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VILLAGE OF DEERFIELD
PLAN COMMISSION MEETING

REPORT OF PROCEEDINGS from the Village
of Deerfield Plan Commission Meeting taken by Paul W.
O'Connor, a CSR within and for the State of Illinois,
at 1959 Waukegan Road, Deerfield, Illinois, commencing
at 6:30 p.m. on May 11, 2023.

PRESENT:

MR. AL BROMBERG, Plan Commission Chair

MR. CARMEN FORTE, Village Attorney

MR. BILL KEEFE, Plan Commissioner

MR. KEN STOLMAN, Plan Commissioner

MS. LISA CRIST, Plan Commissioner

MS. JENNIFER GOLDSTONE, Plan Commissioner

MR. BLAKE SCHULMAN, Plan Commissioner

MS. SARA LUBEZNY, Plan Commissioner

MR. DAN NAKAHARA, Planner

MR. JEFF RYCKAERT, Principal Planner

1 MR. BROMBERG: Ladies and gentlemen, call the
2 meeting to order. Secretary, take the role.

3 MR. NAKAHARA: Commissiner Mr. Schulman.

4 MR. SCHULMAN: Yes.

5 MR. NAKAHARA: Commissioner Goldstone.

6 MS. GOLDSTONE: Yes.

7 MR. NAKAHARA: Commissioner Crist.

8 MS. CRIST: Here.

9 MR. NAKAHARA: Commissioner Keefe.

10 MR. KEEFE: Here.

11 MR. NAKAHARA: Commissioner Stolman.

12 MR. STOLMAN: Here.

13 MR. NAKAHARA: Commissioner Lubezny.

14 MS. LUBEZNY: Here.

15 MR. NAKAHARA: Chair Bromberg.

16 MR. BROMBERG: Here. Obviously there's a lot of
17 interest in this meeting and somewhat difficult to hear,
18 so please bear with us. We thank you all for attending
19 and for your interest.

20 Before we begin, I want to explain what we
21 plan to do tonight and how we are going to conduct the
22 meeting. We only have one agenda item tonight and we
23 need to approve some documents. So because of the crowd
24 and number of people, we are going to flip the order here

1 and approve our documents first. That will only take a
2 few minutes.

3 Get down to main documents to approve, the
4 first is recommendation regarding agreements
5 comprehensive -- amendments to comprehensive plan for the
6 new retail business on Lake-Cook Road. Does anybody on
7 the Commission have any comments or changes to the
8 recommendation?

9 MS. GOLDSTONE: No.

10 MR. BROMBERG: Can I get a motion to approve?

11 MS. CRIST: I move to approve.

12 MS. GOLDSTONE: Second.

13 MR. BROMBERG: All in favor? Any opposed.

14 Second is the April 20 Plan Commission
15 minutes. I have minor change to that. Page three at the
16 bottom of the page where it says there's a word there
17 alter nation. I think it should say alteration. Just a
18 typo. Anybody else have any comments?

19 MS. CRIST: No.

20 MS. GOLDSTONE: I will move to approve.

21 MR. BROMBERG: Second?

22 MS. CRIST: Second.

23 THE COURT: All in favor. Any opposed?

24 Then the third document is the April 27

1 Plan Commission minutes. Again I have one typo on page
2 two. Says petitioner, it should say petition. Anybody
3 else have any comments? Can I get a motion to approve
4 the April 27 minutes?

5 MS. GOLDSTONE: I will move to approve.

6 MR. BROMBERG: Second?

7 MS. CRIST: Second.

8 MR. BROMBERG: All in favor. Okay. Thank you all.

9 So here's what's going to happen tonight.
10 We will allow the Petitioner to make their presentation.
11 We are going to hear from their experts and their
12 witnesses. And anybody that they want to testify.

13 The Plan Commissioners are going to ask
14 questions and we will get clarification and ask any
15 further information we want from the witnesses or from
16 the Petitioner.

17 Once that has been completed, I'm going to
18 ask for a motion to continue the meeting at a later date.
19 The attorney representing the Thorngate owners
20 association has asked for the continuance to June 8th.
21 In order to give them more time to prepare their case for
22 objection. Mr. Meek, is that correct?

23 MR. MEEK: That's correct.

24 MR. BROMBERG: So continued meeting on June 8th.

1 The Objectors will be allowed to present their case.
2 Have their witnesses testify. The Petitioner and the
3 Objectors will have an opportunity to cross-examine each
4 other's witnesses.

5 After that, we'll open the meeting for
6 public comment. Anybody who wants to be heard will have
7 an opportunity to speak. After everyone has had that
8 opportunity, then the testimony will be closed and the
9 Plan Commission will deliberate. And vote on any motions
10 that are made.

11 Those deliberations of course will be open
12 to the public, but no additional testimony will be taken
13 at that time. I want to urge all of you to listen
14 closely as we will be tonight in order to get all the
15 facts behind this petition. This is the first public
16 hearing on this petition. There have been a lot of
17 rumors and information spreading on social media and
18 other communication methods and I want to assure all of
19 you that nobody on this Commission has formed our
20 opinions yet. And we won't do so until we hear all the
21 testimony and all the public comment that's been heard.
22 I hope likewise you will all consider all of the
23 information before forming your own conclusions.

24 I also want to make a comment about signs

1 that we've seen all around town. Some of those signs
2 were placed on Village right of way and public works has
3 removed those signs. Public works will not touch any
4 sign and has not touched any sign that is on private
5 property. But please be mindful of this and do not place
6 any signs on Village property.

7 Lastly I want to discuss some ground
8 rules. As we always do, our meeting will end no later
9 than 10:30 p.m. Unless the Commissioners agree we are
10 very close to a good stopping point and we agree to go a
11 little beyond that.

12 Given that tonight we only plan to hear
13 the Petitioner's case, I don't think that will be an
14 issue tonight. We will ask everybody here to be
15 courteous, respectful and we ask that you refrain from
16 clapping or booing or hissing. All that does is prolong
17 the meeting. And I ask all of you at this point to make
18 sure your cell. phones are silent or turned off.

19 Thank you. With that said, start the
20 meeting by asking if there's anybody in the audience here
21 tonight that wants to speak on a non agenda item. Seeing
22 none. We will move right into the agenda.

23 We have one item. That is a continued
24 public hearing on the request for approval of the

1 annexation, rezoning from R-1 single family residence to
2 I-2 limited industrial district. A text amendment to the
3 I-2 limited industrial district to allow a motor freight
4 terminal. An amendment to the comprehensive plan and
5 resubdivision, a special use for a preliminary and final
6 development plan for an industrial planned unit
7 development for two industrial buildings. A concept plan
8 for a recreational facility and any necessary exceptions
9 for the planned unit development on the 101 acre property
10 located in unincorporated Lake County at One Baxter
11 Baxter Parkway for Bridge Industrial.

12 I'm going to ask the Petitioners and any
13 of your witnesses, any of your witnesses stand who plan
14 to speak tonight, to please rise and raise your right
15 hand. You swear to tell the truth?

16 (All Yes)

17 MR. BROMBERG: Thank you.

18 MR. RYCKAERT: Notice to this public hearing was
19 published on April 6.

20 MR. BROMBERG: Have we got the green cards?

21 MR. RYCKAERT: They will submit the proof of
22 mailing.

23 MR. BROMBERG: Could you submit those at this time,
24 please.

1 MR. RYCKAERT: I have got it.

2 MR. CALLAHAN: Mr. Chairman, my name is Jerry
3 Callahan with the law firm of O'Donnell, Callahan from
4 Green Oaks here in Lake County. We represent Bridge with
5 respect to this application. I have the affidavit of
6 service of the notice by certified mailing. It has
7 exhibits, one of which is a list of people to whom the
8 notice was mailed. The other exhibit is a copy of the
9 notice that was sent. I also have the green cards that
10 have been returned and I could provide those.

11 MR. BROMBERG: If you could give those to staff.

12 MR. MEEK: Housekeeping matter about whether it's
13 even proper to hold this.

14 MR. BROMBERG: Step to the microphone, Mr. Meek.

15 MR. MEEK: I'm sorry there's not a more perfect
16 time to raise this, but on April 25 -- I'm the attorney
17 for the Objectors, the Thorngate Owners Association,
18 David Meek. I tendered a letter on April 25 to request
19 to continue the hearing. I appreciate that's going to be
20 considered but I did raise a point in there about whether
21 the applicant had in fact complied with the rule of
22 requirements in respect to filing. They are here on a
23 scheduling procedure where they have tried to collapse
24 the process of preliminary and final development plan and

1 certainly mandatory requirements for the filing of the
2 planned development, final development plan and the
3 application is deficient in it's missing at least three
4 components that are supposed to be viewed by the Plan
5 Commission and the recommendation from the Plan
6 Commission move forward. So I'm asking whether you have
7 taken into consideration under advisement of counsel or
8 not whether the application is ready to be heard because
9 of three areas I laid out in my letter.

10 One is the proposed covenants conditions
11 and restrictions applicable to this multiple development.
12 Second, they sent you final development plans with 63
13 pages of site improvement plans and then there's a
14 developer's agreement and that is something, all three of
15 those is something that are supposed to be presented to
16 the Plan Commission as part of its consideration. You're
17 going to be asking to consider a final development plan
18 so that is a mandatory requirements that haven't been
19 satisfied by the applicant. And my suggestion is they
20 are not ready to move forward because they haven't
21 presented those pieces of paper.

22 MR. BROMBERG: So we found the first test already.
23 That's not helpful.

24 MS. FORTE: Based on the statement made by counsel

1 for the objector, you could proceed with the hearing
2 today. If we find at the close of evidence or close of
3 the hearing that the application is insufficient or
4 deficient, you can make those findings. But you can
5 proceed with the hearing today.

6 MR. BROMBERG: Go ahead, if you would.

7 MR. CALLAHAN: Do you want me to respond to that?

8 MR. BROMBERG: You can respond if you want to but
9 again, I'm going to ask everybody stop with the clapping
10 and the cackles, it's not helpful. Okay. Go ahead, sir.

11 MR. CALLAHAN: With respect to the development
12 agreement, several months ago I actually proposed to the
13 Village that we would submit because this is an
14 annexation, I would submit annexation and development
15 agreement and I was told that the normal practice in the
16 Village is that the Village drafts, prepared said draft
17 so that is what is expected. I think we have plenty of
18 time to do that given that this is going to take some
19 time. So definitely is something that has to be done but
20 we were instructed not to prepare it.

21 With regard to the Village engineer's
22 letter, all the engineering has been submitted. We can't
23 control when that letter is going to be issued. We
24 expect you're not going to make the vote until you see a

1 letter from the Village engineer.

2 Finally with regard to the covenants,
3 conditions and restrictions, this property is going to
4 remain under ownership of Bridge. Those are necessary if
5 you're going to have more than one owner. This is all
6 going to be owned by Bridge. So that's the reason and I
7 think that there was confirmation that Bridge received
8 they were not necessary. If you determine that you want
9 them, we can easily prepare a draft of those, that's not
10 an issue.

11 MR. BROMBERG: Thank you. The floor is yours to
12 begin your presentation, introduce your team here.

13 MR. CALLAHAN: I understand that you wanted me to
14 go through the standards. I can do that so that
15 everybody in the audience knows what the standards are.
16 I'm happy to do that. I won't spend a lot of time on it
17 but as mentioned in your introductory statement, there
18 were number of things that are being requested by Bridge.

19 First is annexation because the property
20 is unincorporated presently. Upon annexation, the
21 property under your zoning ordinance is automatically
22 zoned R-1. Anybody who Annexes Deerfield, the property
23 is automatically zoned R-1. So there's a petition to
24 rezone the property to L-2, which would be the

1 appropriate zoning classification.

2 So there's also a petition for text
3 amendment to describe the specific use and list it. And
4 I think the reason that was important to the Village
5 staff was there were limitations on what properties would
6 qualify for this use. Has to be at least 75 acres, has
7 to be abutting the tollway. So there are limitations on
8 who can apply for this type of use.

9 Then we petition for special use for
10 planned unit development. The reason for that is a
11 complicated large development, customary way that
12 developments are approved in municipalities. In this
13 case the PUD also provides the opportunity to be more
14 flexible in the design of the project, to receive what
15 are called exceptions because a lot of times the
16 underlying standards and zoning district don't really
17 work for a large development. So there are list of
18 exceptions that Bridge has proposed and I can go through
19 those if you like. They are in the application. I don't
20 know if it makes sense to do that at this time but they
21 are all articulated and if you want me to go through them
22 I will.

23 Then the preliminary and final development
24 plan is being requested for the PUD, concept plan for the

1 recreational facility and Jon Pozerycki of Bridge is
2 going to describe a little bit about the interaction with
3 the park district. Preliminary final subdivision three
4 lots. Are proposed.

5 Finally, again there's exception as we
6 mentioned. Now with regard to a rezoning there are
7 findings that the Plan Commission has to make. One of
8 them is with respect to existing uses. Existing uses of
9 the property within the general area of the property in
10 question.

11 There's a description that the, in the
12 application about disrupting land to the north and south.
13 Commercial land uses. To the southwest commercial land
14 uses, to the southeast are commercial land uses. But to
15 the northeast and northwest are single-family residential
16 land uses.

17 The current zoning in the area is the
18 second finding that you would make for rezoning. And
19 that is stated in your ordinance as the zoning
20 classification of property within the general area of the
21 property in question. I could go through each of the
22 zoning classifications but they are consistent with the
23 uses I just described.

24 So the residential uses are zoned

1 residential, the commercial uses are zoned commercial.
2 The suitability -- next one is suitability of the present
3 zoning. And the standard in the finding is stated as
4 follows. The suitability of the property in question for
5 the uses permitted under the existing zoning
6 classification and the proposed classification.

7 Well, interesting thing about this
8 property is it's unincorporated. And about two-thirds of
9 it is zoned limited industrial in Lake County, which
10 allows as a permitted use, the use that's proposed by
11 Bridge.

12 Now Bridge wants to come in to the
13 Village, that's why we are here. But it is a permitted
14 use in the county. But the remaining one-third, which is
15 the frontage along Saunders and the northerly strip of
16 the property, that's zoned for office purposes in Lake
17 County. So I think that's an important consideration for
18 the Plan Commission. It's already zoned for limited
19 industrial. It's zoned for warehouse and distribution.
20 And that's not a special use, that's a permitted use in
21 Lake County.

22 The fourth one is the trend of
23 development. The trend of development if any in the
24 general area of the property in question, including

1 changes if any which may have taken place since the day
2 the property in question was made in its presenting
3 zoning classification.

4 Well, I will tell you one thing. I've
5 been doing this for over 40 years. And I used to do
6 suburban office zoning. I haven't done suburban office
7 zoning in more than 20 years because nobody's doing
8 suburban office. So Baxter has decided to sell this
9 property. I can guarantee you there will be no interest
10 in it for office.

11 Now the use that's proposed, I would
12 submit is consistent with the trend of development.
13 Allstate down the road, there's another light industrial
14 building that's I think just being finished over by the
15 intersection of the tollway spur and the tollway. And a
16 very large industrial project that Bridge did, which is
17 kind of similar to this PUD but a much grander scale.
18 Cardinal Health Campus on the west side of Waukegan Road
19 between 120 and 137. 225 acres. They acquired in I
20 think 2015.

21 And since then they built three and a half
22 million square feet of light industrial. That is what
23 the market is that I am seeing in my practice. So that
24 is the trend of development that was described by Bridge

1 in the application.

2 Next, as mentioned, there's also a request
3 for a text amendment and this again was to describe the
4 particular use that's being requested here. That was an
5 effort that Bridge made with the staff to come up with a
6 definition so as to limit what property would be
7 available for this type of use. And the standard for a
8 text amendment is will it benefit the public. That's for
9 you to decide. We think it will but that's why we have a
10 Plan Commission to hear the evidence and make a
11 determination.

12 Then finally the findings that had to be
13 made for a PUD. One is the affect on the community. The
14 proposed planned development will not significantly or
15 materially be significantly or materially detrimental to
16 or endanger the public health safety and welfare of the
17 community.

18 MR. BROMBERG: Ladies and gentlemen, stop. You
19 will get your chance. Everybody will get a chance. He
20 has the floor now. Let's hear what he has to say.

21 MR. CALLAHAN: This shall include consideration of
22 the impact on the development upon the physical
23 development, tax base, economic development well-being of
24 the Village. With respect to this, I think it's

1 important to remember this. It's being proposed to be
2 annexed to Deerfield. It doesn't have to be but that's
3 the proposal.

4 This is, there's also going to be, there
5 is a request for amendment of the comprehensive plan to
6 change the land use classification of the property. But
7 it's consistent with the comprehensive plan in another
8 respect because this is one of the only parcels that the
9 Village has identified for annexation. So in that sense
10 is consistent with the comprehensive plan.

11 This will will add a tax base to the
12 Village without putting a burden on the schools. It will
13 remove an underutilized, obsolete corporate campus. Will
14 provide job opportunities.

15 The traffic volumes, you will hear from
16 the traffic engineer tonight, are going to be lower than
17 when Baxter was at full strength. The wooded area in the
18 front along Saunders is being preserved. As you can see,
19 there was a green space. All that green space is being
20 preserved and there are green development components,
21 solar ready and that kind of stuff on the building.

22 Finally there's going to be contribution
23 to the park district that is going to be described in
24 just a minute.

1 The second finding is the affect on the
2 neighborhood. That the proposed planned unit development
3 will not be injurious to the use and enjoyment of other
4 property in the immediate vicinity for purposes already
5 permitted. Nor will it diminish or impair property
6 values within the neighborhood. Again, you will hear
7 from a traffic engineer.

8 You're going to hear from the engineer
9 that the demands on Village infrastructure will be lower
10 from this use than from the historical use of the
11 property. The green area is being preserved and again,
12 the park district will receive contribution of land and
13 other things.

14 Then finally we have an appraiser who's
15 going to address the land value issue.

16 Third is the affect on development of
17 surrounding property. And that is stated that the
18 proposed planned unit development will not impede the
19 normal or orderly development and improvement of the
20 surrounding property.

21 I think if you look at a map, there's
22 really not other property of any size around this that
23 will be developed in the future. So I don't think it's
24 going to be an impediment, but I think it will provide

1 job opportunities, it will provide consumers for local
2 restaurants and businesses and things like that. Again
3 the park district improvements.

4 Utilities and facilities, they are already
5 there. No need to bring in new utilities. They are
6 already there.

7 Adequacy of ingress and egress. The
8 traffic engineer is going to address that so I'm not
9 going to go through it.

10 And then conformity to regulation. This
11 plan is meeting the regulations except for the exceptions
12 that we are requesting which is incorporated into your
13 PUD provisions. You have the authority to make those
14 recommendations. And the Village Board has the authority
15 to approve the exceptions.

16 So with that, I'd like to turn it over to
17 Jon Pozerycki from Bridge. I wanted to give that some
18 context. So everybody knows what the issues are we are
19 going to be talking about and that are on the table at
20 the very beginning. So that we are all talking about the
21 same thing hopefully. Thank you.

22 MR. BROMBERG: What I'd like to do is as you bring
23 up each of your experts and witnesses, that we allow the
24 Commissioners to ask any questions at that point. Is

1 that acceptable with you?

2 MR. CALLAHAN: Anybody?

3 MR. BROMBERG: Since you addressed a few things
4 already. Let me ask if anybody wants any, has any
5 questions.

6 MS. GOLDSTONE: I'm having a very hard time hearing
7 him. Is there anything we can do about the audio. It's
8 really important we hear what they have to say.

9 MR. BROMBERG: I really hoped we would show up
10 better than this. Does anybody have any questions for
11 Mr. Callahan? I have one.

12 So you mentioned a couple times about the
13 annexation and about you don't need to annex, the
14 property is in unincorporated Lake County and it can be,
15 it's a permitted use in Lake County. So my question is
16 why do you want to annex it to Deerfield?

17 MR. CALLAHAN: Not all of the property zoned
18 limited industrial. As I said, about a third of it is
19 zoned office. And as mentioned, there's no office
20 market. So they could develop some of it that way and I
21 think there's also an advantage to being a municipality
22 in terms of services that are available and as mentioned,
23 the comprehensive plan identifies that parcel to be
24 annexed. So I know Bridge came and talked to the Village

1 early on and felt this was the most logical development
2 venue and if it's not, then so be it. Then they have
3 other options. But that's not their wish. They'd like
4 to proceed in Deerfield.

5 MR. BROMBERG: Thank you.

6 MR. POZERYCKI: Can everybody hear me? All right.
7 Thank you guys very much for coming out tonight. My name
8 is Jon Pozerycki, Chicago office at Bridge Industrial.
9 Very excited to be here and we wanted to start off by
10 introducing the project and how it came to where we are
11 today. And then talk a little bit about the design of
12 the project and some of the considerations that we took
13 when putting this together to consider a project that
14 would be successful in leasing, but also minimally
15 impactful to the surrounding community.

16 Before we get into that, let's talk about
17 Bridge and who we are with the hope we will be able to form
18 this partnership. Bridge was founded in 2000 as a small
19 merchant industrial developer focused here in Chicago.
20 From 2000 to 2011, Bridge had built roughly four and a
21 half million square feet of light industrial like you see
22 today on the screen.

23 In that time from 2011 until 2015, Bridge
24 has expanded its footprint to coastal markets and we are

1 in New Jersey, LA, South Florida and the Pacific
2 Northwest. Today the identity of Bridge is much
3 different than what it was 20 years ago. And we would
4 consider ourselves an institutional owner and investment
5 manager of limited industrial real estate across the
6 country.

7 We have built about 75 million square feet
8 of this light industrial product. Roughly 22 million
9 square feet here in Chicago alone. And as mentioned,
10 3.8 million square feet in Lake County. Most notably
11 Bridge Point Waukegan, which is roughly 3.25 million
12 square feet. I think it's important to understand who
13 Bridge is and what we do and when we build this project,
14 our intent is to hold it long term and to not sell it.
15 And we will be around throughout the partnership long
16 term.

17 Jumping into the history of this site.
18 Where Bridge was inserted into this. So Baxter, whose
19 been here since 1972, they brought this site to the
20 market to be sold. Obviously their business was impacted
21 heavily by not only the trends of office suburban market,
22 but also the pandemic. So Baxter was re-assessing what
23 to do with this asset and particularly they are looking
24 to downsize, be in a more modern accommodating building

1 for today's workforce compared to what it was 40 years
2 ago.

3 Bridge was very interested. This is what
4 we do. We've had a lot of success in Lake County. Given
5 the location directly off the interstate, it's a very
6 short truck route from Lake-Cook Road up Saunders, we
7 thought it was a very good opportunity to redevelop for
8 the Village. We believe it was the highest and best use
9 as through the process of other industrial developers
10 were looking at it. We don't believe there's any other
11 interested parties for an alternative redevelopment other
12 than industrial, given where the market trends are today
13 for office trending down and industrial trending up.

14 So the current existing site conditions,
15 roughly 100-acre site, it's improved with a series of
16 office buildings totalling roughly 650,000 square feet of
17 old, functionally-obsolete product that Baxter is looking
18 to dispose of and downsize.

19 So some of the important things to note is
20 the building is very functionally obsolete. Baxter will
21 tell you it is extremely difficult to heat the entire
22 building. All the glass in the building is single pane.
23 So it is not to modern standards.

24 Additionally, it's our understanding that

1 the fire suppression and sprinkler system in the building
2 is very limited and not to current modern standards. We
3 believe it's only in the common area.

4 For those reasons alone, if somebody was
5 to come and want to take it, there would be significant
6 investment that they'd have to put into the building to
7 be able to use it or if they wanted to sublease it to
8 somebody else.

9 What that leads to is it's very tough to
10 use as office. Essentially it is not functioning as it
11 is today. So that leads us to where we are today. What
12 you see on the screen in front of you. Myself, my team
13 and all of our partners, we worked hard to come together
14 with a plan that makes the most sense that will be
15 successful in the market. And we are proposing to
16 redevelop this land to a modern, state-of-the-art,
17 environmentally-conscious class A corporate campus for
18 industrial tenants.

19 The configuration of the two buildings you
20 see, the larger one being closer to the highway, the
21 smaller one being closer to Saunders. We oriented this
22 in a north/south direction so all the trucks that come on
23 site will stay within the center of the site. If you can
24 see the mouse here.

1 We wanted to get the trucks on the site
2 off of Saunders. We will remove the current Baxter guard
3 shack, which is roughly 500 feet from Saunders Road,
4 which will allow trucks to get on this property. This
5 road is designed roughly 43, 45 feet wide, which will
6 allow trucks to come on and stop in the middle. It's
7 essentially wide enough for three lanes. We didn't want
8 any trucks to be on Saunders Road.

9 So once they are into the campus, they
10 will be able to enter into truck ports which will contain
11 the noise, the focus and everything within the site,
12 minimally impacting surrounding areas.

13 From a distance standpoint, the nearest
14 building which is the smaller building, is roughly
15 900 feet from Saunders Road. Give or take two and a half
16 football fields away. If you look at some of the other
17 industrial buildings being developed along the
18 interstate, they are much closer to the other roads. We
19 wanted to take that into consideration. So we set this
20 far back off Saunders. And we plan to retain the mature
21 vegetation currently there. So at the end of the day you
22 will not see the buildings from Saunders Road.

23 Then in addition to that, we believe that
24 the truck route from the site will be going down Saunders

1 to Lake-Cook Road and back. That's the only place where
2 trucks will go. We will restrict trucks from leaving the
3 site going north along Saunders. We will also improve
4 the exit to encourage trucks to go to the south along
5 Saunders.

6 And additionally, in all the leases we do
7 we will restrict trucks from leaving the site any other
8 way than that. And we will require it to come from
9 Lake-Cook up Saunders.

10 That's just some high level design of the
11 site. Mark Houser will get into that a little bit more.

12 Some of the other things to touch on are
13 the way we build our buildings, which I believe are
14 cutting edge of the current design for industrial, maybe
15 above and beyond some of our competitors.

16 We do that because we are institutional
17 owners and plan on being on this long term, so we care
18 about that.

19 That leads us to our environmentally ESG
20 lead in solar. Some of the lead certified sustainable
21 design elements that will be implemented as part of this
22 that Bridge is doing at their option is the Bridge
23 building will be enrolled in the Lead Certification
24 Program, which helps to streamline the process and which

1 includes a list of things which I will touch on here.

2 Water pollution prevention and erosion
3 control measures. This site landscape and irrigation
4 design will use zero potable water. There will be low
5 flow plumbing fixtures throughout the building, specified
6 to reduce water consumption by 30 percent.

7 All the LED lights on the interior and
8 exterior of building will be used. Zero mercury, which
9 will help reduce energy costs by more than 30 percent.
10 While contributing to better occupant health overall.

11 The mechanical, electrical, plumbing will
12 be tested and commissioned by an independent third party
13 to ensure that everything that we say we are doing, we
14 are actually doing. And if by happenstance something
15 lapses, they will report it to us so we can fix it and we
16 will maintain that certification throughout our
17 ownership.

18 The project is slated to use more than ten
19 third-party certified environmentally safe and healthy
20 materials. Again, all of which is not required in the
21 business but we take that extra step. More than
22 50 percent of the construction waste is expected to be
23 diverted from landfills. In addition to overall waste
24 prevention goal of generating less than ten pounds per

1 square feet of waste during construction.

2 We plan to reuse and crush all the
3 existing concrete implemented back into the new project.
4 And then we plan on installing bike racks, EV charging
5 stations and a bus route will all be part of the project.
6 And included upon completion.

7 In addition to that, the building is being
8 designed to support solar on the roof. Again, that is a
9 new cutting edge compared to some of the other industrial
10 buildings across the country. We are investing in
11 additional steel fortification to support the weight of
12 the solar. We will consult third-party solar developer
13 to implement community solar. This has a positive impact
14 on the grid and surrounding community. Which can host up
15 to enough solar to generate enough clean energy to power
16 over a thousand homes in neighboring areas.

17 ComEd does a great job working with solar
18 developers. We consult with them and they are very
19 interested about this project for that.

20 ComEd works with the subscribers that want
21 to sign up, so essentially ComEd and solar developer
22 manage that process to make sure it gets done. It's not
23 left up to us. We just have to put the array on the roof
24 for that to take place.

1 From a social standpoint we are going to
2 take appropriate measures through the redevelopment to
3 mitigate any potential impact to surrounding community
4 residents. We adhere to all noise ordinance through
5 construction and during operation. Implement a
6 construction waste management plan, again all of which is
7 required of the waste management plan.

8 We will implement a robust tenant
9 engagement program with any potential tenant that comes
10 in this building. This is aimed at improving tenant
11 satisfaction. While encouraging participation in
12 critical ESG efforts. It's very important to us we are
13 environmentally conscious going forward. We want our
14 tenants to be on the same page with us as a requirement
15 to lease the building.

16 We are going to pursue net zero tenant
17 operation as well so the solar array will not only
18 generate clean energy to be given back to the grid, but
19 there's a way to handle it, we will be able to give some
20 of that generation to the tenant so they are not drawing
21 any power from the grid. Something that we will work on.

22 In terms of governing on the tenants, we
23 will have within our leases all green lease clauses in
24 tenants with us, which are additional measurements to

1 make sure tenants are operating facilities as efficiently
2 as possible.

3 We have a litany of miscellaneous policies
4 that guides business practices, investment policy,
5 responsible contractor policy, water efficiency policies,
6 emergency response, et cetera. This is throughout
7 construction as well as operation, our commitment to
8 that.

9 So in addition to the design of the
10 building, there's a lot of discussion of who is going to
11 be in this building at the end of the day. So Bridge as
12 an institutional leading investor of the industrial, we
13 are designing this building specifically to garner to
14 higher end tenants that would look to locate a corporate
15 campus here, maybe a higher finish of office, a little
16 bit less truck use at the end of the day is what we
17 envision here. And how we design this building.

18 Ultimately we want to build it and we
19 designed it to be as leasable and marketable as possible
20 and we wanted to be successful for the project in the
21 long term.

22 In addition to the tenants' uses, we do
23 not allow any hazardous materials in the building. We
24 are very strict about that. We want to make sure as we

1 are going to be holding these buildings long term, we
2 want to ensure there's nothing in there that's going to
3 be hazardous to the people that are working or background
4 or the ground around them.

5 In addition to that, will be very strict
6 assignment language. So once we lease the building to a
7 particular tenant, they can't sublease that space to
8 somebody we don't know. They are unallowed to do that.
9 We need to talk to them if they are going to sublease the
10 space and somebody else comes in. That's our way of
11 controlling to ensure who and who will not be in that
12 building.

13 Last but not least, jumping to the
14 community. Through this process as we talked to the
15 Village, it was very apparent that a recreational
16 facility of sort would be very important to the
17 community. As a long term owner we wanted to make sure
18 that we adhere to that. So we proposed that we would
19 build in essentially you see on the screen, and the park
20 district will lease it back.

21 What we heard today which was different
22 from the last meeting we had, is that the Deerfield Park
23 District has determined that they don't have the
24 wherewithal to lease or own an indoor center. So Bridge

1 is committed to contributing the land for free and
2 contributing additional dollars to develop an outdoor
3 facility at our cost, no cost to Deerfield Park District.
4 Which will deliver a fully turfed field, combination
5 soccer, baseball, pickle ball courts as well as bathrooms
6 and storage area and parking. So while the plans are not
7 final, they are still preliminary, rest assured Bridge is
8 committed to contributing that piece so at the end of the
9 day, there's a first rate state-of-the-art recreational
10 facility here.

11 MR. BROMBERG: Did you have more?

12 MR. POZERYCKI: No, that was it.

13 MR. BROMBERG: Let my Commissioners ask questions
14 but just to clarify that last piece. So tonight you're
15 proposing two buildings and then an open area for the
16 park district?

17 MR. POZERYCKI: So our presentation and obligation
18 here is for two industrial warehouse facilities. The
19 recreational piece is conceptual at this point. We are
20 working with Deerfield Park District to figure out what
21 that facility looks like. And Bridge is committed to
22 contributing to making that happen.

23 MR. BROMBERG: Okay. Our sound got better up here.
24 Can you repeat your last name. I got your first name is

1 Jeff?

2 MR. POZERYCKI: Jon Pozerycki.

3 MR. BROMBERG: Ken, did you want to go first?

4 MR. STOLMAN: Thank you. Jon, you and your
5 colleagues have both opened up very much about the market
6 setting the highlighted trend that we are all seeing in
7 the marketplace. I know you guys currently have 22
8 million square feet in the Chicagoland area, about 20
9 properties. They have actually built directly adjacent
10 to a residential community and how many share
11 ingress/egress stop light with that same type of
12 community? I understand why you chose the site, in
13 relation to Lake-Cook and 94. But as I have done the
14 research on your website, Waukegan, South Chicago,
15 McCook, those are very different from that area. So I'd
16 like you to explain to that about why you chose this
17 setting.

18 MR. POZERYCKI: So the actual number of buildings
19 and square footage I don't have off the top of my head,
20 which is something we can look at specifically and come
21 back to you.

22 What I do know is that Bridge has built
23 buildings next to residenceals much closer than this that
24 share similar truck routes to residenceals. So that's

1 something we can get back to you with definitive numbers.

2 MR. STOLMAN: I have a lot of questions.

3 In the March 1st meeting, the Plan
4 Commission when you guys first came and presented the
5 initial concept. I think Mark Houser spoke about how you
6 would "add signage and discourage any truck traffic from
7 going north on Saunders Road."

8 MR. POZERYCKI: Uh-huh.

9 MR. STOLMAN: You reiterated that tonight using
10 Saunders to go to Lake-Cook, at the same time you said
11 truck incoming traffic will be coming in from 94 to
12 Deerfield Road using Saunders. How would you guys
13 encourage or discourage any truck traffic from not using
14 Saunders to Deerfield?

15 MR. POZERYCKI: So we will 100 percent discourage
16 any tenants from using that direction. We will -- the
17 way we do that is write that in our leases, we work
18 closely with these tenants.

19 But at the end of the day, there's always
20 a risk that a truck will go down there.

21 MR. STOLMAN: Was there any discussion in any of
22 the planning of actually trying to avoid the stop light
23 on Saunders and making sure there are any modifications
24 perhaps using an easement to go directly to Lake-Cook or

1 avoiding that altogether?

2 MR. POZERYCKI: I think I'll let Luay speak to the
3 traffic and light when he comes up here. He can probably
4 speak to it a little bit better.

5 MR. STOLMAN: Then one last question. For now.

6 Usually when we as a Plan Commission
7 evaluate any type of Petitioner, one of the things that
8 does repeatedly come up is your relationship with the
9 community. And/or any effort you have made to ingratiate
10 yourself to the community, sit down to encourage any open
11 door sessions. Informational sessions, coffees, what
12 not. We always encouraged Petitioners to do that in the
13 past, really have a formal dialogue.

14 Can you explain anything you guys have
15 done to sit down with, to explain your position to answer
16 any questions. And if not, what is your plan to do that.
17 If you can elaborate on that that would be great.

18 MR. POZERYCKI: To date we are in the beginning
19 stages of this process. First meeting we are having in
20 front of you. Bridge is open to having open door
21 meetings with the community, having sit-downs. We are in
22 the process of creating a website that we will distribute
23 that will have more facts and information for the
24 community to speak to.

1 We are here to work with everybody, right.
2 We are going to be hopefully partners and part of the
3 community. So again, it's just very, this is the
4 beginning part of that process. So we are hoping to do
5 that. In any shape or form.

6 MR. KEEFE: I have one question for you.
7 Residential neighbors in the area input from Parkway
8 north or from Horizon?

9 MR. POZERYCKI: We have not heard directly from
10 them. They have not reached out to us directly to my
11 knowledge.

12 MR. KEEFE: Have you reached out to them?

13 MR. POZERYCKI: We have not reached out to them.
14 Again, very preliminary in the process. Just starting
15 through this. Obviously reaching out to them and
16 speaking to everybody in open session is important. So
17 it's part of the process.

18 MS. GOLDSTONE: I have questions for the traffic
19 people as well. So my first question is there's a lot of
20 discussion and a lot of chatter going on in the
21 community. I would like you to explain what kind of
22 trucks you're talking about. Are we talking about
23 18-wheelers, talking about little Amazon guys? What are
24 we talking about?

1 MR. POZERYCKI: Yep. So we are planning to build
2 this building on a speculative basis, so we don't know
3 the tenant or type of operation that is going to be there
4 at the end of the day. But we do have a pretty good idea
5 what type of tenant will be there given the design of the
6 building. So the type of trucks that will be here can be
7 18-wheelers. Or they could be something smaller, 30 feet
8 or so box trucks. Think of your ABT type of trucks.

9 We don't know at the end day what it will
10 be. Nine times out of ten the amount of trucks that come
11 with this type of tenant will be here are what you see in
12 the traffic, so.

13 MS. GOLDSTONE: How many stations do you envision
14 built, how many are you building so how many trucks will
15 be there at one time.

16 MR. POZERYCKI: Can't determine. Typically the
17 rule of thumb is that usually it's one for 75 square feet
18 of warehouse and based on the amount of warehouse here,
19 that equates to roughly 150 trucks, which would be 150
20 30-foot trucks or something bigger.

21 MS. GOLDSTONE: I will save the rest of my
22 questions for traffic. Thank you.

23 MR. SCHULMAN: Some of the materials, noise and
24 pollution. My question is you said you want this to be

1 24/7?

2 MR. POZERYCKI: Yes.

3 MR. SCHULMAN: Is there any way this project is
4 feasible if it's not 24/7?

5 MR. POZERYCKI: I don't think so. Every other
6 industrial facility in Chicago that's successful has 24/7
7 operation designation.

8 The way that these tenants operate in this
9 building, usually aren't 24/7. Usually you will have a
10 shipment inbound, that will come at the end of the day.
11 They will unload the truck, put it in the racks for
12 storage. Then they will prepare it to be shipped out in
13 the morning. They are not really getting outbound
14 shipping at nighttime.

15 MR. SCHULMAN: Traffic study showed some trucks
16 would start coming in around 4:00 in the morning.

17 MR. POZERYCKI: Uh-huh. So he will speak to the
18 traffic study and way that's described. General
19 institutional way of looking at it. He will speak to
20 that.

21 MR. SCHULMAN: In terms of the athletic facility,
22 Bridge is going to contribute the land; are they also
23 constructing the building?

24 MR. POZERYCKI: We had preliminary conversations

1 regarding a building. That's where the park district
2 said they wanted to lease a building from us. So what
3 you see on paper is a design conceptual building. We
4 gave them a proposal. They came back to us and said they
5 don't have the wherewithal to operate a building like
6 this.

7 So our response that in working with them
8 is that we will contribute the land and build you a
9 facility that would be a turf field and dugouts and stuff
10 like that.

11 MR. SCHULMAN: There's been some correspondence,
12 national historic uses of the Baxter building. Redevelop
13 that.

14 MR. POZERYCKI: I'm not aware of any of those.

15 MR. SCHULMAN: That's it for now.

16 MR. BROMBERG: Sara?

17 MS. LUBEZNY: I just had a question about any
18 backups that would occur. I know this relates to traffic
19 but in terms of on the campus itself.

20 You pointed out that I think it's Baxter
21 right now. Three lanes. So you can accommodate the
22 trucks but if there's 150 trucks there at one time, how
23 would you accommodate that and are you concerned about
24 trucks being backed up on Saunders Road.

1 MR. POZERYCKI: We are not concerned at all about
2 trucks being backed up on Saunders Road. In addition to
3 all the truck parking that's on site that we are
4 providing, which is helping mitigate getting trucks off
5 Saunders Road, there's the truck docks that are not all
6 going to be utilized at once. We have over 150 truck
7 docks which will allow a truck to dock up that's not
8 being used.

9 Then there's a third mitigating factor,
10 the way we design the road and width of them is wide
11 enough so a truck can park in the middle of the road and
12 still have flow on both sides. So we have three
13 mitigating factors to get trucks on site so they won't be
14 on Saunders Road.

15 MS. LUBEZNY: Also some concern about when the
16 trucks are waiting there, the idling. Would those trucks
17 be turned off at any time? I just don't know how that
18 works.

19 MR. POZERYCKI: The trucks that are going to be on
20 site, there's instances when they will be against the
21 dock and they will be running. But it's not typical that
22 they are going to sit there and be idling all day long.

23 To that point, knowing that trucks do that
24 sometimes, we want to move the docks as far away from

1 Saunders Road as possible. Keep them confined into the
2 middle of the buildings and keep it as close to 294 where
3 there's 150,000 cars passing a day.

4 MS. LUBEZNY: Thank you.

5 MR. BROMBERG: Couple things for me. You mentioned
6 couple times the building up in Waukegan. Is that the
7 one you're calling the Cardinal Health?

8 MR. POZERYCKI: Correct. Previously owned by
9 Cardinal Health, which we redeveloped to 3.2 million
10 square feet.

11 MR. BROMBERG: Is that building fully occupied and
12 operating right now?

13 MR. POZERYCKI: So as it stands today, those
14 buildings, there's a few of them. There's multiple
15 buildings up there. The majority of them are fully
16 leased as it stands today. There's one space up there
17 that is vacant to my knowledge. So we would say it's
18 more than 90 percent leased at this point.

19 MR. BROMBERG: I was up there, I drove up there a
20 week ago Monday. And it is nothing going on. No trucks,
21 I could have walked down the street. I half expected a
22 security guard to come ask me what I was doing there.
23 Because it was so quiet. That's why I was wondering if
24 it started. Okay.

1 Are you -- are the buildings built in a
2 way to handle electric, when the trucks become electric
3 vehicles?

4 MR. POZERYCKI: Yes. So we are going to install
5 grid to allow for both car charging, we know what the car
6 chargers look like today, most likely we will put those
7 in. We don't know what truck charging is going to look
8 like, but there will be conduit in the trailer park areas
9 for in the future.

10 MR. BROMBERG: I'm not sure if you can answer this
11 or maybe Mr. Aboona, but any idea when trucks will
12 become, will be electric vehicles and when the majority
13 of them?

14 MR. POZERYCKI: I don't know. I don't know. I can
15 look into that.

16 MR. BROMBERG: Thank you.

17 MR. POZERYCKI: Of course. With that I will turn
18 it over to Mark. Talk some more about the design of the
19 building.

20 MR. HOUSER: All right. Thank you very much. My
21 name is Mark Houser with Bridge. And just let me know if
22 I'm too close, too far, whatever. So what I'd like to do
23 is go through our plan in a little more detail. You have
24 seen it, it's in your package, but makes sense to go

1 through it here.

2 So as Jon described, this is the layout
3 that we have. With our two industrial buildings. Again
4 to make it very clear, we are in for preliminary and
5 final for just the two buildings. And staff which is
6 correct, said the rec center, the park district is going
7 to come back in, they have to do their pre-meeting, the
8 preliminary and the final. So that will be determined at
9 that point.

10 As Jon indicated, we have a, what I would
11 say is a verbal agreement with the park district through
12 the director, who shared the information with the board
13 for the outdoor component. If they have the wherewithal
14 to somehow come up and do the indoor, that's great. But
15 what they will be doing with us is coming back through
16 for that facility. And I expect we will have agreement
17 with them probably hopefully in the next couple weeks.

18 So again, the way that the buildings are
19 designed, it does take care of the trucks in the central
20 court. We have bump-outs in both buildings. Also help
21 with the noise and with any visuals as far as trucks that
22 are at the docks.

23 Then the, this is a aerial rendering. So
24 as you can see the two basins that are in the front will

1 be wet basins with fountains. We have got heavy
2 screening through the landscaping along Saunders. And
3 what this shows is our commitment to the solar panels on
4 both of our buildings. And we are max those out so they
5 will be available for community use. This gives you
6 another angle of it.

7 So this is what we call building B, which
8 is the smaller building, just a close-up. Shows you the
9 wings that come out where the dock areas are to protect
10 that.

11 As far as the construction. These are all
12 insulated precast concrete panels. The smaller building
13 will be about 46 and a half, 47 feet high. The larger
14 building will be about 50 feet high. There's a very
15 large amount of glass at the entries. And then this
16 gives you an idea of what the office entry would look
17 like on building B. Again a lot of glass. This is the
18 larger building up against 94. Again we have got the
19 wing walls on the west side protecting when the trucks
20 are in the docks there.

21 The construction material will be the
22 precast insulated concrete panels. With the steel
23 support. And a fair amount of glass.

24 As John said, I think it's important to

1 note because the buildings that are there have a heavy
2 amount of concrete and asphalt, which we are going to use
3 all of that material. When they go through the demo.

4 This is our line of sight. So the top one
5 shows the approximate distance and the view to facility
6 B, which again is the smaller building from Saunders.
7 It's about 900 feet, 885 feet off of Saunders.

8 The second one shows the rec center but at
9 this point, it looks like it's going to be outdoor. And
10 it shows then the buildings B and C from Saunders, from
11 Horizon and from Hawthorn. This gives you an idea, this
12 is based on what's out there now. In addition to our
13 landscape plans.

14 So this is from Saunders Road. Looking
15 east. Just north of the main entrance. So the screening
16 obviously is very heavy with the landscaping and given
17 the distance that the buildings are set back.

18 This is the landscape plan and Kathryn is
19 our landscape architect, she will come up in a little bit
20 and give a little better description. Other important
21 thing to note is we do have wetlands, we are not to
22 mitigate any of the wetlands. We are leaving those.

23 We have a walking path that we are putting
24 in around the wetlands. We are putting in new sidewalk

1 or walking path all along Saunders. Then we do have
2 pedestrian trail or paths that will lead from Saunders to
3 all of the buildings and the outdoor facility.

4 This shows you the pedestrian paths that
5 will be in there. Basically sidewalks or walking paths.
6 This gives you highlights of what we are talking about on
7 the truck traffic.

8 So again there will be no trucks turning
9 right coming out of our facility going north on Saunders.
10 All of that traffic will head south on Saunders, then
11 east on Lake-Cook and connects to 94 going either north
12 or south. Same when the trucks are coming off of 94 at
13 Lake-Cook taking that west to Saunders and coming up to
14 the entrance and into the facility.

15 As John said, we will have stipulations on
16 the lease that they have to abide by this. Any traffic,
17 even if it's minimal traffic, and any traffic trying to
18 come in off the Edens and Edens spur will be directed to
19 take 41 to Lake-Cook and Lake-Cook over. There will be
20 some traffic because we can't control the, tenants can't
21 control but there will be people that will try to get off
22 at Deerfield and then go west on Deerfield to Saunders
23 and down. But we are going to do our best to minimize
24 that.

1 This is our metric plan. Obviously little
2 tough to see here. But there was a question about the
3 lighting and is there going to be spill. So what this
4 plan shows is that we are at zero primarily around the
5 entire perimeter with the exception of a small amount at
6 the two entrances off of Hawthorn because of the lighting
7 required there. And then we have got a very small area
8 at the northeast area, south, southeast. And the code
9 that you have in Deerfield is zero spill at the
10 residential, which we are fine with that. We have got a
11 lot of buffer there. Near zero at all other locations.
12 I think on average we are like .02. Which is very good.

13 This is just some more. So I'm here to
14 give you some highlights of what we are proposing. If
15 you have any questions, be happy to answer.

16 MR. BROMBERG: Jennifer, you want to go first?

17 MS. GOLDSTONE: In one of the public comments we
18 got a letter from the Illinois Landmarks and they are
19 suggesting that the Baxter property is really should be
20 preserved in some way. Is there any way to preserve some
21 of those architectural -- I know you're destroying the
22 building, but there are some things that maybe could have
23 been included. Was that ever considered, is that
24 something they would consider?

1 MR. HOUSER: It's not something that we have
2 considered, but I think we can look into it. I'm not
3 sure how to take those elements and put them into our
4 buildings. But if we can, we certainly will. And to
5 answer on the historic side, as we go through this
6 process we did submit to the IDNR and we have their
7 letter that says they will consider this as historic,
8 there's no issues there. Also any endangered species.
9 So we always get those letters up front. So we have
10 those. I don't know if they were in the packet but
11 certainly provide those for you.

12 MS. GOLDSTONE: One of the public comments came
13 from Landmarks Illinois. That was one of the comments.
14 About the Baxter design and all that.

15 MR. HOUSER: Sure.

16 MS. GOLDSTONE: That's why the asked the question.
17 I don't have any other questions.

18 MR. BROMBERG: Lisa?

19 MS. CRIST: Is it possible to completely prevent
20 the trucks from turning right out of the facility and
21 going north on Saunders?

22 MR. HOUSER: Yeah. There's two ways to do that. I
23 think he will talk about that in a little more.

24 One is obviously we post signs, we put it

1 in the leases, we do everything we can. Other is when we
2 design it, we will make it very difficult so if they do
3 try a turn right, they are actually crossing over and
4 getting into the other lanes. So we already looked at
5 that and I think he can address that probably, our civil
6 engineer.

7 MS. CRIST: I have a question on traffic flow. One
8 of the issues is that you're sharing a stop light with a
9 neighborhood. Is it possible to find another entrance to
10 the facility further south on Saunders?

11 MR. HOUSER: You know, somebody did bring that up
12 just recently. The logical is to go down to whatever
13 it's called now, Horizon, whatever it is. That is a
14 private road. And I believe they are selling that
15 facility now. But we would certainly reach out to the
16 owners, managers if there's a way we could use that and
17 we can access to the docks, we'd have no problem with
18 that.

19 MS. CRIST: Thank you.

20 MS. GOLDSTONE: I really like that to be explored.

21 MR. HOUSER: Sure.

22 MR. BROMBERG: Sara. Blake?

23 MR. SCHULMAN: Is the one higher than the smaller,
24 what's the reason for that?

1 MR. HOUSER: When you do these facilities depending
2 on the size, you usually provide a different clear height
3 and the clear height is the inside area that they can
4 rack up to without hitting anything. So the big
5 buildings today are 40 feet clear. The smaller buildings
6 are 36-foot clear. So that's the reason we are going to
7 have a slight four-foot difference.

8 MR. SCHULMAN: I forget the measurements, but
9 variance on both buildings or just the larger one for the
10 height?

11 MR. HOUSER: Both. I think for both.

12 MR. BROMBERG: Yes, there's on both buildings.

13 MR. SCHULMAN: Seeking variance for both buildings
14 or one?

15 MR. HOUSER: Both buildings. And something else I
16 want to point out. Our buildings are actually going to
17 be lower than the tallest building that's currently there
18 by about 25 or 30 feet. And we are also about 30 feet
19 lower than the Horizon buildings and we are probably 25
20 to 30 feet lower than the hotel to the north and the
21 office building. So it's not, we are not going to stand
22 out from that standpoint.

23 MR. BROMBERG: Bill?

24 MR. KEEFE: My question is about the solar system.

1 Community solar system. So who owns it, where is the
2 power going, who is getting paid for the power.

3 MR. HOUSER: I will let Mr. Solar answer that.

4 MR. POZERYCKI: So we will own the solar on the
5 grid. We will hire a solar developer, those who are
6 experts at building solar on the roof and then the power
7 that is generated from the sun will go back to the grid.
8 Solar developer works with ComEd to make that happen and
9 ensure that it happens appropriately.

10 MR. BROMBERG: Do you anticipate any security in
11 terms of like a guard house entering or fencing around
12 the property?

13 MR. POZERYCKI: The only time that would happen is
14 if an individual tenant and it usually is the dock area.
15 So there will be no gates, probably no gates at all.
16 Typically we don't have those.

17 But the closest gate would be at the dock
18 entrance of the east end of building B, which is about
19 1,300, 1,400 feet from Saunders. But that gate would be
20 across the entrance is, not where the road is.

21 MR. BROMBERG: Only other thing is I agree with my
22 fellow Commissioners if this gets approved and I
23 understand Horizon is not going to sell their building,
24 but if you could at least explore the possibility of

1 getting those trucks up and onto Lake-Cook and avoiding
2 Saunders at all costs, that would be ideal.

3 Anything else?

4 MR. HOUSER: That's it for me. At this point I'd
5 like to introduce Luay Aboona from KLOA, he's our traffic
6 engineer.

7 MR. ABOONA: Thank you, Mark. Can you hear me?
8 Good evening. My name is Luay Aboona, I'm a principal
9 with KLOA. KLOA was retained to prepare a traffic study.
10 To evaluate the traffic impact of the proposed
11 development. Redevelopment of the Baxter headquarters on
12 the area.

13 The site as you heard has excellent
14 accessibility to the regional roadway system. It
15 currently fronts Saunders Road, which is a multi-lane
16 facility which has two lanes in each direction with left
17 turn lanes. Carries about 14,000 cars a day. Lake-Cook
18 is another road that would provide access to the site.
19 That is a high capacity roadway, six lanes, with left
20 turn lanes and dual left turn lanes at the intersection
21 with Saunders. That carries about 47,000 cars a day.
22 Tollway which runs along the frontage of the site,
23 carries about 180,000 cars a day and about 60,000 trucks
24 a day, that currently travels on the tollway.

1 From a regional standpoint as you heard,
2 Lake-Cook has interchange with the tollway that provides
3 the site with excellent access for both passenger
4 vehicles as well as truck access. There's also a half
5 interchange to and from the south on Deerfield Road.

6 The normal traffic study, we took traffic
7 counts weekday morning and evening peak periods to
8 understand what the traffic level is on the intersections
9 surrounding the site. We looked at the Saunders Road
10 corridor from Lake-Cook all the way up to Deerfield. We
11 picked up every single intersection including Lake-Cook,
12 Horizon, Baxter, Parkway North and then Deerfield Road.
13 We also obviously looked at Hawthorn lane.

14 Then we analyzed the intersection to
15 intersection to understand how they operate under current
16 conditions. All these intersections have, are provided
17 with left turn lanes at all them. Lake-Cook is a high
18 capacity intersection with dual left turn lanes all the
19 way around as well as right turn lanes.

20 Based on that, we looked at the
21 intersections, they all operate with an acceptable loads
22 of service and acceptable delays for overall movements of
23 the intersection.

24 Truck traffic in the area we based on our

1 measurements is about four percent of truck traffic at
2 Lake-Cook and Saunders is truck traffic. And about two
3 percent of the traffic on Saunders is currently truck
4 traffic. And the tollway carries a significant amount of
5 truck traffic and over 60,000 a day.

6 As part of our count, we also measured the
7 amount of traffic that Baxter is currently generating.
8 Obviously Baxter is not at full capacity. But based on
9 the counts and based on the current operation, they are
10 generating over 200 trips in the morning in and out over
11 a one-hour period. And about 180 trips in and out during
12 the p.m. period. So the campus is definitely active and
13 generating traffic and contributing to the impact of
14 traffic to the area over there.

15 Next we did in the study is to estimate
16 the traffic that would be generated by the development,
17 by the warehouse development. And a standard in the
18 industry and as expected by Lake County DOT, which has
19 jurisdiction over Saunders Road, we utilize the trip
20 generation rates published by the Institute of
21 Transportation Engineers. They go and do surveys of
22 similar developments and they have over 40 sampled
23 studies for this type of development to come up with
24 rates that we could utilize in estimating traffic in

1 terms of passenger vehicles as well as truck traffic.
2 Then when we also, traffic would be generated with what
3 Baxter is currently generating as well as Baxter.

4 What we found is interesting that
5 currently Baxter, traffic that Baxter is generating
6 exceeds the traffic that we are estimating that this
7 development will generate during peak hours. As I
8 indicated earlier, Baxter currently generates over 200
9 trips in the morning peak hour. We anticipate about 180.
10 And in the evening Baxter is generating about 160 and we
11 are anticipating about -- 180, we are anticipating
12 generate 160.

13 So in terms of impact just by the fact
14 that we are removing more traffic than we are adding,
15 there will be a reduced impact from that standpoint.

16 Now when you compare to the full occupancy
17 of Baxter, when Baxter was fully operational pre COVID,
18 the development would generate significantly lower
19 traffic than when Baxter was generated at full occupancy.
20 Range from 20 to 30 percent of what Baxter would
21 generate, so that by itself is a significant decrease in
22 the impact. While this will generate truck traffic as
23 indicated in the traffic study and I wanted to clarify
24 that the amount of truck traffic on a daily basis is 300

1 trucks would translate to 600 trips, 300 in, 300 out.
2 It's not 600 trucks, it's only 300 trucks. While the
3 facility is going to generate that many trucks in a day,
4 it is spread out throughout day. And it's not
5 significant in peak hours.

6 In peak hour we anticipate that the
7 facility would generate about one truck every two
8 minutes. The increase in truck traffic really occurs mid
9 day to about noon when there's increase in truck traffic.
10 But even under that condition, it's only about a truck a
11 minute. So again, these trucks are not all coming at the
12 same time. They are not all leaving at the same time.
13 They are spread out throughout the day and as a result,
14 will have reduced impact on area roadways and we believe
15 the fact that we are significantly reducing the amount of
16 traffic that this facility is generating compared to what
17 Baxter would have generated under full occupancy, this
18 additional truck traffic impact will greatly be offset by
19 the reduction of road traffic. What we took this traffic
20 and added to the roadway system and not as passenger
21 vehicles and truck traffic and as we heard from both Jon
22 and Mark, measures will be taken to force truck traffic
23 to utilize Saunders Road to Lake-Cook to the extent
24 possible. Obviously exiting traffic we have better

1 control for those trucks.

2 Currently the way the intersection is
3 designed, trucks cannot physically make a right-hand
4 turn. So radius of that corner is small, doesn't allow a
5 truck to make that right-hand turn. If it's necessary we
6 can restrict it further. So the trucks will not be able
7 to do it. And we will have to approach and it will not
8 be physically possible for them to do. We will obviously
9 add signs as well. And as indicated, will be part of the
10 leases for the trucks to travel south on Saunders Road.

11 So we added this traffic to the roadway
12 system and we analyzed the intersections, again the
13 intersection along Saunders Road, what we found is these
14 intersections have adequate reserve capacity to absorb
15 this additional traffic. Both passenger vehicles and
16 trucks.

17 We've taken into account the truck
18 movements, we've taken into account the increase by
19 movement by intersection and what the analysis indicated
20 that the design of those lanes and intersections and
21 stacking would be all accommodated for a specific time.

22 So to cap off, the increase in truck
23 traffic on the southbound on Saunders making a left to go
24 east on Lake-Cook, when we look at the analysis under

1 future conditions we found the maximum that are projected
2 to occur can be accommodated by the amount of left turn
3 lane currently provided at that intersection. So there
4 will not be overflow spillage as a result of the increase
5 in truck traffic. The service will continue to be within
6 acceptable standards for those intersections.

7 The intersections of Baxter and Saunders
8 has adequate capacity to accommodate the increase in the
9 traffic. This intersection has left turn lanes all the
10 way around. There's an existing northbound right turn
11 lane for cars and trucks coming from the south, from
12 Saunders to turn right into the facility. So it's a very
13 well-designed intersection, designed to accommodate high
14 volume of traffic.

15 So it's, what we are generating is going
16 to be well within the capacity of the intersection. Left
17 turn movement all the way around has the protected
18 permitted space which provides for safe movement in and
19 out of both subdivision on the west as well as our
20 development. So we don't foresee any changes or
21 modification to the intersection both from a capacity
22 standpoint or from a signalization standpoint.

23 Finally as you heard, main access road
24 into the development, the Baxter Parkway will be the only

1 way for trucks to enter and exit the development. There
2 will be a connection provided to Hawthorn lane that will
3 be only for passenger vehicles. This access road was
4 very well-designed today. Has very long stacking
5 capability, extends 1,100 feet in front of the site
6 before you get to the first building.

7 We worked on many industrial developments
8 throughout the Chicagoland area and we don't normally see
9 this kind of stacking and internal circulation that
10 provide efficient ingress and egress for both passenger
11 vehicle and truck traffic. We believe that design should
12 be more than plenty to accommodate the movement of
13 traffic in and out of this site. Thank you.

14 MR. BROMBERG: Thank you. One thing I'm not sure
15 if you know or not, but you talked about putting up a
16 sign on Saunders, some sort of sign that says trucks
17 cannot turn right. Of course you can put up a sign, that
18 needs to be enforceable. Which I believe would require
19 an ordinance from the Village.

20 So one thing again if this goes forward
21 and if it's approved, I would suggest that in our
22 recommendation that we also recommend the Village pass an
23 ordinance to make that enforceable. Other signs around
24 the Village that I'm aware of that are not enforceable.

1 I think people hope that people will abide by those
2 signs.

3 MR. ABOONA: I understand your comment. But again
4 one thing about these trucks. One, they want to be, they
5 want to get to their destination and get to their
6 regional arterial system and interstate system. And we
7 have Lake-Cook interchange is less than a mile away.

8 So incentive for these truck drivers is to
9 get there as fast as possible and the shortest path
10 obviously is Saunders to Lake-Cook. So we expect that
11 majority of them will want to go that way and as you
12 heard from the development team, that will be written
13 into their leases, the tenants will follow these,
14 restrict the truck drivers to follow these.

15 More importantly the design of the
16 intersection currently discourages trucks to be able to
17 move that way.

18 MR. BROMBERG: Thank you. Lisa.

19 MS. CRIST: I think one of the other issues with
20 the right-hand turn in order to take the spur, the truck
21 would have to turn right and then get on at Deerfield
22 Road. I think that might be super tempting for them. So
23 I think a physical blockade would be better or maybe a
24 ordinance from the Village, but just.

1 MR. ABOONA: Understood.

2 MS. CRIST: Some other questions here. So unlike
3 on Lake-Cook going west before they would turn right onto
4 Saunders. Is that an operational accommodation or is
5 there room for trucks to turn right without going into
6 the lane next to it?

7 MR. ABOONA: From.

8 MS. CRIST: Westbound Lake-Cook to northbound
9 Saunders, right.

10 MR. ABOONA: There's a existing right turn lane so
11 they can utilize that.

12 MS. CRIST: It won't be too tight?

13 MR. ABOONA: No, these intersections are designed
14 to accommodate truck traffic. These are major arterials
15 and designed for that purpose, yes.

16 MS. CRIST: Then you talk about the number of cars
17 being less than the number of trucks. Is there a load
18 equivalency, four cars equal to one truck? What would
19 you say in terms of roadway pavement wear, conditions,
20 all that kind of stuff.

21 MR. ABOONA: I'm not an expert on design or
22 emissions, so I will defer to.

23 MS. CRIST: One more question. Sorry.

24 Would you advise changing the lane markers

1 on Lake-Cook if the cars need to stop earlier than the
2 light for the trucks to be able to turn left going south
3 on Saunders?

4 MR. ABOONA: Again those have been designed with
5 that in mind. These intersections, this intersection was
6 rebuilt by Cook County DOT several years ago. They go
7 through the same process that we would do in terms of
8 making sure that all the appropriate truck turns are one
9 that truck and single unit can make that dual left at the
10 same time without encroachment.

11 MS. CRIST: As far as the facility is concerned,
12 you don't see any problems with the truck sweep area
13 going through the facility or the trucks being able to go
14 where they need to go in the docks?

15 MR. ABOONA: Would any what?

16 MS. CRIST: The trucks having enough room to
17 maneuver around the buildings and docks?

18 MR. ABOONA: Yes, that's all been checked as part
19 of the design.

20 MS. CRIST: Thank you.

21 MS. GOLDSTONE: I think I heard you you say it's
22 about two percent of truck traffic on Saunders Road as it
23 exists today?

24 MR. ABOONA: During peak hour.

1 MS. GOLDSTONE: With this project you're saying it
2 will stay at two percent or it will -- how much will it
3 impact?

4 MR. ABOONA: It will obviously increase it because
5 most of the truck traffic is going to use that portion of
6 Saunders Road from the facility. So probably would
7 double the amount of truck traffic that's currently using
8 that segment of Saunders Road during peak hour.

9 MS. GOLDSTONE: So from 2 percent to 4 percent.

10 MR. ABOONA: It's not necessarily the percentage
11 wise, but the volume wise will increase. Because we are
12 adding passenger vehicles to it and including some back
13 road, but in terms of the actual number of trucks, you
14 will double during peak hours from what there is today.

15 MS. GOLDSTONE: Just curious when you talk about
16 when Baxter was in full operation, how many years ago was
17 that?

18 MR. ABOONA: I'm not aware of when they operated
19 full occupancy. But we looked at in terms of the size of
20 the building, square footage and what would it generate
21 based on again the -- we would use typically for that
22 type of use.

23 It could be if it's not Baxter, it could
24 be any other office use that would occupy, be available

1 square footage. So theoretically any office going in
2 there will generate an amount of traffic.

3 MS. GOLDSTONE: Right. I was trying to understand
4 how much time it's been since it was that 400 number
5 versus the 180 or 200 number you're talking about today.
6 That's all. So take that out.

7 I want to clarify the route. Because I
8 feel like I'm hearing a few different things and I want
9 to make sure I understand it. So the idea is that they
10 are -- which I really would like the Petitioner to look
11 at other options rather than sharing the stop light with
12 Thorngate -- but as the plan exists today, they would
13 come in on that Baxter Parkway which shares the light,
14 but they are not supposed to exit that way, right. They
15 are supposed to exit at a different part of the property,
16 correct?

17 You're saying they are going to go in and
18 out of the --

19 MR. ABOONA: Yes. That's the main entry point to
20 the campus. The trucks will be entering and exiting
21 using that signal.

22 MS. GOLDSTONE: Okay. I misunderstood something
23 earlier. Thank you.

24 MR. BROMBERG: Ken?

1 MR. STOLMAN: In the proposal you guys spoke about
2 two dates you did the traffic study on. One was
3 November 29 and other one on a Saturday in 2023.

4 It was brought to my attention that was on
5 February 18, is that correct?

6 MR. ABOONA: Yeah, if that's what's in the report.

7 MR. STOLMAN: I understand that was a holiday.
8 President's Day weekend. So. So my question is do you
9 normally test during holidays or trying to test during
10 normal peak hours of any given day not a holiday?

11 MR. ABOONA: So the counts we base our traffic
12 study on was we only had Saturday, the staff asked we
13 look at a Saturday to measure what the traffic is in the
14 area. And typically Saturday's lower and normally
15 wouldn't do it for a warehouse development because
16 traffic is generally, most of the traffic on a weekday
17 and this area being near an interchange not highly
18 commercialized from a retail standpoint, traffic will not
19 be high. So we went out to do a Saturday count to check
20 and make sure that's the case. Yes, it is lower on
21 Saturday, but the analysis and findings are based on
22 weekday condition.

23 MR. BROMBERG: Blake?

24 MR. SCHULMAN: I looked, looks like you had two

1 different Saturdays, February 18 and March 4. The other
2 two dates were weekdays, Tuesday and Thursday. Date in
3 November, date in March. So there's about 100 pages of
4 exhibits here so I don't know if they're based on
5 weekdays or weekend. But I think the biggest issue is
6 not about weekdays, weekends or cars total traffic, it's
7 about impact of a lot more trucks in the area. I think
8 that's one of the questions Lisa was trying to get at.

9 You're not comparing apples to apples when
10 you're comparing a car to a truck. Total aggregate in
11 vehicles. So there might be less trucks than cars, but
12 they are going to move a little bit slower, cause a
13 little more noise, a little more traffic. So the
14 question is about access, which hopefully can be looked
15 into. But if they are not on Saunders Road it gets rid
16 of some of those issues.

17 If you can talk to Horizon, whoever is
18 going to buy that, easement from Lake-Cook that links up
19 to the project alleviates two-thirds of the concerns. So
20 only points I wanted to make.

21 MS. LUBEZNY: I also had a question about your
22 estimated truck trip generation. Did you estimate that
23 based on the size of the warehouse? I guess I'm trying
24 to understand how that's estimated when you don't know

1 exactly who the tenants will be in these warehouses.

2 MR. ABOONA: Again we use the transportation
3 engineers. They have different venues for this type of
4 development warehouse distribution. It's based on size
5 of the building. And those generation rates will give
6 you for passenger vehicles as well as truck traffic.

7 MS. LUBEZNY: Looking at these estimates, I'm more
8 focused on the time when there's trucks that are going to
9 be leaving, particularly because they are facing the
10 subdivision on the other side. It looks like there are
11 several at 4:00 a.m. So I'm just picturing the truck
12 lights shining out while we are waiting at the stop light
13 on the houses there. So just reiterating what my fellow
14 Commissioners have said. If there's another route for
15 the trucks particularly to exit, I think that would be
16 valuable. Thank you.

17 MR. ABOONA: Okay.

18 MR. BROMBERG: Thank you.

19 MR. ABOONA: You're welcome:

20 MR. POZERYCKI: Thanks. Next we like to have Brett
21 Duffy from Spaceco Engineering. He's our civil engineer.
22 Going to talk a little bit about storm water.

23 MR. DUFFY: Evening. Brett Duffy with Spaceco.
24 Civil engineers of the project.

1 The property is about 101 acres which has
2 been discussed previously. On the western side between
3 Saunders Road and the first building is woodland and
4 wetland preserved as part of the project. That's going
5 to stay intact. The project is sewerred by the Lake
6 County Public Works Department. The sewer's located
7 along Saunders Road and also to treatment plants. So
8 will provide sewer service and treatment for facility and
9 there's available capacity for both of those with the
10 project.

11 The Village of Deerfield provides the
12 water service for the site. Located along Saunders Road
13 and also along Hawthorn Lane, so Deerfield provides the
14 water. The site storm water has been designed to meet
15 and exceed the Lake County ordinance. The two western
16 basins you see here will be open water basins with
17 fountains. The other three basins will be planted
18 basins, going to be water in those basins, number three.
19 Exceeding the storm water requirements for this facility
20 by about 11, about 9 acre feet, about 19 percent increase
21 required by code. So we're providing additional storage
22 above and beyond required by county ordinance.

23 As I mentioned, also preserving about 1.3
24 acres of wetland within the wooded area, but it will not

1 be impacted, it will remain in place.

2 I'm available for any questions.

3 MR. BROMBERG: Thank you. Anybody have questions?
4 Just so I understand. You said 1.3 acres of wetland that
5 are not going to be impacted and what about any impact to
6 wildlife. How much wildlife is there on this site. Is
7 wildlife impacted by this site.

8 MR. DUFFY: Department of Natural Resources,
9 regarding endangered species habitat on the property.
10 They have come back with a negative finding, so there
11 would be no impact to any endangered specie on the
12 property.

13 MR. BROMBERG: Thank you.

14 MR. DUFFY: You're welcome.

15 MR. POZERYCKI: Next I like to have Steve Torres.
16 He's with Tetra Tech, environmental engineer, and he's
17 going to talk. So Steve Torres is going to speak, he's
18 with Tetra Tech. He's our environmental engineer and
19 he's going to address the environmental aspect, the
20 emissions. Things of that concern.

21 MR. TORRES: Thank you. My name is Steve Torres.
22 My company is Tetra Tech. We are retained by Bridge to
23 assist with environmentals, environmental matters during
24 the site acquisition and redevelopment.

1 Today I want to talk about my firm's
2 qualifications. The objective of our work, our
3 procedures for evaluating air emissions from the
4 property. And our conclusions. Tetra Tech is a
5 environmental engineering firm with offices worldwide.
6 We are a contractor with the USEPA. Staff in my office
7 right now are working on emergency response and follow-up
8 at the train derailment site in East Palestine, Ohio and
9 the fire at the recycling plant in Richmond, Indiana.
10 Pretty much when you see the environmental disaster on
11 the news, we are on the scene representing the USEPA.

12 Our work involves soil, air, vapor,
13 groundwater testing. In the context of protecting the
14 public and the environment. We are also contractors to
15 the City of Chicago and more recently we are retained by
16 the Chicago Park District to advise on safety matters at
17 the park system. This is usually related to
18 environmental contamination and safety protocols for
19 workers and exposure potentially to volunteers and to the
20 public.

21 Tetra Tech's role very heavily involves --
22 so I'm happy to be here to assist you tonight. I work
23 primarily in the commercial practice and have been
24 involved in redeveloping commercial sites for 40 years.

1 In the due diligence process, Tetra Tech
2 conducted environmental studies at the property. This
3 included soil and groundwater, vapor sampling to support
4 Bridge's risk analysis of the property.

5 We found that the site is underlain by
6 130 feet of natural clay. And below that is limestone
7 bedrock.

8 The purpose of this study we are
9 discussing on the air study, was intended to compare air
10 emissions from the current use as an office campus to the
11 proposed use as a warehouse distribution facility. We
12 use the traffic study to determine the traffic volumes
13 and types of vehicles based on site use, past and
14 proposed. Traffic flow was considered over a 24-hour
15 period. We conducted air dispersion modeling applying
16 the same protocols we use at USEPA sites. Like when you
17 see those big smoke plumes from fires, our guys are out
18 there taking air samples interpreting data. Our modelers
19 project who can be at risk, where is this air pollution
20 going. We use those same principles to evaluate
21 potential emissions coming from the Baxter site.

22 We focused on predominant pollutants from
23 vehicle emissions as reported by USEPA. Pollutants are
24 natural occurring and generated by high temperature from

1 the combustion of fuel. The three compounds that USEPA
2 focuses on vehicle emissions are nitrogen oxides, carbon
3 monoxide and particulates.

4 Nitrogen oxides are gas molecules that
5 react in the atmosphere and contribute to both formation
6 of and depletion of ground level ozone or smog. And the
7 reactions depend on amount of sunlight that the emissions
8 are exposed to.

9 Carbon monoxide is a common pollutant
10 emitted from fuel combustion and can asphyxiate at high
11 levels. In other words, if you're in closed space like a
12 garage, vehicle is running or running a generator, toxic
13 levels of carbon monoxide can accumulate in that enclosed
14 space.

15 Particulates, particulates are microscopic
16 solids or liquids generated by combustion. Particulates
17 include dust, dirt, smoke, soot and similar compounds.
18 In evaluating emissions from the site, we used the US
19 Department of Transportation's compound specific emission
20 factors to calculate vehicle emissions for cars and semi
21 trucks for both the office use and for those warehouses.

22 The data indicates that truck traffic will
23 result in a net decrease in carbon monoxide, with a net
24 increase in nitrogen oxides and particulate emissions.

1 The calculated emissions are representative of the
2 planned use as a warehouse distribution center.

3 The calculated emissions are not expected
4 to change the ambient air quality, which presently comply
5 with the USEPA's national air quality standards.

6 Tetra Tech also considered impacts from
7 air emissions coming from Interstate 94. IDOT indicates
8 that I-94 serves 180,000 vehicles per day. Approximately
9 164,000 of those are cars. And 16,000 are semi trucks.
10 Based on this data, vehicle emissions from Interstate 94
11 will far exceed vehicle air emissions by the site by a
12 factor of a hundred. The 101-acre site will continue to
13 serve as a buffer for vehicles between I-94 to the east
14 and the residential subdivision to the west.

15 Vehicle emissions generated at the site
16 are subject to dispersion by atmospheric conditions and
17 prevailing winds. There's a weather station in
18 Northbrook which demonstrate that the winds infrequently
19 flow to the west towards the subdivision. They typically
20 flow to the east. The calculated vehicle emissions
21 generated at the site are not expected to change ambient
22 air quality emissions, which presently meet USEPA
23 standards.

24 In conclusion, while the proposed

1 development will significantly reduce traffic volume, the
2 truck traffic will result in a net increase in some
3 pollutant emissions, but will not cause regulatory
4 thresholds to be exceeded.

5 Further, the data reviewed indicate that
6 air quality impact from site generated vehicles will not
7 be discernible for much of the neighborhood. Again, the
8 calculated emissions are not expected to appreciably
9 change ambient air quality, which presently comply with
10 USEPA's national ambient air quality standard. Thank
11 you.

12 MR. BROMBERG: Thank you. Anybody have questions?
13 Blake?

14 MR. SCHULMAN: You say there's approximately 16,000
15 trucks, 164,000 trucks on the tollway going back and
16 forth?

17 MR. TORRES: 164,000 cars.

18 MR. SCHULMAN: That's what I meant. And 167,000
19 trucks. What's the difference between them going by at
20 60, 80 miles an hour versus trucks coming at 25 miles an
21 hour coming into this development and staying.

22 Would they have more emissions congregated
23 or equally dispersed the same way if you're driving
24 through on the highway?

1 MR. TORRES: That's a very good question. We did
2 consider trucks at highway speeds are more efficient and
3 less polluting, but the sheer number of trucks when we
4 compare emissions are 100 times more on I-94 compared to
5 anything generated on the project. So it's difficult to
6 separate if these emissions came from the highway, these
7 emissions come from our group.

8 MR. SCHULMAN: But the trucks or cars coming in and
9 out of the Lake-Cook, Saunders, Baxter roadway, if they
10 are staying around they cause more pollution than a truck
11 moving?

12 MR. TORRES: As I said, our modeling considered
13 that and we are still within acceptable limits set by the
14 USEPA.

15 MR. SCHULMAN: Okay. Sara.

16 MS. LUBEZNY: You said something about there being
17 a buffer between the trucks and the subdivision.

18 Can you explain what you mean by that?

19 MR. TORRES: The buffer is simply space between the
20 highway and the subdivision.

21 MR. KEEFE: Following up on questions about the
22 analysis. Your analysis did include different
23 efficiencies for highway miles an hour versus slow
24 velocities on Saunders, is that what you're saying?

1 MR. TORRES: We used our engineering judgment to
2 make an adjustment. But quite frankly it's the sheer
3 number of trucks, it's overwhelming.

4 MR. KEEFE: So would you consider idling trucks and
5 trucks on 94 having different emission profiles or just
6 make sort of estimate as to that?

7 MR. TORRES: We used the traffic study for our
8 input parameters and that was factored in, yes.

9 MR. BROMBERG: There was nothing on our package
10 from this witness, no. I don't believe there was. This
11 is new information.

12 MR. STOLMAN: You spoke about 164,000 cars, 16,000
13 trucks on I-94 daily.

14 MR. TORRES: Yes.

15 MR. STOLMAN: Is that 94 from Michigan to Indiana
16 or is that from apples to apples, like from Half Day to
17 Lake-Cook. Trying to make sure, you said 94 zone has
18 much higher environmental impact than this proposed site
19 so I wanted to make sure everyone is clear we are
20 understanding there's a site that's settled versus entire
21 length of 94.

22 Are you comparing the impact of 94 within
23 Deerfield limits or all of 94? When you give us those
24 numbers.

1 MR. TORRES: The number of cars that pass by the
2 site every day. The tollway authority provided those
3 numbers.

4 MR. STOLMAN: So 164,000 cars and 16,000 trucks a
5 day pass by the facility?

6 MR. TORRES: Yes, sir.

7 MR. STOLMAN: Thank you.

8 MR. BROMBERG: Lisa.

9 MS. CRIST: When you talk about dispersion. And
10 you have the particulates increasing, how far can they
11 travel?

12 MR. TORRES: You know, it depends on the barometric
13 pressures, wind, there's a lot of factors that are
14 involved. But we are concerned about is what potentially
15 could be at the property value. Because we don't have a
16 stationery source as you can appreciate, we have vehicles
17 moving around so we are looking at trucks that actually
18 come off of 94, through the surface streets onto the
19 property, in the property and our analysis compared what
20 is it as an office use as opposed to the planned use.

21 MS. CRIST: I hear you saying that the properties
22 to the west will have minimal affect because the wind
23 rarely travels in that direction. What about the
24 properties on the other side of the tollway, is it

1 possible that some of this could reach them?

2 I hear it's not a higher level than
3 allowed. But it is possible, right, some could travel
4 there?

5 MR. TORRES: You would not be able to distinguish
6 what's coming from the highway versus what's coming from
7 the site.

8 MS. CRIST: Thank you.

9 MS. GOLDSTONE: I just want to understand
10 something. The difference between what we will have now,
11 what we have now emitting and what we will have, you
12 distinguish between, there's got to be some data what the
13 difference will be adding this use.

14 MR. TORRES: Yes. You can see actually had a
15 comparison table I didn't share because it's a lot of
16 numbers. Confuse people. But we took a analytic
17 approach, simplified model to see what was the difference
18 and based on use of light duty vehicles like cars, we
19 also considered cars and trucks.

20 MS. GOLDSTONE: There's no difference.

21 MR. TORRES: No, no, there's a decrease in carbon
22 monoxide, but a net increase in both nitrogen oxide and
23 particulates. But none at hazardous levels.

24 MR. STOLMAN: I understand you guys are normally

1 contracted by Bridge during a predevelopment phase.

2 In the 20 years that Bridge has been in
3 business, have you done any studies pre and post on the
4 affect of a community where one of the Bridge's
5 developments having -- one of my first questions was have
6 you ever developed this close to a residential community.
7 And you guys said yes.

8 I'm curious if you guys have done any
9 studies on the affect of that community years after a
10 facility has gone into? Reason why I am asking this. We
11 received thousands of documents and we heard everything.
12 We were very thorough, a lot of public comments, too.

13 In regards to the environmental impact on
14 the health of those who live near these facilities, so I
15 want to understand if you ever did a pre and post
16 analysis to see say 15 years later, have you seen these
17 types of increases in asthma or any other types in the
18 community. So I'm curious if you can share that
19 information.

20 MR. TORRES: Well, I worked with Bridge for
21 12 years as the consultant. And I know there's two
22 properties that I worked on that are residential areas.
23 One is in Downers Grove and one is in Libertyville. And
24 at those sites and every other site, this issue has not

1 come up.

2 MR. BROMBERG: Do you have any knowledge or
3 expertise in zero emission trucks?

4 MR. TORRES: Not my area.

5 MR. BROMBERG: Thank you.

6 MR. POZERYCKI: Thank you, Steve. Our next
7 consultant is Kathryn Talty, she's our landscape
8 architect and give you little more details on the design.

9 MS. TALTY: Can you hear me okay? My name is Kathy
10 Talty. I'm a landscape architect. Commissioned by
11 Bridge to work on this project.

12 And as John and Mark had mentioned and
13 Brett brought up as well, this is a 101-acre site. From
14 a landscape perspective the site plan I think works very
15 well. The building and development is pushed toward the
16 highway. Leaving quite a good swath of natural existing
17 tree cover closest to Saunders. So I think the way I'm
18 going to approach this presentation is just to speak a
19 little bit about our strategies for tree preservation and
20 then the landscape design.

21 We had arborists come out and survey every
22 tree on the property that falls within Deerfield's
23 required trees for protection. So they surveyed 1,672
24 trees that were six inches in diameter or greater.

1 Based on the way the construction works,
2 both the building construction and the basin construction
3 and regrading, we need to remove over 900 trees, but I
4 will say 200 of those 900 trees were classified as fair
5 to poor or dead. So we are effectively removing 700 some
6 trees.

7 We are proposing to plant 1,100, just over
8 1,100 trees at this stage. 775 of those trees are shade
9 trees. 208 are Evergreen and 140 are ornamental trees.

10 As mentioned, there's very large area of
11 natural space that includes the wetlands that Brett
12 alluded to. Our intent is to preserve everything we can
13 within that space. It's a nice, big portion of
14 naturalized area that not only we will preserve, but we
15 are going to improve by removing buckthorn and other
16 invasive species that currently exist there.

17 A little bit about the landscape plan
18 strategy. Obviously we focused a lot of attention on the
19 frontage that runs along Saunders Road. Both the natural
20 area I mentioned and the area to the north of the access
21 road where we are installing new basin that will be as
22 Brett mentioned, a wet basin with a fountain.

23 In the area of preservation area north of
24 that access road, the first 100 feet from the curb

1 fundamentally to the area we start grading for the basin
2 will be preserved. We are going to preserve everything
3 we can within that area. South of the access road we
4 have about 830 feet or so before we get to the regrading
5 for the parking lot. So everything we can in that area
6 we are going to preserve. With the exception of
7 buckthorn or other invasive species we will selectively
8 remove.

9 Then for the lower portion of that
10 southern part we have about 350 feet to the grading to
11 the basin we are going to preserve. Along with the
12 preservation we are going to do some supplemental
13 planting along Saunders Road and we are going to include
14 pedestrian path along that frontage. The naturalized
15 area totals about 12 and a half acres. So within that 12
16 and a half acres we are going to preserve the wetland,
17 add a nature path that will be open and maintained.

18 The storm water basins, two of will be
19 open water, the banks will be treated with native
20 species. Sorry about that. And the other basins that
21 are going in standing water will also be native. Along
22 with those native planted basins, we have long-term
23 maintenance and monitoring plan to make sure those
24 natives take off, establish and do what they are supposed

1 to do.

2 Outside of those two areas we have screen
3 around the perimeter so areas we are adjacent to, other
4 lots, that's primarily where you will have Evergreen
5 plant material and the canopy and ornamental trees.

6 And then finally all of the foundations
7 will be planted in and the interior of the parking lots
8 will be planted. Our strategy here is to use large
9 canopy trees to decrease the heat island affect that
10 parking lots have and to increase the use of the CO2 in
11 the air, canopy trees are very effective for that.

12 So that is our goal within the parking and
13 vehicular areas. So other than that, I am here for
14 questions.

15 MR. BROMBERG: Thank you. Questions? Lisa?

16 MS. CRIST: How high is the berm on Saunders?

17 MS. TALTY: So we are not regrading a berm. It's
18 staying exactly as it is. I'm not sure what the height
19 is. We aren't regrading there so we can keep the
20 vegetation that exists.

21 MS. CRIST: Do you have a rendering of what the
22 site will look like from the west to the east?

23 MS. TALTY: Kind of. This is a street level
24 perspective across Saunders. That would be located

1 approximately here looking into the site.

2 MS. CRIST: That's the park district building it's
3 looking into, right?

4 MS. TALTY: Actually it's the corner of the, I
5 believe it's this. Maybe it is. The park district
6 building, yes.

7 MS. CRIST: I'm just curious further south. You
8 said you have 835 feet before the building.

9 MS. TALTY: Yes. We did those site line diagrams.
10 It's our feeling all you will see is trees.

11 It was a very difficult thing to render
12 presently because it is looking into a wooded patch. It
13 will be very similar to what you have today actually.

14 MS. CRIST: Thank you.

15 MR. BROMBERG: Thank you very much.

16 MR. POZERYCKI: Thank you Kathryn. Our next
17 consultant is Michael Sullivan. He's a evaluation
18 expert. I will let him introduce himself.

19 MR. SULLIVAN: Good evening. I'm Michael Sullivan.
20 I'm president and owner of Evaluation Services, Inc.
21 based in Libertyville, so I'm local. By the way of
22 expertise, I've been in business since 1980. I have
23 Illinois certified license. I also have the SRA
24 designation with the appraisal institute. I'm intimately

1 familiar with Deerfield, Bannockburn, Lincolnshire and
2 River Oaks. This is my area of expertise.

3 I was asked by the client here to
4 determine as best as I could, is there any potential
5 impact on value to the neighboring homes. And I took
6 this assignment on, very interesting. Thorngate is a
7 very interesting development.

8 In any case, Thorngate is very interesting
9 development. This development was situated on the former
10 site of Thorngate Country Club. Was constructed in the
11 mid 1990's. When you look at the streets, go through the
12 streets, they were designed, most of the homes are away
13 from Saunders Road. There's only one spur on Castle
14 Pines Road that has homes that backs to Saunders Road.
15 There are the homes there. Okay.

16 If you look at the aerial view, you will
17 see that none of the homes on Castle Pine have any view
18 line of this proposed development. So if you're in
19 Thorngate there's no view. I also looked over the
20 Baxter. Get a feel for it. After all, it was in
21 existence before the current development. So to be
22 centralized to what's going on.

23 To do this study, I researched
24 developments in Lake County and Cook County of business

1 centers that were near residential areas. I had
2 difficulty with it because most of the residential areas
3 near these business centers had a mixed home, older,
4 newer, different characteristics. How to determine if
5 there's any value impact based on that development.
6 However, since I'm from Libertyville, I know the
7 development in downtown Libertyville, the Libertyville
8 Industrial Center. This is located basically off of
9 Route 176 east of Milwaukee Avenue.

10 The Industrial Center by its very nature
11 adjoins the residential neighborhoods. Because you're
12 near downtown Libertyville. So what's interesting about
13 this is Bridge development put together two buildings in
14 this industrial complex. The building has 36 feet
15 height. There were wall heights over 27 feet -- six
16 overhead garage doors. I don't know if you can see this.
17 This is the view of the actual building that was
18 constructed by Bridge.

19 The aerial view is very interesting. To
20 the right is the building at 851 Park Avenue built by
21 Bridge. Immediately to the west is 7th Avenue and
22 there's a development there of homes, about 20 homes.
23 That particular area was developed from 2000 to 2022. So
24 you're dealing with all new homes basically. So from

1 logistical standpoint, do some research.

2 On the next page. This is a view of the
3 industrial building from next to the two homes that were
4 on 7th Avenue. The distance from the house to the
5 building is 180 feet. Very close. You stand there on
6 7th Avenue, it's evidence that exists there.

7 So give me an idea of how to estimate the
8 value and what value impacts might be. I have six sales
9 in this development. Sale one is 774 Meadow Lane. This
10 is directly across the street from this building.

11 What's interesting about this sale is that
12 this development, industrial building were constructed in
13 2015. This house was built in 2017. So it's built after
14 the industrial building was there. So they had full
15 knowledge of the industrial building.

16 That particular property sold for 885,000
17 at \$315 a foot. Sale two is directly across the street
18 from this house. It also has full views of this
19 building. 875 Meadow Lane. It sold in August '21 for
20 885,000 and it sold for 34.50 a foot. So both selling
21 about the same thing.

22 Sale three is the next house kitty corner
23 to this. 781 Meadow Lane sold for one million 150 in
24 July 2022 and it sold for \$336 a foot.

1 Sale four is at 651 Meadow Lane, sold for
2 795. It's a 2001 constructed dwelling so might sell for
3 less per square foot, but at this time it's also about 15
4 homes away from the industrial. And it sold for \$265 a
5 foot.

6 Sale five is five houses away from the
7 building. 749 East Sunnyside sold in December of 2022
8 for 910,000 or \$287 a foot.

9 Finally sale six is at 715 Meadow Lane,
10 five houses away, a brand new construction, they just
11 finished it in November. People moved into it, they paid
12 1,218,5 for it or \$340 a foot.

13 So if you look at the location map, east
14 of the industrial building, the three sales that are
15 closest to the industrial building sold at prices of 315,
16 315 and 336 a square foot. Sales 4 and 5 were further
17 away, sold for 266 and 287 a foot. Sixth sale for 340 is
18 a brand new house, so it's close to the others.

19 So it tells me that the market empirically
20 is not adjusting for the presence of the industrial
21 building. It's evident because the higher sales price is
22 occurring against the industrial building versus being
23 away from the industrial building.

24 So in analyzing this, go back to the

1 current problem. You're looking at Thorngate. These
2 people impacted basically by traffic in my opinion. They
3 have no views under the proposed development.

4 Libertyville on the other hand has direct
5 site views. Libertyville also this particular onto 176.
6 176 is very high traffic. Carries everything, goes all
7 the hours of the night you have traffic. So it's
8 comparable in many ways.

9 So in my professional opinion, there's
10 clearly no diminished value by the proposed development.

11 MR. BROMBERG: As I understand your testimony,
12 you're saying that basically because these houses that
13 are close to this development in Libertyville are selling
14 at a very high price, that that is proof that because
15 this Bridge property is by there there's no -- it wasn't
16 diminished, value wasn't diminished because they are
17 still selling at a higher price is in effect what you're
18 saying.

19 MR. SULLIVAN: It sounds like a contradiction in
20 terms. The houses there towards the end were actually
21 selling for a higher price per square foot than newer
22 homes in the same area.

23 MR. BROMBERG: You were not able or have you ever,
24 have you done a study of before and after where you

1 looked at a home values prior to the, in one of these
2 types and see what it was afterwards?

3 MR. SULLIVAN: No. But I will say there's a wealth
4 of data here. You have to remember the homes were built
5 in 2000.

6 MR. BROMBERG: Let the man answer, please.

7 MR. SULLIVAN: Start again. Mixed homes, in terms
8 of age these homes were built in 2005, 2010, now new
9 construction in 2022. They have had substantial how do
10 you say exposure to a period of 20 years. I'm not seeing
11 any loss in value.

12 MR. BROMBERG: Thank you. We have had in the past
13 an issue with workforce housing in Deerfield. People
14 claim that it was going to impact their home values. And
15 for workforce housing there were studies that were done
16 over years that can analyze this. I understand this is a
17 relatively newer type development and I understand what
18 you did. It seems a bit rudimentary but the long term
19 studies don't exist, I understand that, so.

20 MR. SCHULMAN: The Metro building was built in
21 2015. The six comps you provided were all dated after
22 the building is built.

23 MR. SULLIVAN: There were 2 of the 6 sales, 3 of
24 the sales were built after 2015.

1 MR. SCHULMAN: It didn't when they are built, it's
2 about they are sold.

3 MR. SULLIVAN: Sale one sold in 2017. All of the
4 other sales sold in 2021 to 2022.

5 MR. SCHULMAN: Information about them, two
6 bedrooms, five bedrooms, how many bathrooms did they
7 have. I don't see how the report is too helpful.

8 Plus the issue about the sight lines is
9 different at Libertyville than it is in River Oaks and
10 Deerfield. It's not necessarily about the sight line,
11 it's about the location and access and one shared roadway
12 between the two different areas. I think as he's saying
13 unless you have a before and after, it doesn't really
14 show us the change in value.

15 MR. SULLIVAN: What we do know is this. If you
16 look at Thorngate, the eastern portion of this
17 development in the last 16 months there have been nine
18 sales. Sales prices range from 570 to 835. Median value
19 of 690. Project I am looking at in Libertyville they are
20 selling from 900 to a million 2. So clearly these are
21 clearly comparable to you as far as impact.

22 In answer to the question about
23 characteristics. All of the homes are situated at about
24 50 by 150 sites. So by definition only certain size

1 homes can be built. So they are all from 2,800 to 3,200
2 square feet basically because of zoning.

3 MR. BROMBERG: Thank you.

4 MR. CALLAHAN: Back to the beginning. That's our
5 last witness so we are concluding. Thank you for your
6 time. And if you have any follow-up questions to anybody
7 here. We are available.

8 MR. BROMBERG: We probably have more questions. So
9 Lisa, you wanted to go first?

10 MS. CRIST: This was on my list earlier.

11 Will there be a maintenance facility on
12 the site? No maintenance. Would it help if there were,
13 if there was a police presence at peak traffic hours for
14 cars if we have to be set on the stop light interchange?

15 MR. POZERYCKI: So you're asking if there was a
16 police officer at the interchange?

17 MS. CRIST: We have used that before in other
18 office buildings for Deerfield.

19 MR. POZERYCKI: I would say something that we could
20 consider or look into.

21 MS. CRIST: That's all my questions. Thank you.

22 MR. KEEFE: This question relates to traffic. So
23 sometimes when you have traffic, look at perhaps the
24 number of cars going to a certain site. I don't remember

1 the term but like diverted trips or something like that.
2 So if you're driving down, the site generates 40 trips a
3 day, 20 of those might be passersby that would already be
4 there. You understand what I'm saying? Is there any
5 consideration working that in or not?

6 MR. POZERYCKI: That's typically applied to
7 commercial retail type uses. In this case we assumed
8 every trip is a new trip, yeah. We didn't apply any
9 discount.

10 MR. KEEFE: Other question. We get copy of or
11 report?

12 MR. POZERYCKI: Yes, we can provide that.

13 MR. STOLMAN: Is there a plan, several tenants
14 planned unit development in Deerfield, PUD plan, section
15 three talks about the affect of development on
16 surrounding property and it says that this energy and
17 interest surrounding the property, new job opportunities
18 to area residents and increase in restaurants and hotels.

19 Have you guys done any again pre and post
20 studies of the affect of you're -- on the community and
21 increased traffic to hotels and restaurants create job
22 opportunities for people in those communitites.

23 MR. POZERYCKI: That's a great question.
24 Anecdotally the job creation both from a construction

1 standpoint as well as long-term tenant that's going to be
2 in there, has anecdotally always increased the foot
3 traffic to the local businesses. We don't have any
4 definitive report showing a before and after, it's never
5 been required.

6 MS. GOLDSTONE: If we were to move forward with
7 this process with Bridge, my question is can we make, I
8 want to know how we can approve of the tenants so we can
9 control some of -- how many trucks are going in and out.
10 You're telling us what you're marketing to but part of
11 the advantage of the Village to annex this property is to
12 have some control over who's renting the space and using
13 the space so can we make it every use is a special use as
14 part of this PUD. So that they have to come to us to get
15 approval or at least then we have some communication with
16 those people that are using these things. Because it's a
17 lot of speculation right now.

18 MR. RYCKAERT: Yes, you can do that. Yes, that is
19 a possibility that you can do that. Say if you wanted it
20 done over a certain size, whatever it might be. 50,000,
21 100,000 square feet. You could put that in as a special
22 use, that your option is the way the text amendment is
23 written, is written for a permitted use at this time.

24 MS. GOLDSTONE: Thank you.

1 MR. BROMBERG: Are any of you qualified to,
2 knowledgeable to talk about noise? My question I guess
3 is there's obviously a lot of ambient noise there from
4 the tollway.

5 Has there been any studies, is there any
6 information about whether this development would add more
7 noise to the community?

8 MR. POZERYCKI: We have not prepared a noise study
9 per se. But the planned development here will comply
10 with the noise ordinances. So I don't have a report to
11 speak to. But we will comply.

12 MR. BROMBERG: I'm not worried you wouldn't comply.
13 What I'm interested in is would the development raise the
14 area overall noise level or is the ambient noise so loud
15 that it's just another drop of water in the ocean that
16 you wouldn't really notice.

17 MR. POZERYCKI: It's a great question. We can look
18 into that. I don't have the answer.

19 MR. BROMBERG: The issue special use, it's
20 interesting. I have to give that some thought as to what
21 that means or what that would do to -- if you guys have
22 any feedback or input on that at the next meeting, that
23 would be good to hear.

24 MR. POZERYCKI: Yeah. We will take it into

1 consideration.

2 MR. BROMBERG: Anything else? You have anything
3 else?

4 MR. POZERYCKI: I think we are all good. We
5 appreciate your time. Thank you very much.

6 MR. BROMBERG: Thank you. This was not the easiest
7 of setups.

8 At this point whereas we said earlier, I'm
9 going to take a motion if there is one to continue this
10 public hearing to June 8th.

11 MS. GOLDSTONE: I will move to continue the hearing
12 to June 8th.

13 MR. STOLMAN: Second.

14 THE COURT: Okay. Roll call, please.

15 MR. NAKAHARA: Commissioner Crist.

16 MS. CRIST: Yes.

17 MR. NAKAHARA: Commissioner Stolman.

18 MR. STOLMAN: Yes.

19 MR. NAKAHARA: Commissioner Lubezny.

20 MS. LUBEZNY: Yes.

21 MR. NAKAHARA: Commissioner Keefe?

22 MR. KEEFE: Yes.

23 MR. NAKAHARA: Commissioner Goldstone?

24 MS. GOLDSTONE: Yes.

1 MR. NAKAHARA: Commissioner Schulman?

2 MR. SCHULMAN: I will not be available that day so
3 I will say no.

4 MR. NAKAHARA: Chair Bromberg.

5 MR. BROMBERG: Yes.

6 MR. NAKAHARA: Motion passes.

7 MR. BROMBERG: At that meeting on June 8th the plan
8 will be to start with you, Mr. Meek. And you will have
9 the floor. And you can make presentation and bring up
10 whatever experts and witnesses you have. And we will do
11 the same as we have done tonight, ask questions. And try
12 and get clarification and we will hope that you will be
13 able to speak and we will be able to hear you. Without
14 cheering and cat calls. Then --

15 MS. GOLDSTONE: Will there be public comment on
16 June 8th? Will the public be able to speak or not?

17 MR. BROMBERG: After you make your presentation,
18 have your experts, both parties will get the chance to
19 question each other's experts. So we will need your
20 experts to be back again. And if you have questions of
21 his witnesses, you can ask those. And if you have
22 questions of their witnesses, you can ask them.

23 Once that is concluded, then we will have
24 public comment from anybody who wants to speak. Will

1 have their opportunity. Again, we are not going to be
2 here till 3:00 in the morning, so we will go as long as
3 we can. If we have to continue it, we will continue it
4 again. Everybody who wants to speak will get a chance to
5 speak. And at sometime whether it's June 8th or
6 following meeting, we will have to wait and see.

7 As far as the place will be here. Anybody
8 who signed up to speak is going to have to sign up again.

9 MR. CALLAHAN: I'd ask if Mr. Meek provide the
10 names of who his experts are going to be, since he knew
11 who ours were.

12 MR. BROMBERG: Are you amenable to that?

13 MR. MEEK: I am amenable to that. I would also
14 like the applicant to make sure they can find the Tetra
15 Tech report and they also disclose any additional experts
16 who they engaged and bring forward in advance of the
17 meeting.

18 Our intent is to comply with your
19 requirements Thursday or Friday before the meeting at the
20 very latest. We intend to put a very big risk case
21 against this proposal.

22 MR. BROMBERG: Appreciate that. If you can share
23 with each other the names. If you can provide the
24 environmental study to them as well to us.

1 MS. GOLDSTONE: Will we also get copies?

2 MR. BROMBERG: You're going to provide us with
3 materials so we can read through your material prior?

4 MR. MEEK: Yes.

5 MS. GOLDSTONE: Thank you.

6 MR. BROMBERG: Okay. Anything from the
7 Commissioners before I ask for a motion to adjourn?

8 MS. GOLDSTONE: Move to adjourn.

9 MR. BROMBERG: Second?

10 MR. SCHULMAN: Second.

11 MR. BROMBERG: All in favor.

12 (All Yes)

13 MR. BROMBERG: Thank you very much. We are
14 adjourned.

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16 (Whereupon, proceedings were
17 adjourned)

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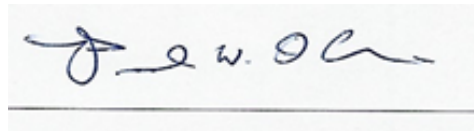
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1 STATE OF ILLINOIS)
) SS
2 COUNTY OF COOK)
3

4 I, PAUL W. O'CONNOR, do hereby certify
5 that I reported in machine shorthand and via real time
6 transcription the testimony taken at the Plan
7 Commission Meeting on May 11, 2023; and that this
8 transcript is a true and accurate transcription of my
9 machine shorthand notes so taken to the best of my
10 ability, and contains all of the proceedings given at
11 said Plan Commission Meeting.

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Paul W O'Connor, CSR
License No. 084.002955

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