully,

Lori Harmon

[182 Annalisa Ct.](#)

[Bloomingdale, IL 60108](#)

Sent: Thursday, November 9, 2023 12:23 PM

To: Hoss, Paul <Paul.Hoss@dupagecounty.gov>; Cronin Cahill, Cindy <Cindy.CroninCahill@dupagecounty.gov>; Childress, Michael <Michael.Childress@dupagecounty.gov>; Tornatore, Sam <Sam.Tornatore@dupagecounty.gov>
Cc: Scott Benz <sbenz@quicksuitetrading.com>; Natalie Stec <Natalie@WolfeandStec.com>
Subject: Opposition to Medinah Road Development

[Caution: This email originated outside Dupageco.org. Do not click links or open attachments unless you recognize the sender and know the content is safe.]

I am writing on behalf of myself and Scott Benz in opposition to the proposed development. Scott and I are the owners of the single family home located at 5N041 Medinah Road (the third lot south of the proposed development) This is not our first encounter with James Gray and his proposed developments. Mr. Gray started this process a few years back in the Village of Addison in an attempt to develop 87 townhomes. Mr. Gray was seeking to build four story units with architecture that most community members described as looking like "prison barracks." Further details of specific objections (which were numerous) that were raised by us, the community, the Villages of Addison and Bloomingdale are part of the record from the Addison proceedings and we would encourage you to review that information as part of this process. One of many concerns for the homeowners immediately on Medinah Road is the flooding we experience after rain events. I have attached hereto a Dropbox link containing a few videos that show what our home and the surrounding lots have experienced in the last handful of years. This has become a regular pattern as rain events have become more intense. I would also encourage you to speak with the homeowners who live on Walter Road – the East Side of Walter Road and those several lots leading to Army Trail Road are almost completely underwater after rain storms.

Drop Box Link: Video 1080 is south side of our home; Video 1081 is Medinah Road and lots within proposed development

<https://www.dropbox.com/scl/fo/gtddmn5aa0na8500cnjli/h?rlkey=ayv5j22e60o22k6rdf9z8bigz&dl=0>

Scott and I received actual notice on October 30, 2023 of the meeting that was to occur on November 7, 2023. After learning that another application had been submitted by Mr. Gray, we attempted to secure a copy of the application which describes with specificity the proposed plan and the reasons for the requested variations/conditional uses. The notice that was circulated had an attachment which appears to depict a 44 unit townhome complex – however, during phone calls with several people, we learned that the Mr. Gray is seeking to develop a 70 Unit Complex on well and septic. Mr. Gray had previously circulated a letter during the Summer of 2023 *directly* to the Village of Addison and some community members, that stated because of our resistance to his 87 Unit Townhome development a "non-profit" would be formed and the "non-profit" would

apply with the County of DuPage to develop "shipping containers" as large 10(k) sq.ft. housing units. Here is a portion of that communication and I have attached a copy of Mr. Gray's drawings of the proposed development:

"However, having endured the above, the MRDC ownership must address the financial hardship and now consider other options for developing the six parcels. The MRDC ownership has been approached by a group that would like to develop the six parcels. Per many of your own suggestions, we intend to move forward with less rooftops and larger single premises. This group would form a non profit entity to build, own and manage six large residential buildings. The buildings would comply with all "permitted use" zoning and building code requirements.

Five of the six parcels would remain in unincorporated DuPage County. The DuPage County residential buildings would be approximately 35' tall and 10,000 square feet each in size and set back approximately 30' from the Medinah Road right of way. This non profit group *would not* be required to receive any special zoning approvals to obtain the building permits and start construction. This includes no special requirements for any architectural review or approval. Attached are preliminary drawings provided by this group indicating an architectural style that would have an exciting and authentic urban character to the structures. A tensile adaptive reuse urbanism utilizing authentic post industrial construction materials is currently planned and would include utilizing weathered construction materials and shipping containers with patina and oxidation to provide a sanctuary environment for the residents."

I provide this information as Mr. Gray has had various versions of proposed plans, the details of which are often vague. In order for the community to be able to understand and comment on the plans at a public hearing, the details of the actual plan should be made available. I think that it is also important to note that the six lots remain listed "FOR SALE" as a development opportunity – the marketing brochure is also attached hereto.

We also have grave concern about any complex, but particularly one that would house approximately 250 people on well and septic. The homes on Medinah Road south of the proposed plan also operate on well and septic so we are familiar with how these systems work. It is illogical that this type of system would be proposed and/or considered safe for the community given the potential for contamination of surface and ground water. It also appears that the image of the proposed plan does not provide any detail of where this system would be installed and where the leach field would be located.

While we appreciate that development and use of available land in a productive way is a credible interest for the County of DuPage, the variations and/or conditional uses sought here are not necessary in order to make this land viable for traditional single family housing. All six (6) lots can and could have been developed with traditional single family homes which the current infrastructure allows for and would support. A developer's primary objective to maximize his profit margin should not outweigh the credible concerns of the community members who have an actual vested interest in the County and the Villages of Addison and Bloomingdale.

I appreciate your time and if you have any questions, please feel free to contact me.

Thanks,

Natalie M. Stec
Wolfe & Stec, Ltd.
3321 Hobson Road, Suite B
Woodridge, IL 60517
(630) 305-0222



ADDRESS:
 - 5N151 MEDINAH RD
 ADDISON IL 60101
 - 5N141 MEDINAH RD
 ADDISON IL 60101
 - 5N138 MEDINAH RD
 ADDISON IL 60101
 - 5N685 MEDINAH RD
 ADDISON IL 60101
 - 5N671 MEDINAH RD
 ADDISON IL 60101
 - 1281 MEDINAH RD
 ADDISON IL 60101

PROJECT NUMBER:

DATE:
 FEBRUARY 7, 2023

REVISION:

DATE:
 FEBRUARY 7, 2023

SCALE:

NTS

DRAWING #
 ELEVATIONS

GREAT DEVELOPMENT OPPORTUNITY
APPROXIMATELY 5.4 ACRES

EAST SIDE OF MEDINAH ROAD, SOUTH OF SUPERIOR DRIVE
5N061, 5N085, 5N109, 5N141, 5N141B, AND 5N151 MEDINAH ROAD
UNINCORPORATED DUPAGE COUNTY AND ADDISON, ILLINOIS



Land and Real Estate Advisors

Chris Tiedeman, Listing Agent
chris@landpartnersllc.com
847.370.9100 (Cell)

LAND PARTNERS, L.L.C.
3405 N. Kennicott Avenue, Suite A
Arlington Heights, Illinois 60004
847.394.8000 (o)
847.394.9400 (f)
WWW.LANDPARTNERSLLC.COM



GREAT DEVELOPMENT OPPORTUNITY

APPROXIMATELY 5.4 ACRES

EAST SIDE OF MEDINAH ROAD, SOUTH OF SUPERIOR DRIVE
5N061, 5N085, 5N109, 5N141, 5N141B, AND 5N151 MEDINAH ROAD
UNINCORPORATED DUPAGE COUNTY AND ADDISON, ILLINOIS

PROPERTY FEATURES

LOCATION DESCRIPTION:

Site is comprised of six adjacent parcels that total approximately 5.4 acres. Accessible via Medinah Road, from two points; either by Lake Street to the north or Army Trail to the south. Just west of a four-way interchange at I-355 that provides easy access to multiple employment centers throughout the Chicago Metropolitan area.

PROPERTY DESCRIPTION:

The properties making up this assemblage are located in either unincorporated DuPage County or zoned R-1 in Addison. Bordered on the north by the "Villa Torino" townhouse subdivision. To the west is the "Eastgate" single family subdivision; to the east are existing industrial buildings and to the south are newer single family homes.

ZONING:

5N151 Medinah Road is zoned R-1 in Addison. Balance of assemblage is located in unincorporated DuPage County.

SCHOOLS:

Located in the highly regarded Bloomingdale School District.

NOTES:

This is a great infill redevelopment opportunity.



Land and Real Estate Advisors

Chris Tiedeman, Listing Agent
chris@landpartnersllc.com
847.370.9100 (Cell)

LAND PARTNERS, L.L.C.

3405 N. Kennicott Avenue, Suite A
Arlington Heights, Illinois 60004

847.394.8000 (o)

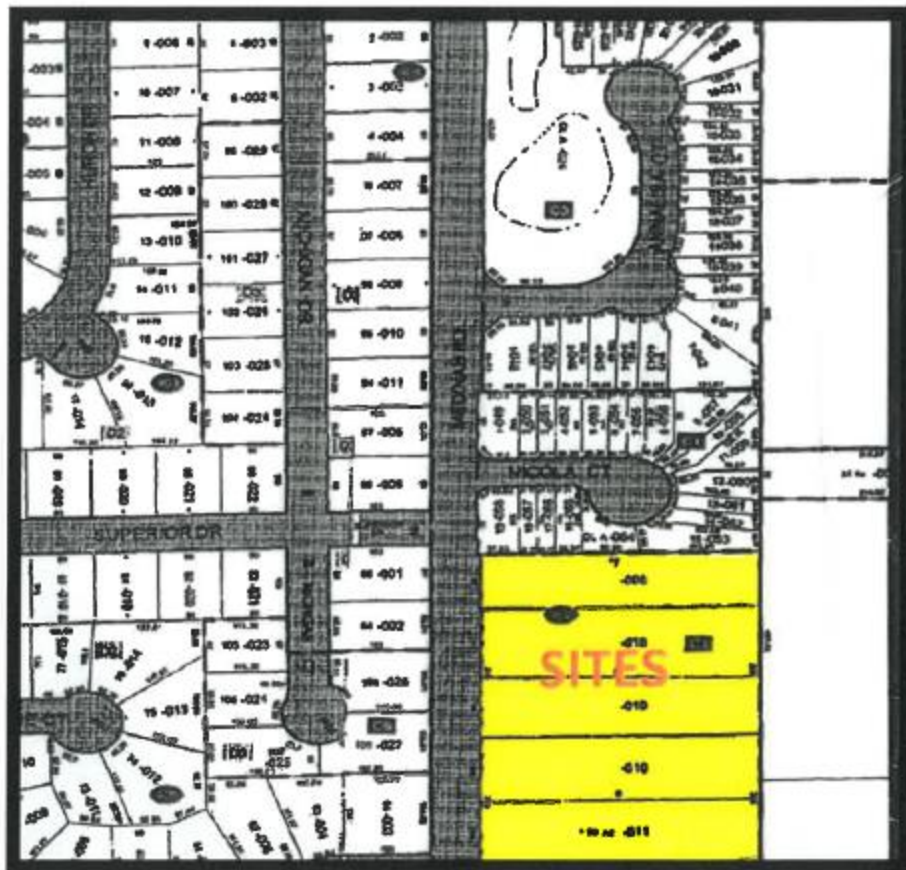
847.394.9400 (f)

WWW.LANDPARTNERSLLC.COM



GREAT DEVELOPMENT OPPORTUNITY APPROXIMATELY 5.4 ACRES

EAST SIDE OF MEDINAH ROAD, SOUTH OF SUPERIOR DRIVE
5N061, 5N085, 5N109, 5N141, 5N141B, AND 5N151 MEDINAH ROAD
UNINCORPORATED DUPAGE COUNTY AND ADDISON, ILLINOIS



Chris Tiedeman, Listing Agent
chris@landpartnersllc.com
847.370.9100 (Cell)

LAND PARTNERS, L.L.C.
3405 N. Kennicott Avenue, Suite A
Arlington Heights, Illinois 60004
847.394.8000 (o)
847.394.9400 (f)
WWW.LANDPARTNERSLLC.COM



DU PAGE COUNTY ZONING BOARD OF APPEALS
JACK T. KNUEPFER ADMINISTRATION BUILDING
421 NORTH COUNTY FARM ROAD WHEATON, ILLINOIS 60187/ 630-407-6700
Zoning Petition ZONING-23-000069 Medinah Road Residences
The DuPage County Zoning Board of Appeals will conduct the following continued public hearing:

Jessica Infelise, AICP
Zoning Administration Coordinator
DuPage County Building & Zoning Dept.
421 N. County Farm Road
Wheaton, IL 60187
Office: (630) 407-6752
Cell: (630) 514-0624
jessica.infelise@dupagecounty.gov

Paul Hoss
Zoning Administration Coordinator
DuPage County Building & Zoning Dept.
421 N. County Farm Road
Wheaton, IL 60187
Office: (630) 407-6756
Paul.Hoss@dupagecounty.gov

Re: PUBLIC HEARING: 6:00 p.m. THURSDAY, JANUARY 11, 2024

Hi Paul/Jessica,

In regards to above meeting that was held on Jan. 11, 2024 I had a USB Memory stick at the meeting with multiple pictures and videos, we were informed by the Chairman that they don't except this type of documentation and that I would have to print them off and deliver the print outs to the zoning office. Documentation represents heavy rain events as back up evidence to many of the concerns voiced about the flooding that occurs in the vicinity of Medinah Rd, Bryon Rd. and Walter Roads. It was agreed that the Official record would be left open to present these pictures as evidence and also made part of the official record. I have 26 photos from that memory stick that I am submitting today, (1/22/2024) in person for that purpose.

Your time and efforts are appreciated!

Regards,

Scott Benz
5N041 Medinah Rd.
Addison, IL 60101
Cell (847) 867 5577
sbenz@quicksuitetrading.com



**Flooding along Medinah Rd. Properties
East side by 5N041**



**Additional Picture of flooding Infront of 5N041
on Medinah Rd.**



Water running across Medinah Rd
Properties. At 5N041
East and West Side suffering flooding.



Flooding of lots 5N041 and 5N021, East side of Medinah Rd. water that doesn't soak in flows North down East side of Medinah Rd.





Flooding of lots 5N041 and 5N021, East side of Medinah Rd. water that doesn't soak in flows North down East side of Medinah Rd.



Flooding between lot 5N041 Medinah Rd. and lot 5N049 Medinah Rd., Drains to Medinah Rd. and then flows North along east side of Medinah Rd.



Water backup between lots of 5N041 on the left and 5N049 on the right, East side of Medinah rd. and then flows North along East side of Medinah Rd.



Back of lot at 1141 Medinah Rd. example of how much pools, only 4 lots to the south of proposed development.





West side of Medinah Rd, intersection of
Medinah Rd. and Erie Circle



**Flooding East Side of Medinah Rd. Lots 5N085 and 5N061
2 lots in the Proposed Development.
Across Rd from Erie Circle Rd. entrance.**



Flooding East Side of Medinah Rd. Lots
5N085 and 5N061
2 lots in the Proposed Development.
Across Rd from Erie Circle Rd. entrance.



**Flooding East Side of Medinah Rd. Lots 5N085
and 5N061
2 lots in the Proposed Development.
Across Rd from Erie Circle Rd. entrance.**



Lots 5N085 and 5N061 Medinah Rd. part of proposed development have been surveyed in the past and designated as having Wetland Delineation classifications associated with them.



Front of Comcast on East side of Medinah Rd. (5N301 Medinah Rd.) swamping their retention area that will then over flow on to Medinah Rd. This is directly North of the Cassa Bella townhome complex that already has a large protected natural wet land area and also an additional 2nd retention area to deal with excess water runoff.



Serve Flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



Severe Flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



Severe Flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



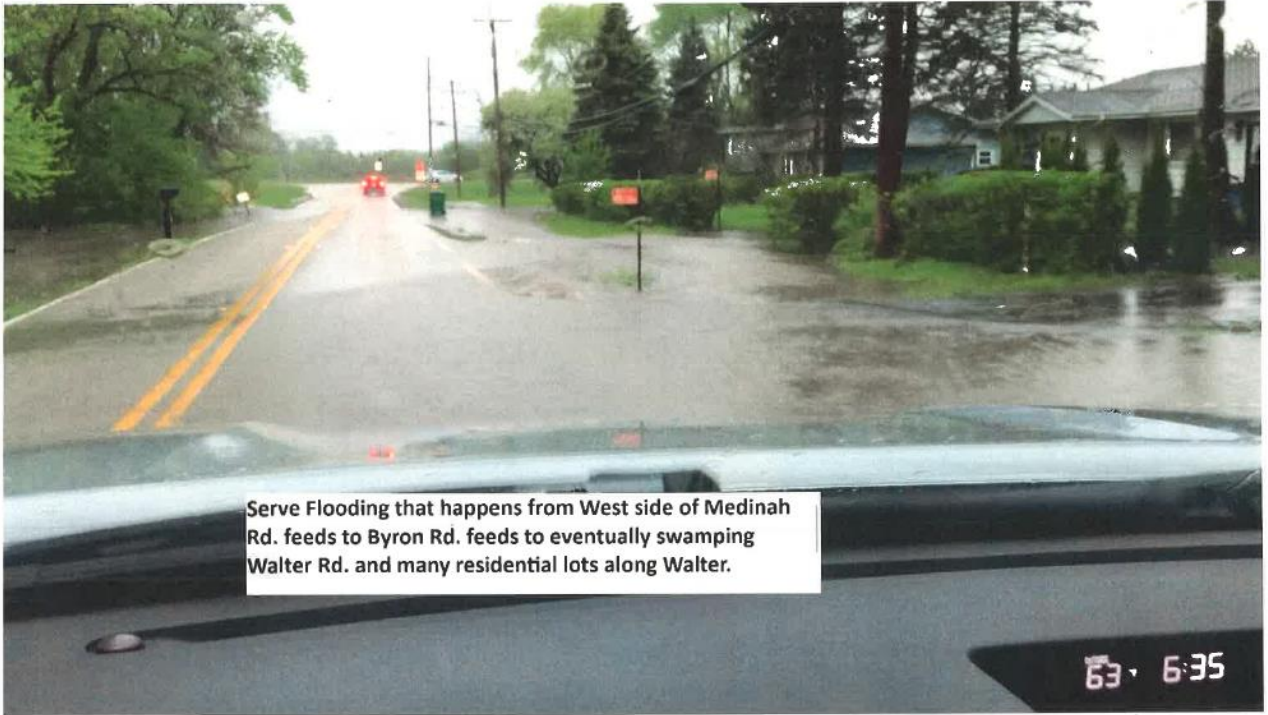
Severe Flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



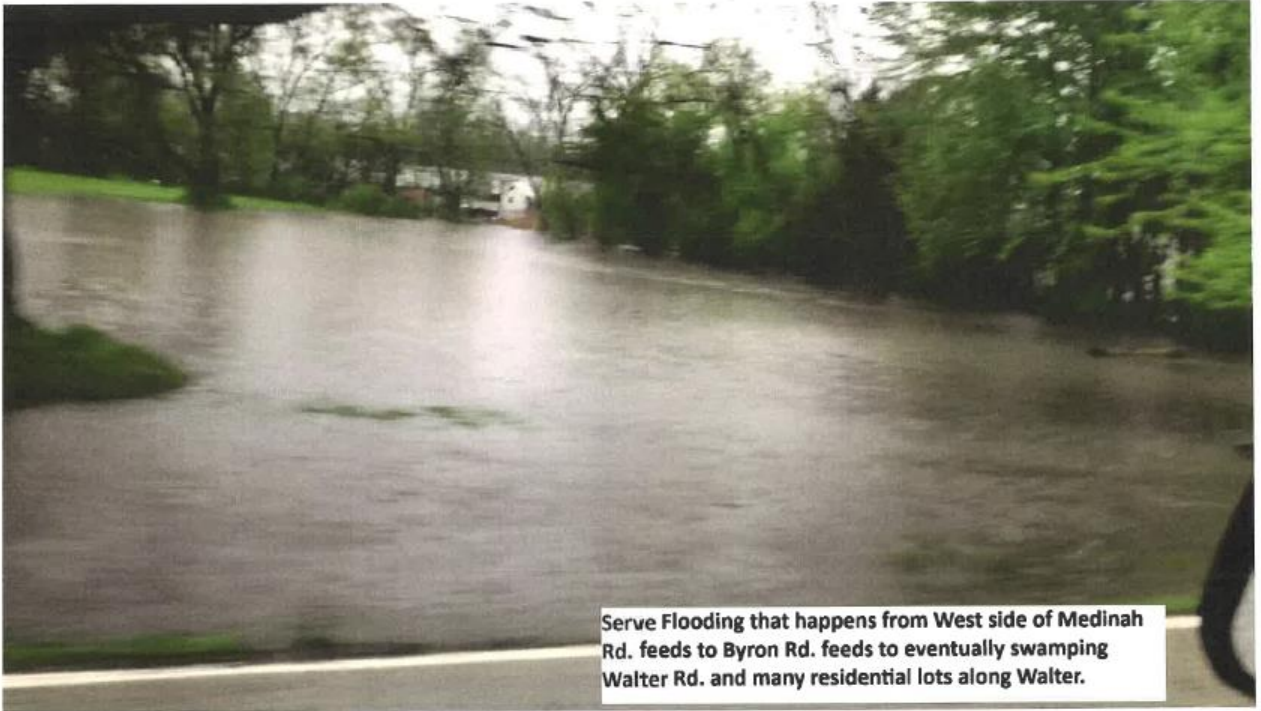
Severe Flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



Severe Flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



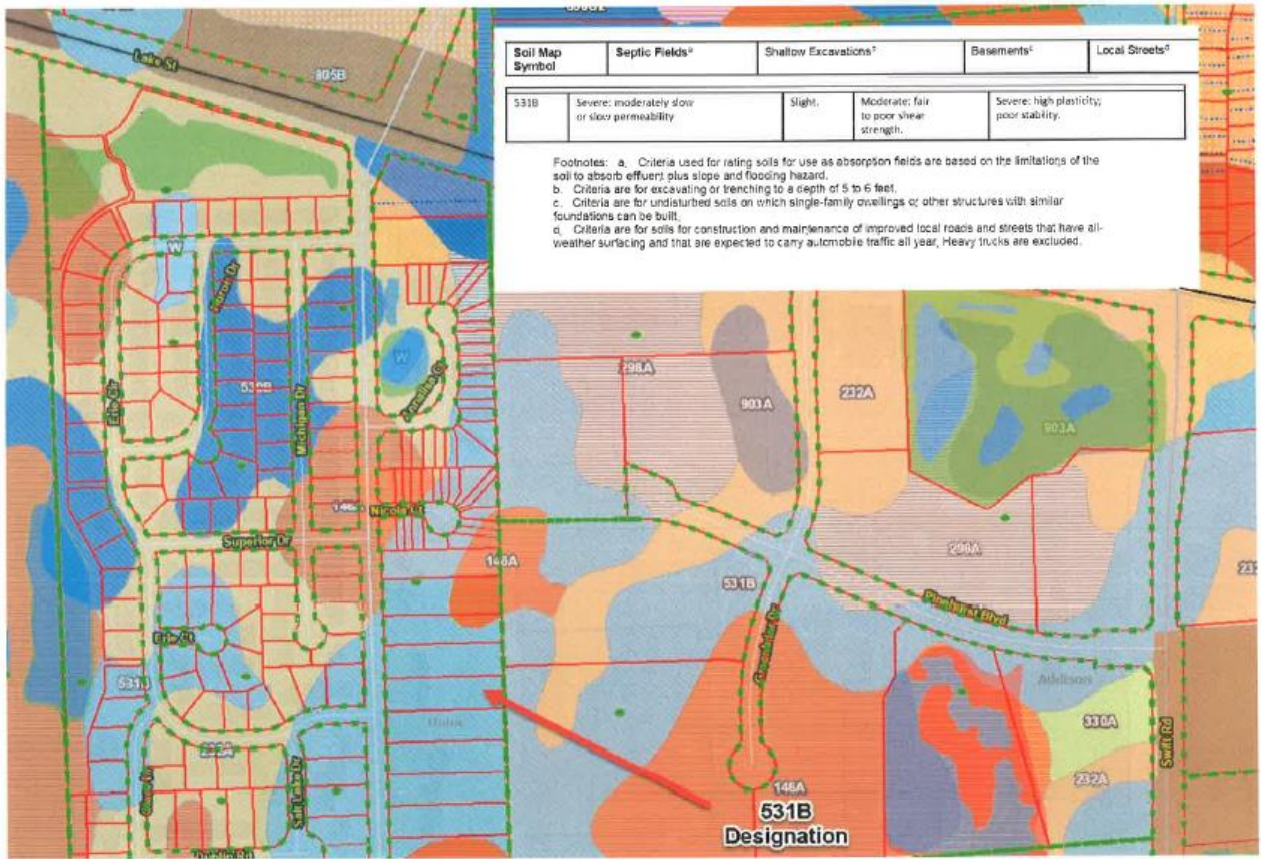
Severe flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



Severe Flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



Severe Flooding that happens from West side of Medinah Rd. feeds to Byron Rd. feeds to eventually swamping Walter Rd. and many residential lots along Walter.



3405 N. KENNICOTT AVENUE, SUITE A, ARLINGLTON HEIGHTS, IL 60004, US



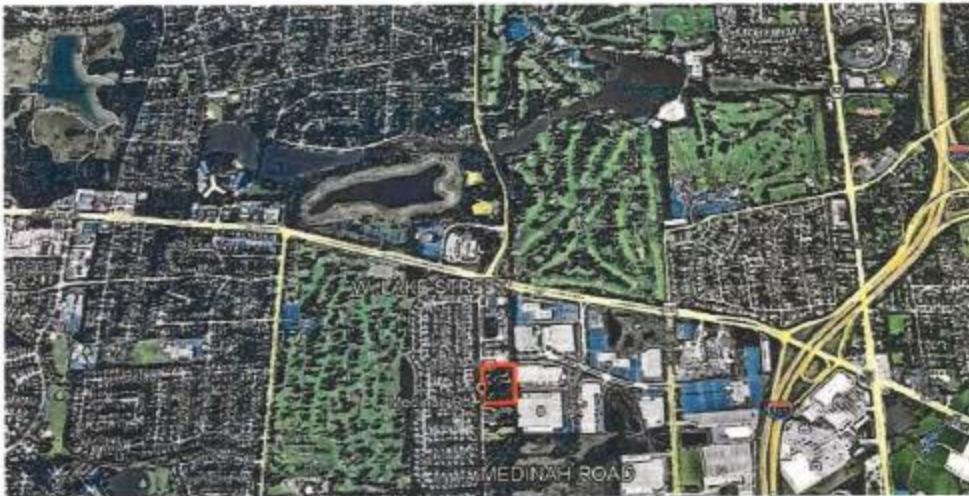
(847) 394-8000



WE ARE REAL ESTATE BROKERS WHO SPECIALIZE IN THE SALE, ACQUISITION AND VALUATION OF VACANT LAND.

LISTINGS

ADDISON



5.5 acres - on Medinah Road
Potential High Density Zoning

**GREAT DEVELOPMENT OPPORTUNITY
APPROXIMATELY 5.4 ACRES**

**EAST SIDE OF MEDINAH ROAD, SOUTH OF SUPERIOR DRIVE
5N061, 5N085, 5N109, 5N141, 5N141B, AND 5N151 MEDINAH ROAD
UNINCORPORATED DUPAGE COUNTY AND ADDISON, ILLINOIS**



Land and Real Estate Advisors

Chris Tiedeman, Listing Agent
chris@landpartnersllc.com
847.370.9100 (Cell)

LAND PARTNERS, L.L.C.
3405 N. Kennicott Avenue, Suite A
Arlington Heights, Illinois 60004
847.394.8000 (o)
847.394.9400 (f)
WWW.LANDPARTNERSLLC.COM



**GREAT DEVELOPMENT OPPORTUNITY
APPROXIMATELY 5.4 ACRES**

**EAST SIDE OF MEDINAH ROAD, SOUTH OF SUPERIOR DRIVE
5N061, 5N085, 5N109, 5N141, 5N141B, AND 5N151 MEDINAH ROAD
UNINCORPORATED DUPAGE COUNTY AND ADDISON, ILLINOIS**

PROPERTY FEATURES

LOCATION DESCRIPTION:

Site is comprised of six adjacent parcels that total approximately 5.4 acres. Accessible via Medinah Road, from two points; either by Lake Street to the north or Army Trail to the south. Just west of a four-way interchange at I-355 that provides easy access to multiple employment centers throughout the Chicago Metropolitan area.

PROPERTY DESCRIPTION:

The properties making up this assemblage are located in either unincorporated DuPage County or zoned R-1 in Addison. Bordered on the north by the "Villa Torino" townhouse subdivision. To the west is the "Eastgate" single family subdivision; to the east are existing industrial buildings and to the south are newer single family homes.

ZONING:

5N151 Medinah Road is zoned R-1 in Addison. Balance of assemblage is located in unincorporated DuPage County.

SCHOOLS:

Located in the highly regarded Bloomingdale School District.

NOTES:

This is a great infill redevelopment opportunity.



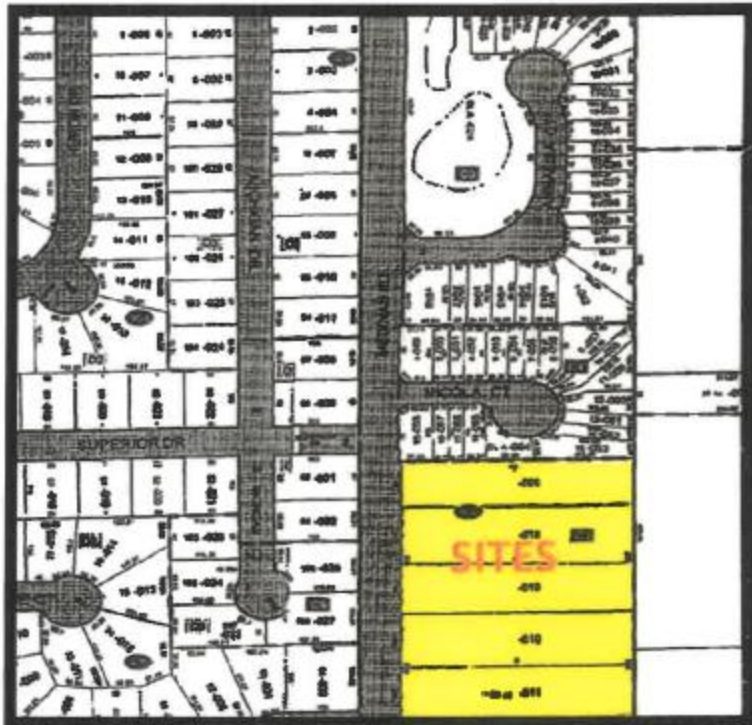
Chris Tiedeman, Listing Agent
chris@landpartnersllc.com
847.370.9100 (Cell)

LAND PARTNERS, L.L.C.
3405 N. Kennicott Avenue, Suite A
Arlington Heights, Illinois 60004
847.394.8000 (o)
847.394.9400 (f)
WWW.LANDPARTNERSLLC.COM



GREAT DEVELOPMENT OPPORTUNITY
APPROXIMATELY 5.4 ACRES

EAST SIDE OF MEDINAH ROAD, SOUTH OF SUPERIOR DRIVE
5N061, 5N085, 5N109, 5N141, 5N141B, AND 5N151 MEDINAH ROAD
UNINCORPORATED DUPAGE COUNTY AND ADDISON, ILLINOIS



Land and Real Estate Advisors

Chris Tiedeman, Listing Agent
chris@landpartnersllc.com
847.370.9100 (Cell)

LAND PARTNERS, L.L.C.
3405 N. Kennicott Avenue, Suite A
Arlington Heights, Illinois 60004
847.394.8000 (o)
847.394.9400 (f)
WWW.LANDPARTNERSLLC.COM

