

**WOODRIDGE PLAN COMMISSION
MEETING MINUTES
October 3, 2011**

I. Call to Order

Chairman Zawacki called the meeting to order at 7:31 PM.

II. Roll Call

Present: Commissioners Goodwin, Hendricks, Krywaruczenko, Sydelko, Ch. Zawacki

Absent: Commissioners Mast, Przepiorka

Also Present: Village Attorney Thomas Good; Michael Mays; Emily Rodman; Jennifer Walden; Mary Faillo, Ct. Reporter; Tonie Harrington

III. Approval of Minutes for the August 15, 2011 Meeting

Commissioner Krywaruczenko moved to accept the August 15, 2011 minutes of the Plan Commission meeting as presented. Commissioner Goodwin seconded the Motion. All in favor. The Motion carried.

IV. Consideration of an Amendment to the Comprehensive Plan of the Village of Woodridge, an Amendment to an Approved Conceptual Plan for McAdams Regional Planned Unit Development, an RPUD Zoning Lot Plan for Parcel C of McAdams, a preliminary Plan and Plat of RPUD for Lot 1 and Outlots A and B, Final Plan and Plat of RPUD for Lot 1 and Outlots A and B, and Preliminary and Final Subdivision—Union Pointe Business Park—Northeast Corner of I-55 and I-355—Union Pointe Building Venture #1, LLC and Orchard Hill Building Company, D/B/A, Gallagher and Henry

A. Public Hearing

Chairman Zawacki called the Public Hearing to order at 7:32 PM. He reviewed the application before the Commission, explained the procedures to be followed during the Public Hearing and then called for a Motion to accept the Rules of Procedure.

Commissioner Goodwin moved, seconded by Commissioner Hendricks, to adopt the Rules of Procedure. All in favor. The Motion carried.

[Please see the attached Public Hearing transcript as prepared by the Court Reporter]

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VILLAGE OF WOODRIDGE
PLAN COMMISSION

IN RE THE MATTER OF:)
)
Public Hearing)

OCTOBER 3, 2011
7:30 P.M.

PROCEEDINGS HAD before the VILLAGE OF WOODRIDGE
PLAN COMMISSION, taken at the Woodridge Village Hall, 5
Plaza Drive, Woodridge, Illinois, before MARY FAILLO,
C.S.R., qualified in the State of Illinois.

1 BOARD MEMBERS PRESENT:

2 MR. DONN ZAWACKI, Chairman

3 MR. THOMAS SYDELKO, Commissioner

4 MR. PETER KRYWARUCZENKO, Commissioner

5 MR. TIMOTHY GOODWIN, Commissioner

6 MR. CAMERON HENDRICKS, Commissioner

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8 Also present:

9 MR. THOMAS GOOD, Village Attorney

10 MR. MICHAEL MAYS, Director of Planning &
11 Economic Development

12 MS. EMILY RODMAN, Senior Planner

13 MS. JENNIFER WALDEN, Planner

14 MS. TONIE HARRINGTON, Recording Secretary

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1 CHAIRMAN ZAWACKI: At this time I'd like to
2 enter into the public hearing portion of this
3 meeting. Consideration of an amendment to the
4 Comprehensive Plan to the Village of Woodridge, an
5 amendment to an Approved Conceptual Plan for the
6 McAdams Regional Planned Unit Development, an RPUD
7 Zoning Lot Plan for Parcel C of McAdams, a
8 preliminary plan and plat of RPUD for lot one and
9 outlots A and B, final plan and plat of RPUD for lot
10 one and outlots A and B, and preliminary and final
11 subdivision for a Union Pointe Business Park,
12 northeast corner of I-55 and I-355, Union Pointe
13 Building Venture Number One, LLC, and Orchard Hill
14 Building Company, doing business as Gallagher and
15 Henry.

16 Are the applicants ready to make your
17 presentation?

18 MR. FOGARTY: We are.

19 CHAIRMAN ZAWACKI: Okay. Given that this is a
20 public hearing, anybody that's going to testify for
21 the public hearing will have to come before the
22 podium.

1 MS. RODMAN: Excuse me. Did you adopt the
2 rules of procedure?

3 CHAIRMAN ZAWACKI: I didn't.

4 MS. RODMAN: Thanks.

5 CHAIRMAN ZAWACKI: Okay. At this point I'll
6 take a motion to adopt the rules of procedure for
7 tonight's meeting.

8 MR. GOODWIN: So moved.

9 CHAIRMAN ZAWACKI: Mr. Goodwin. Needs a
10 second.

11 MR. HENDRICKS: Second.

12 CHAIRMAN ZAWACKI: Call the roll.

13 MR. SYDELKO: Goodwin.

14 MR. GOODWIN: Aye.

15 MR. SYDELKO: Hendricks.

16 MR. HENDRICKS: Aye.

17 MR. SYDELKO: Krywaruczenko.

18 MR. KRYWARUCZENKO: Aye.

19 MR. SYDELKO: Sydelko. Aye. Zawacki.

20 CHAIRMAN ZAWACKI: Aye.

21 MR. SYDELKO: Motion passes.

22 CHAIRMAN ZAWACKI: Okay. And now we will talk

1 to the applicants that are going to make a
2 presentation tonight. And as I was saying before,
3 anybody who wishes to speak for the public hearing
4 will be asked to come before the podium, state your
5 name and address, be sworn in by the recording
6 secretary, and then state the point or issue that
7 you want to talk about, okay. So with that in
8 mind --

9 MR. FOGARTY: I'm Dan Fogarty, McShane
10 Development Company. My addresses 120 East Thompson
11 in Wheaton. We only have two that will present.

12 (Whereupon, the witness was sworn in
13 under oath.)

14 MR. FOGARTY: Should we have everybody come
15 forward and get sworn in at once so we only have to
16 do it once in case they're called upon or --

17 CHAIRMAN ZAWACKI: Well, you said you had two
18 people to present.

19 MR. FOGARTY: Two for sure. We have a lot of
20 consultants that we called upon.

21 CHAIRMAN ZAWACKI: Okay. We'll see what's
22 going to happen. Who's the second person?

1 MR. TODISCO: My name is Jay Todisco. I live
2 at 228 Forest Ave., Glen Ellyn, Illinois.

3 (Whereupon, the witness was sworn in
4 under oath.)

5 CHAIRMAN ZAWACKI: Okay.

6 MR. FOGARTY: Okay. Again, Dan Fogarty with
7 McShane Development Company. First, I'd like to
8 thank the Commission for hearing our proposal or
9 application tonight. The two main things I think
10 that we want to stress are our proposed amendment to
11 the Conceptual Plan for the 80 acres in question and
12 then the presentation of the development, the first
13 phase of the development for the Edward Don Company,
14 and Jay Todisco is going to give a more detailed
15 presentation of both of those facets right now.

16 CHAIRMAN ZAWACKI: Okay. Before we proceed,
17 let us enter into the record our power point
18 presentation we're going to be setting tonight for
19 the record. Okay.

20 MR. FOGARTY: Okay. I'll let Jay come up
21 and --

22 MR. TODISCO: Good evening. Again, Jay

1 Todisco. I'm the principal of Ware Malcomb
2 Architects. The work received this evening is
3 either my work that I prepared for tonight's exhibit
4 or my design work as far as the land planning and
5 architecture goes, so any questions you may have,
6 please feel free to stop me or ask me at the end,
7 whatever you feel comfortable.

8 First of all, I'd like to just give us some
9 context to where the site's located. The first
10 slide you can see at the corner of 355 and 55
11 referenced as Union Pointe. The next slide, I
12 wanted to talk about the specific traffic routes
13 that we worked closely with Village Staff to
14 determine the best, appropriate way to approach the
15 site. All trucks of any size, 53-foot tractor
16 trailers, will approach the site from Lemont Ave.
17 No trucks of that size will be allowed to travel
18 north on Woodward Ave. So all the truck traffic is
19 limited to that south end of the site. We worked
20 very closely with Village Staff to determine exactly
21 where the entrance point to the site will be to
22 minimize any cross traffic with the adjacent

1 neighborhood.

2 The next slide you can see indicates how the
3 site has been laid out from a land planning
4 standpoint. This might -- if you follow my pointer
5 you can see that this is where the trucks will
6 access the site from Lemont, and then we
7 specifically aligned these two intersections so that
8 we could hold the truck traffic as far south on the
9 site as possible, so this exterior frontage loop
10 road comes around -- sorry -- comes around the site
11 in this manner, so all the vehicular traffic, both
12 cars and trucks, will be looped around the backside
13 on the west side of the site, away from the adjacent
14 residential neighborhood. The buildings have been
15 positioned specifically in this land plan to
16 minimize the way that the site is addressed from the
17 adjacent neighborhood. By that I mean all the
18 buildings are warranted in a north-south access, so
19 any possible truck activity would be faced toward
20 the west side of the site, thereby eliminating and
21 emitting anything associated with that adjacent
22 neighborhood.

1 Additionally, the buildings have been aligned
2 in this manner. Again, working closely with Village
3 Staff to best shield or lock any acoustical
4 situations from the adjacent freeway, so the
5 existing sound that's generated here would be
6 buffered in many ways by these buildings that are
7 positioned in this way. Mixed in with the larger
8 buildings you'll see that we've also located smaller
9 office buildings, and even in those situations we've
10 brought the parking for these buildings to the west
11 side of the site for the same reason. In addition
12 to the noise generated by the buildings being
13 shielded by the buildings, all the illumination that
14 would be associated with this type of an operation
15 would also be shielded, because they would all face
16 west once again.

17 We worked, again, very closely to maximize the
18 landscaping and setback along Woodward Avenue.
19 Setbacks that we have along this edge are over
20 300 percent in excess of the minimum village
21 requirements, so about 90 feet from the property
22 line. At the proposed Building One the setback is

1 over 135 feet from the property line. And that
2 minimum setback would be 37 feet. The alignment of
3 Hillcrest and Westminster has also been factored
4 into the plan to minimize any cross traffic
5 appearances and conflicts. If you don't have
6 additional questions about the landscaping I'll go
7 to the architecture. Okay. Excuse me just a
8 second.

9 The building architecture for the first
10 building would be representative with the park. The
11 scale and the quality of the buildings would be.
12 The buildings have been designed to portray a very
13 modern, contemporary look, but they've also been
14 specifically designed to avoid any kind of
15 architectural fashion. And what that means is that
16 these buildings are typically very handsome
17 structures for decades to come, and so the way that
18 we've designed the buildings and materials that
19 we've selected for the buildings are very durable,
20 maintenance free with an exterior skin is a smooth
21 faced precast concrete, and the smooth face
22 component really creates a higher quality building

1 surface, so we would have no metal buildings on the
2 site. There will be no textured buildings on the
3 site. They'll all be a smooth concrete surface.
4 The front of the building -- you can see the very
5 top exhibit is the front office element that faces
6 south. It is a corporate headquarters, and it's
7 been designed accordingly, so lots of glass area,
8 ribbons of windows with a very dramatic two-story
9 entry at the front with a two-story wall glass and a
10 very highly detailed and articulated canopy in the
11 center. The buildings have also been articulated
12 with a rhythm of paint to further articulate that
13 elevation, and so the windows will be trimmed with
14 paint colors as well. The truck western facade has
15 been identified here. You can see the trucks, the
16 truck doors, and the signage that will be facing
17 355. And then another three-dimensional view of
18 that corner.

19 This is an exhibit that strictly focuses on the
20 east elevation. And, again, with the excess
21 dimension from a land plan standpoint, the building
22 is set back again over 135 feet from the property

1 line. We have a series of elements to try to
2 mitigate and buffering the impact of the building
3 along Woodward. First of all, there is a three-foot
4 berm at the curb line that will be heavily
5 landscaped. We specifically positioned the trees in
6 a rhythm that creates a layering effect, so street
7 trees at the curb line in conjunction with existing
8 parkway trees that are already in place, and then
9 trees located along the building facade, and so
10 within that 135-foot dimension you take a layering
11 effect. So rather than have trees that are evenly
12 spaced, we create more of a natural setting. We've
13 anchored the landscaping with low shrubbery, and
14 then there's a detention pond that also further
15 separates the building from the curb edge.

16 The building architecture along this elevation
17 was very specifically designed to mitigate and
18 reduce the length of the building, and the way we
19 did that was by creating this series of
20 architectural elements. These are lower elements
21 that are significantly below the target height to
22 bring down the height of the building, and those are

1 articulated with stripes of paint color as well. We
2 tried to avoid any kind of striping or any kind of
3 elevation that would bring attention to the top of
4 the building. Thereby the top of the building
5 really creates a none statement that would just go
6 off into the skyline, and that's a specific
7 technique we used successfully on buildings of this
8 type.

9 Now, the next image you see is one that's very
10 specific. The images prior to this are to be termed
11 honest renderings. This particular image is one
12 that we prepare that's a very accurate depiction of
13 how the building will look at this vantage point,
14 and we did that by -- if you look at the top image,
15 our civil engineer went to the site, surveyed the
16 land, identified where the finished grade will be,
17 and then calculated where the top of the building
18 will be, and then we flew -- my colleague and I flew
19 large helium balloons to identify the corner of the
20 structure, and so thereby that is exactly where the
21 building would be placed, and the images down below
22 is exactly how the building will look from this

1 particular vantage point. And here you can see the
2 layering that's created by the trees, the parkway
3 trees, existing trees, the trees in the foreground
4 along the berm, and then the trees in the background
5 along the building, so this layering effect would be
6 a continual change as one travels downward, and it's
7 been designed really from that vantage point.

8 The next image is from further down Woodward,
9 further north. Again, using the same technology and
10 the same accuracy you can see the building in the
11 far background there is exactly how the building
12 would look from this vantage point. And one of the
13 images that we have on the boards across the way,
14 you can see exactly where these images are taken.

15 The last piece of exhibit that I have is a
16 material and color board on an easel. I can bring
17 it up to the podium if you think it's appropriate.

18 CHAIRMAN ZAWACKI: Emily, shall we consider the
19 sketches on the side or --

20 MS. RODMAN: The only item is the material
21 boards, so that would need to be entered as Exhibit
22 C.

1 CHAIRMAN ZAWACKI: Okay. Let's put that in as
2 Exhibit C, materials.

3 MR. TODISCO: And so you can see the material
4 board again will be a smooth-faced concrete, a hard
5 quality finish. We have glass that's a
6 high-performance glass, and then the metal will be
7 that red accent color, and then the aluminum will be
8 a natural aluminum finish on the store front curtain
9 wall.

10 That concludes my portion of the presentation.
11 I'm happy to answer any questions you have or if you
12 have some later on.

13 CHAIRMAN ZAWACKI: Any questions from the Plan
14 Commission members? Hearing none, thank you,
15 Mr. Todisco.

16 MR. TODISCO: Thank you.

17 CHAIRMAN ZAWACKI: Anything further from the
18 applicants at this point? That concludes your
19 presentation?

20 MR. FOGARTY: Yes.

21 CHAIRMAN ZAWACKI: Okay. Before we go on to
22 the next phase, just one other thing for the record.

1 Notice of the public hearing on the matter to be
2 considered was published in the Bugle on September
3 14th, 2011. A copy of the certificate of
4 publication shall be made as part of this hearing as
5 Exhibit A, and let the record reflect that all other
6 notices required by statute or ordinance, okay. So
7 now we'll go on.

8 We'll now hear statements or testimony from
9 persons who wish to support the applicants,
10 including statements or testimony from Village
11 Staff, and we'll start with Village Staff.

12 MS. RODMAN: Emily Rodman for the Village.

13 (Whereupon the witness was sworn in
14 under oath.)

15 MS. RODMAN: I'll just begin by entering
16 Staff's report dated October 3rd, 2011, as Exhibit
17 D.

18 CHAIRMAN ZAWACKI: D, okay.

19 MS. RODMAN: And I do have one additional
20 exhibit. We can enter this titled jurisdiction map
21 into the record as Exhibit B, please.

22 CHAIRMAN ZAWACKI: What was that called?

1 MS. RODMAN: The jurisdiction map.

2 The applicants have provided a brief
3 description of some of the designed elements of the
4 proposed contract Union Pointe Business Park. I am
5 now going to provide the Commission and the audience
6 some background information on the project as well
7 as some specific details.

8 As it's currently contemplated, the proposed
9 business park would ultimately compromise
10 approximately 80 acres in Woodridge. And I
11 apologize this is kind of hard to see, but the 80
12 acres is this red line here, and it would also
13 potentially encompass an additional 20 acres in
14 Bolingbrook which is this blue area right here
15 immediately adjacent to I-355. Again, I apologize.
16 It's hard to see. But a large portion of the
17 development is part of the McAdams Regional Planned
18 Unit Development in Du Page County that's primarily
19 Parcels C and D. For those residents that received
20 the mailing notice, this would be one of the
21 exhibits that you received in your notice. A
22 smaller portion of the development which is commonly

1 referred to as the Wolfe property is located
2 primarily in Will County and is not part of the
3 McAdams Regional Planned Unit Development, so the
4 McAdams Parcels C and D are here, and then those
5 properties just west of Parcel D, just north of the
6 Du Page Topsoil site right here.

7 For those of you who are not familiar with
8 McAdams Regional Plan Unit Development, I'm going to
9 provide a little bit of background here. I know
10 this is hard to read. The intent really is for you
11 to see the highlighted area. The area that we refer
12 to as McAdams Regional Plan Unit Development or RPUD
13 is combined of about 445 acres. That's pretty much
14 everything you see on this exhibit. The parcels
15 that we're looking at this evening are the two
16 highlighted parcels, so they're just a small portion
17 of the overall Regional Plan Unit Development.

18 The 445 acres was annexed in 1989 under an
19 annexation agreement. At that time the property was
20 rezoned to ORI, which are office, research and light
21 industrial, and the special use permit was granted
22 for the Regional Plan Unit Development. The

1 annexation agreement governing development has since
2 expired, but the previously granted zoning approvals
3 remain in effect. The portion of the McAdams RPUD
4 as I mentioned are the developers proposing to
5 develop Parcels C and D, and they are identified on
6 the approved Conceptual Plan. This is a copy of the
7 Conceptual Plan for multi-family or office
8 development, meaning office research development.
9 The right to construct multi-family housing expired
10 with the annexation agreement in 2009. However, the
11 right to construct office research still remains.
12 The Village's Comprehensive Plan doesn't make the
13 property or development with general office uses.
14 The Wolfe property that I referred to earlier
15 was annexed to the Village in 2002, and was rezoned
16 to be R-1, estate residential zoning classification.
17 That's the Village's most restrictive zoning
18 classification, and that was required per Illinois
19 State Statute. The Village's Comprehensive Plan
20 designates the Wolfe property for redevelopment as
21 general office as well, so ultimately it would be
22 rezoned to a more appropriate zoning classification.

1 In order to facilitate the development of the
2 proposed business park, the applicant is requesting
3 zoning approvals. I'll provide a brief summary of
4 the approvals they're requesting and which parcels
5 that they pertain to. The first zoning approval
6 they would like me to amend to the Village's
7 Comprehensive Plan, as I noted the Comprehensive
8 Plan designates all three of these parcels for
9 development with general office uses. The
10 Comprehensive Plan was approved in 2007, and these
11 properties are located in the Woodward Avenue
12 Subarea Plan within the larger document. The
13 Subarea Plan that only designates the uses for
14 general office but also establishes planning
15 policies and guidelines for how they should be
16 developed. In order for this project to move
17 forward, the Comprehensive Plan needs to be amended
18 to change the use from general office to business
19 park. The applicants are also applying to amend the
20 special use permit for the RPUD to amend the
21 Conceptual Plan, again, to this document. Because
22 the approved Conceptual Plan designates these two

1 parcels for multi-family or office research. The
2 plan needs to be amended to designate the parcels
3 for office warehouse and office development. In
4 addition, the applicants are also applying for an
5 RPUD Zoning Lot Plan, and that plan is required for
6 a portion of development which is within the McAdams
7 RPUD and for which preliminary and final RPUD
8 approval is being requested, so this is only for
9 phase one, the building one, that they're proposing
10 to move forward with immediately.

11 In addition to that they are requesting
12 preliminary plan of Regional Plan Unit Development
13 approval. It's a plat that is required for the
14 proposed development. Again, that's within the
15 McAdams portion and the portion that they're looking
16 to move forward with immediately. Because they're
17 also seeking final approval they are asking for
18 relief for having to submit a preliminary plat.
19 I'll explain that in detail later. But the final
20 request that they are making this evening is for
21 final RPUD approval, which again is just for this
22 one facility. It's required for the southern 20.6

1 acres that they're looking to develop now and is
2 also required in order -- excuse me -- preliminary
3 final subdivision and final request is also required
4 for them to move forward with this portion of the
5 development.

6 This is the Business Park Conceptual Plan which
7 you saw a version of earlier in the applicants'
8 presentation. It's going to provide some background
9 on the conceptual design. Since the applicants are
10 requesting approval that would facilitate the build
11 out of an 80-acre business park, staff requested
12 that they provide a Concept Plan illustrating how
13 the entire property may be built out in the future,
14 including the 20 acres that are located in
15 Bolingbrook. Just as a reference, this is Woodward
16 Avenue here, I-355, this is 55, and this portion of
17 the Concept Plan is in Bolingbrook. The submitted
18 Business Park Concept Plan is different from the
19 McAdams Conceptual Plan in that the Business Park
20 Concept Plan is a nonbinding document. This plan is
21 simply an illustrative document. It demonstrates to
22 Staff, the Commission, residents, and the Village

1 Board examples of how the property may be developed
2 in the future. Based on this submitted plan, a
3 total of 1.3 million square feet of office warehouse
4 space and about 81,000 square feet of office space
5 could be developed. So, again, this portion of the
6 plan is all conceptual. This is just an
7 illustrative document. The only portion that we
8 would move forward with at this point in time is
9 this portion down here.

10 Build out of the remainder of the park,
11 everything to the north, would require additional
12 zoning approvals, so build out of the Wolfe
13 property, which is generally in this vicinity, would
14 not only require a zoning being the R-1, the ORI,
15 but it would also require site plan review.

16 Build out of the rest of Parcels C and D, this
17 portion here, would require approval of zoning lot
18 plans, preliminary and final RPUD plans and
19 preliminary and final subdivision plans. What that
20 essentially means is that all future phases of the
21 proposed business park have to come back to the Plan
22 Commission and Village Board for approval. They're

1 not being approved. They're not requesting approval
2 and would not be approved by the Village Board in
3 the future. Actually, let me clarify that. That
4 didn't sound correct. They would not be approved by
5 the Village Board in the future, meaning the
6 upcoming weeks when this will probably go to the
7 Board, but they would need to go back to the Board
8 at a later date when they're ready to develop the
9 rest of the park.

10 Phase one of the park, which is what they're
11 looking to move forward with immediately is what you
12 see here. Phase one includes four parcels. Lot one
13 includes the proposed building, the detention pond
14 serving the building, and the associated parking and
15 landscaping improvements. Lot one will be
16 maintained by the owner of lot one. Outlot A
17 consists of a private collector road that will be
18 extended with each future phase of the development
19 to serve the entire business park. This is the
20 private road that will be maintained by the
21 association that will eventually be extended to
22 serve future businesses.

1 Outlot A also includes lighting for the road
2 and some additional landscaping for phase one.
3 Outlot B, which is rather difficult to see on this
4 exhibit is actually just a small five-foot strip of
5 land that runs right along the border of the parcel.
6 The property will be owned by Orchard Hill Building
7 Company, but will be maintained by the business park
8 association, and Orchard Hill Business Company has
9 requested to maintain ownership of that small strip
10 of land so they can control future access to the
11 collector road from the west.

12 As the applicants discussed in their
13 presentation, the overall layout of phase one has
14 been designed to accommodate future expansion of the
15 business park while mitigating impacts on adjacent
16 uses, mitigating an impact on the adjacent
17 single-family uses across the street. Access to the
18 development, at least phase one of the development,
19 will be served by one primary point that's going to
20 be this access down here which is south of Heritage
21 Parkway. The access has been located, as Jay
22 alluded to, south of Heritage in order to ensure

1 that it's as far south as possible and away from the
2 residential homes adjacent to Woodward Avenue. The
3 access will lead into a private collector road that
4 will be extended into the future phase, and the
5 property on which the access drive is located --
6 which this is the current conditions out there.
7 This is not what it will look like in the future.
8 But currently out there there's this travel access
9 across from Heritage Parkway. This parcel right
10 here is currently owned by the Illinois Department
11 of Transportation. The Village has been working
12 with the Department of Transportation or IDOT on a
13 jurisdictional transfer to the Village of the
14 parcel. The Village has already received a permit
15 from IDOT to allow construction of the access while
16 the transfer is underway. Eventually, as the
17 business park is built out, we anticipate that there
18 will be two additional access points. So, again,
19 this is the conceptual -- the Business Park Concept
20 Plan that shows how it might develop. Okay. This
21 is the access that's being proposed. At this point
22 in time it's off of Heritage Parkway. In the

1 future, again, there will be two additional access
2 points. One full access here. This is Murphy Road
3 and Hillcrest, and the third full access up here
4 which is across from Westminster Drive.

5 As part of the application process Staff
6 requests that the applicants complete a traffic
7 study to evaluate the anticipated impacts of traffic
8 under three different scenarios. The first scenario
9 that we'd asked them to look at are the impacts of
10 traffic of all 100 acres, so that includes the 80
11 acres that are in Woodridge as well as the 20 acres
12 that are in Bolingbrook, and we asked them to look
13 at that as though the property were to be developed
14 with general office, meaning all office developments
15 as the Comprehensive Plan contemplated.

16 The second scenario we asked them to consider
17 was the impact of traffic, again, on the 100 acres,
18 the 80 in Woodridge, and the 20 in Bolingbrook, but
19 based on this proposed plan, the office warehouse
20 with some office uses. And then, finally, we also
21 asked them as part of the study to look at the
22 impact of just phase one, the building one impacts.

1 This is an example of a modified chart that was
2 contained within the traffic study. Under scenario
3 one, which is, again, the 100 acres of pure office
4 development contemplated by the Comp Plan,
5 approximately 1.3 million square feet of office
6 space could be developed. Based on this scenario
7 the development would generate 1,433 trips during
8 the peak a.m. hours. The peak a.m. hours are 7:15
9 to 8:15 a.m. And 1,502 trips during the peak p.m.
10 hours, which are 4:30 to 5:30 p.m. In total it
11 would generate 9,448 trips daily if the property
12 were to be developed all as office.

13 Under the second scenario, which is the
14 proposed business park, the 100 acres could be
15 developed with 1.1 million square feet of industrial
16 space and approximately 81,000 square feet of
17 office. Based on this scenario development could
18 generate 471 trips during the peak a.m. hours, and
19 450 trips during the peak p.m. hours totaling 5,096
20 daily trips, so that's about 46 percent fewer trips
21 that would be generated by the proposed development
22 in what would be generated under an all office

1 development as contemplated by the Comp Plan. So
2 the traffic impacts are significantly less under
3 this proposal.

4 Under the third scenario which is where we
5 asked them to evaluate the impacts of just the phase
6 one building there would be a total of 284 trips
7 generated in the a.m., and 276 trips generated in
8 the p.m. for a total of about 2,334 trips a day.
9 That's just for phase one.

10 The traffic study also takes into account the
11 existing and projected traffic volumes for
12 surrounding developments including the commercial
13 developments that are located at the intersection of
14 Boughton Road and Woodward Avenue. The study
15 evaluates the existing traffic conditions at
16 intersections with Woodward Avenue between Boughton
17 Road and 101st Street to the south. So they're
18 looking at all the intersections between Boughton
19 Road and 101st, which includes Westminster Drive,
20 Hillcrest Drive or -- excuse me -- Hillcrest Lane,
21 Heritage Parkway and 101st Street. Based on
22 existing conditions, all of those intersections I

1 just named currently perform at levels A through C,
2 which means there's little to no congestion with the
3 exception of the intersection of Boughton Road and
4 Woodward Avenue. That particular intersection
5 operates at a level E during and morning hours or
6 the morning peak hours and D during the p.m. peak
7 hours. What that means is there are longer delays
8 and additional congestion at that particular
9 intersection.

10 If we could enter this aerial photo into the
11 public record. We'll just call it the Boughton
12 Road/Woodward Avenue intersection as Exhibit F,
13 please. When the Boughton/Woodward Commercial
14 Center, otherwise known as Costco -- here you can
15 see prior to Costco being built. When that was
16 approved by the Village of Woodward in 2010, a
17 traffic study was completed that evaluated the
18 impact of full build out of all four corners of the
19 intersection to determine what would be needed
20 improvements to that intersection based on full
21 build out and future regional growth. This
22 intersection of Boughton and Woodward is under the

1 jurisdiction of Du Page County, so it's not under
2 the Village of Woodridge's control. The County
3 determined at that time in 2010 that approximately
4 \$3 million in improvements to the intersection would
5 be necessary in the future with a full build out of
6 all of those adjacent properties. Gallagher and
7 Henry, which was the developer of the Costco
8 development at that time was required to provide
9 \$1 million towards the future improvements, and
10 Du Page County committed to constructing the
11 improvements within 12 years. The proposed
12 improvements include -- and I'll go through them
13 quickly with you. There were a number of
14 improvements that were made as part of the Costco
15 development that's not reflected. This is an old
16 aerial. But in addition to what is out there now,
17 the County has committed to making additional
18 improvements including adding a second left turn
19 lane northbound here on the south lane, adding
20 another through lane eastbound on the west leg of
21 the intersection here, and then adding two through
22 lanes, one eastbound and one westbound down here.

1 Once the improvements are completed, the Boughton
2 and Woodward intersection is anticipated to operate
3 at a level D during both peak hours, so there would
4 be an improvement over the current operation in the
5 a.m. that would be the same as it currently operates
6 in the p.m.

7 As the applicants noted and as I've already
8 discussed, the development -- the proposed 100-acre
9 development was designed with a collector road to
10 serve phase one and future phases. The restrictions
11 will be placed on the business park that require all
12 semi trucks to enter and exit the park from the
13 southernmost access point, which is south of
14 Heritage Parkway. So you can't see it well on this
15 exhibit, but the access to the development is going
16 to be right in this area, and this red arrow shows
17 where all semi trucks will be required to travel.
18 They will not be permitted to travel north. They
19 will only be permitted to turn south and then have
20 to travel along Heritage Parkway and then up to
21 Lemont Road to get to the interstate. So there will
22 be no semi trucks traveling by the single-family

1 homes on the east side of Woodward Avenue. Smaller
2 trucks are approximately 24 feet in size and similar
3 to school buses, UPS and FedEx trucks will be
4 permitted to enter and exit the park at any access
5 point and to travel both north and southbound on
6 Woodward Avenue, so this arrow which is kind of hard
7 to see here, but it's actually a pink color, this
8 represents smaller trucks that are the size of
9 school buses or UPS trucks that would be permitted
10 to travel both north and south on the site as
11 opposed to the semis that would only be traveling
12 south.

13 Phase one of the business park, the proposed
14 tenant is Edward Don & Company. They are a
15 distribution facility. They have approximately 35
16 24-foot trucks. So, again, the ones that are
17 similar to school buses. They will enter and exit
18 the site daily, Monday through Friday, for local
19 deliveries. So those 24-foot trucks will be
20 traveling both north and south. They'll depart in
21 the morning between 3:00 and 7:00 a.m. and return in
22 the evening between 2:00 and 6:00 p.m. In addition,

1 Edward Don will receive approximately 30 daily,
2 again, Monday through Friday, deliveries and pickups
3 from semi trucks. Approximately half of those semi
4 trucks will arrive during daytime hours, and half
5 will arrive during evening hours. And, again, the
6 semis will only be traveling along this path here.

7 In terms of parking for phase one of the
8 project, the Village Code requires a total of 350
9 parking stalls. The proposed parking is 370 parking
10 stalls which obviously exceeds what's required by
11 code. And in addition to that, they're also
12 proposing 30 trailer parking stalls which are
13 located here on the west side of the building in
14 which they would park their 24-foot trucks.

15 Utilities for the project. The utilities of
16 water and sanitary will be provided by the Village
17 of Woodridge. The applicants are extending water
18 throughout the property from the existing main in
19 the adjacent Woodward Avenue right-of-way. The
20 sanitary is being extended from the existing main
21 along Hillcrest Lane and Witham Lane. The utilities
22 are being extended to serve phase one only and

1 utilities easements will be put in place on the
2 property immediately north of lot one, which is
3 here, that will allow for future extension of water
4 and sanitary lines to serve the properties adjacent
5 to phase one. That includes the properties, the
6 adjacent property in Bolingbrook should they
7 eventually desire to connect to Village utilities
8 and provided that the Village Board approves those
9 connections.

10 Drainage from the eastern portion of phase one,
11 so this portion here, will be directed to the
12 existing detention basin on the north side of
13 Heritage Parkway. That existing basin was designed
14 to receive runoff from this property plus runoffs
15 from Farmingdale Units 23, 24, and 25. So this is
16 the existing ponds that are east of Woodward Avenue
17 and just south of the homes in Farmingdale Village.
18 As I mentioned, the site currently drains to that
19 detention pond, and even with redevelopment that
20 will be very little effect on the high water levels
21 in that basin, so residents will see very little
22 change to that basin. In addition, they're also

1 going to create a new detention basin which you see
2 here just on the west side of Woodward Avenue which
3 will provide additional storage for that building,
4 and then they will also be directing some of the
5 detention north to the existing detention and
6 wetland areas immediately north of the site. The
7 new basin will be planted with natural plantings,
8 and the owner of lot one will be responsible for
9 maintaining that. In addition to this basin serving
10 as detention for lot one, it also serves as a nice
11 buffer between the building and the adjacent
12 single-family residences.

13 If we could enter this next exhibit into the
14 record. This is the tree plot locations, and this
15 would be Exhibit G, I believe. So, again, to help
16 everyone orient themselves, we've got I-355 here.
17 This is Woodward Avenue. This area right down in
18 here is where the proposed Edward Don facility would
19 be, phase one. Due to the topography of the site,
20 the applicants will need to remove all the existing
21 trees, shrubs and brush on the site for phase one.
22 So, again, that only includes this area here. Not

1 the rest of the site. Based on the sample tree
2 survey they conducted, there are approximately 1,640
3 trees that will need to be removed. A majority of
4 those trees are low quality or dead or in poor
5 condition. Per the Village Tree Preservation
6 Ordinance, a total of 249 replacement trees would be
7 required. The applicants are requesting a deviation
8 to the Village Code to eliminate the requirement to
9 replace any of those trees primarily due to the site
10 constraints and the inability to accommodate such a
11 large number of trees on the site. In exchange for
12 not providing those replacement trees, the
13 applicants have agreed to construct that collector
14 road I've been referring to that will serve the
15 entire development and help to minimize the impacts
16 on the adjacent residential.

17 I'll try to orient this the same way the other
18 plans have been. So this is the landscape plan.
19 This is Woodward Avenue here. This is that internal
20 collector road. This is phase one. The landscaping
21 required by Village Code is broken down into the
22 following categories. I'm just going to skim

1 through these real quick. We have required the
2 applicants to have a minimum required landscaped
3 area, which means the minimum of 20 percent of the
4 site has to be green space. The applicants are
5 providing over 25 percent of the site as green
6 space. They also have to provide a minimum number
7 of trees and shrubs on the site. The landscaping
8 they're providing exceeds the amount that the code
9 requires. They have to provide certain parking lot
10 landscaping. Certain landscaping and setbacks.
11 They're meeting all of those requirements. In
12 addition to that they have to provide landscaping
13 that averages five feet in height, along with which
14 is adjacent to the residential. They're also
15 meeting that requirement.

16 In addition to meeting all of the code
17 requirements the applicants are going above and
18 beyond what's required by the code because they're
19 also proposing a berm that will range up to two
20 and-a-half feet in height between the detention pond
21 and Woodward Avenue, so the berm is located right
22 here and it would be planted with a variety of trees

1 and shrubs including evergreen trees. The
2 applicants have concentrated a significant portion
3 of the landscaping in the detention area and on the
4 IDOT right-of-way -- that is the IDOT right-of-way
5 right in here -- in order to mitigate the impact of
6 the building on the adjacent residential uses.
7 Overall, the proposed landscape materials have been
8 selected and laid out in a manner to maximize the
9 aesthetic impacts of the landscaping and to screen
10 the site as much as possible from the adjacent
11 residential uses.

12 As it relates to site lighting, the proposed
13 lighting for phase one meets the Village Code
14 required for minimum illumination levels within the
15 paved area for safety and for maximum levels at
16 property lines. However, there is one area of the
17 development that exceeds the Village Code
18 requirement. This property line which I've
19 highlighted in yellow is the property line edge of
20 lot one adjacent to the internal road. This area
21 right here that's highlighted is where the proposed
22 lighting exceeds the Village Code. The reason it

1 exceeds the Village Code is because it's required in
2 order to provide the minimum lighting that's
3 necessary for the road, so the applicants are
4 requesting relief from that requirement.

5 As it relates to signage, this is an exhibit
6 you've seen earlier. The submitted plans show a
7 proposed monument sign that will serve as the
8 development entrance sign for the park. The
9 applicants aren't looking to move forward with
10 constructing that at this time, so they will be
11 submitting separately for a sign permit for that
12 sign. Currently what they're proposing are two wall
13 signs for the development. One will be located on
14 the south side of the building, which would be the
15 side where the offices are located. That sign will
16 be 117 feet and is less than what is permitted under
17 Village Code. The sign that would be on the west
18 side of the building which faces I-355 is 200 feet
19 larger than what is allowed for Village Code, so
20 they're requesting relief for that requirement.

21 Under covenants, conditions and restrictions
22 for the site, the applicants have submitted a draft

1 version. That version is under review by the
2 Village Attorney. There may still be some revisions
3 that are necessary. However, the document outlines
4 the maintenance responsibilities for all the common
5 areas, including the collector road, the associated
6 lighting and landscaping, and the detention ponds,
7 the IDOT right-of-way and signage. The CC&R also
8 establish design guidelines for the business park,
9 so they establish specific standards of all future
10 phases of the business park will have to adhere to
11 in terms of materials, orientation of the building,
12 landscaping and so on.

13 The applicants also submitted a fiscal impact
14 study as required. The fiscal impact study just
15 tells the estimated costs and revenues to the
16 Village. And, finally, the applicants also were
17 required to submit an application to the Illinois
18 Department of Natural Resources to evaluate whether
19 there are any endangered or threatened species,
20 natural preserves or land and water reserves on the
21 site. They have submitted that application, and
22 IDNR has confirmed that none of those conditions are

1 present on the site, so there is no threat to any
2 natural areas or any endangered species.

3 The applicants are requesting a number of
4 deviations and variations to the code. I'm going to
5 go through these quickly. I promise I'm almost
6 done. As it relates to lot one, which, again, is
7 just the lot for the building, the detention area
8 and the parking, they are requested a deviation to
9 reduce the required setback area from 30 feet to
10 five feet for the southeast portion of the property
11 adjacent to the IDOT right-of-way. So that is for
12 just this portion of the building here. Again,
13 they're providing 135-foot setback here, because the
14 property line goes all the way to the Woodward
15 Avenue right-of-way. But because this is IDOT
16 right-of-way they do not provide the minimum setback
17 required by the code to five feet, but since there's
18 going to be 135 feet there, Staff supports that
19 request.

20 They're also requesting a deviation to reduce
21 the required setback on the north side of the
22 building from 30 feet to 5 feet. The intent of the

1 setback regulation is to ensure that there's
2 adequate space between buildings for safety reasons.
3 The applicants have agreed that as a condition of
4 this development they will require that any
5 development that occurs on an adjacent lot provide a
6 55-foot setback instead of a 30-foot setback. So
7 effectively there would be 60 feet between
8 buildings. If that meets the intent of the code,
9 Staff supports that request.

10 The third deviation is to reduce the required
11 landscape setback for office and parking areas. The
12 code requires that there be a 20-foot setback
13 provided between off-street parking areas and the
14 actual street. This red line -- there is a red line
15 that kind of splits this island here along the
16 roadway. There's 10 feet on either side of that
17 line, so the applicants are requesting to reduce the
18 requirement from 20 feet to 10 feet because of where
19 the lot line is. Again, because they're effectively
20 providing the 20 feet and it's just a matter of
21 where the lot line is, they're meeting the intent of
22 the code, so Staff supports that relief..

1 The fourth request for relief we already
2 discussed. That related to the illumination levels
3 along the internal road. Again, because they're
4 exceeding the lighting levels in order to provide
5 the minimum lighting requirement provided for the
6 road, and because the only adjacent use is the IDOT
7 right-of-way, and it's not impacting any other
8 residential or commercial uses, and they meet the
9 code requirement at the property line of the
10 collector road, Staff supports their requirement.

11 The final deviation request for a lot line,
12 again, is the signage request to increase the
13 signage on the west side of the building by
14 200 feet. This is a request that's very similar to
15 requests the Village has considered in the past for
16 properties that are adjacent to I-355, like the
17 Target and Centerpointe Shopping Center, so Staff
18 supports their request for deviation.

19 For Outlots A and B, here again, the outlots
20 for the road and then that five-foot strip of land
21 adjacent to the road, they're just requesting a
22 relief from having to submit an RPUD Zoning Lot

1 Plan. Staff requests that relief because it is just
2 a road and adjacent property. There's no need for a
3 Zoning Lot Plan, so we support that.

4 And then finally for all three lots, Lot 1 and
5 Outlots A and B, they're requesting relief from
6 having to submit a preliminary RPUD plan. I alluded
7 to that earlier. Since they're going straight for
8 final approval, there's no need for them to submit
9 the preliminary plan, so Staff supports that
10 request.

11 And then the final deviation is to eliminate
12 their requirements to replace 75 percent of the
13 qualifying trees on the site. They want to reduce
14 that to zero percent. Again, as I already
15 discussed, because most of those plant materials are
16 dead or low quality or invasive species and the
17 site's already being heavily landscaped beyond what
18 the code requires, Staff supports that relief.

19 Finally, the applicants are also requesting
20 three variations through the Village Subdivision
21 Regulation. The first variation is from the
22 requirement to permit a preliminary plat of

1 subdivision. Similar to the RPUD plan, but they're
2 seeking final subdivisional approval right now.
3 There's no need for them to submit a preliminary
4 plat, so Staff supports that request.

5 The second variation is from the requirement to
6 install a sidewalk along the proposed collector
7 road. The code requires that a sidewalk be provided
8 along this entire road. The applicants are going to
9 be providing, as you can see here, sidewalk access
10 directly to Woodward Avenue and a sidewalk along
11 Woodward Avenue. Since that access is being
12 provided and no one else will be served by the
13 sidewalk access on the internal road, Staff is
14 supporting that request.

15 And then the final variation they're requesting
16 is to reduce the requirement for the width of the
17 street from 40 to 28 feet deep. Since the proposed
18 collector road is going to be a private road and not
19 a public road, and since it's designed to serve the
20 businesses within the business park and won't be
21 serving anyone beyond that, Staff supports the
22 request to reduce the pavement width to 28 feet.

1 And at this point that concludes Staff's
2 report. Thank you.

3 CHAIRMAN ZAWACKI: Thank you, Emily. At this
4 point, I'll entertain any questions from the Plan
5 Commission of Staff. Krywaruczenko.

6 MR. KRYWARUCZENKO: I have a question on the
7 landscaping. The architectural drawings seem to
8 show quite a few trees around the building. I think
9 you mentioned there are 249 that are required. But
10 how many are they actually going to produce?

11 MS. RODMAN: There are -- let me clarify that.
12 There are 249 replacement trees that are required in
13 the Village Tree Preservation Ordinance. They are
14 not going to be replacing any of those trees. In
15 terms of the number of trees that are required under
16 our regular landscaping requirements, let me pull
17 those.

18 MR. KRYWARUCZENKO: I guess the question is,
19 are these bushes that are surrounding the building?

20 MS. RODMAN: There are a combination of trees
21 and bushes, so the code requires foundation
22 landscaping around the entire perimeter, so I

1 apologize, I know it's really hard to read on the
2 smaller plan, but essentially what you can use as
3 the general guideline is the smaller circles are
4 shrubs, typically bushes, and the larger circles are
5 typically trees to give you a sense of what they're
6 providing.

7 MR. KRYWARUCZENKO: You said they're not
8 replacing any trees.

9 MS. RODMAN: They're not replacing -- so the
10 Village Code as it relates to landscaping really
11 works in two parts. We have a Tree Preservation
12 Ordinance. So any time they're taking down a tree
13 on a site that Tree Preservation Ordinance kicks in,
14 and there are certain requirements that you have to
15 meet depending on the number of trees that you're
16 taking down and the quality and species of the trees
17 you're taking down. Those are completely separate
18 requirements. Then we have another set of
19 requirements which is our minimum landscape
20 materials requirements. Those are separate from the
21 Tree Preservation. So what they're not providing
22 are those 249 replacement trees, but all of those

1 other Village requirements, so the parking lot
2 landscaping and all of that, they're meeting or
3 exceeding all of those requirements.

4 MR. KRYWARUCZENKO: Okay. In addition, before
5 I forget, on the planned construction, what is the
6 planned construction for this phase one?

7 MS. RODMAN: I'm actually going to let the
8 applicant respond to that. Do you want to share
9 your construction timelines?

10 MR. FOGARTY: Dan Fogarty, McShane Development
11 Company. We would complete the construction -- the
12 target date is July 1st, so roughly eight,
13 nine months.

14 CHAIRMAN ZAWACKI: Any further questions from
15 Plan Commission members.

16 MR. SYDELKO: Mr. Chairman.

17 CHAIRMAN ZAWACKI: Yeah.

18 MR. SYDELKO: Can you briefly describe the
19 variance that's being requested on the sidewalk
20 along the collector road? Where would employees of
21 all these buildings walk on nice days when they're
22 out wanting to enjoy the weather? It looks like the

1 proposed site plan is a very nice place to enjoy
2 that, but if you don't have a sidewalk there are
3 going to be conflicts with truck traffic, car
4 traffic.

5 MS. RODMAN: Sure. There are -- there is
6 sidewalk access that is planned for every building
7 in the business park. It is a little difficult to
8 see on these plans. They're kind of these very thin
9 gray lines. But the Village Code requires that
10 sidewalk access be provided from every building
11 entrance to adjacent right-of-ways, so each of these
12 buildings do contemplate sidewalks that go out to
13 Woodward Avenue, so there would be a number of them
14 particularly up here that all connect in, so there
15 would be a network of sidewalks for employees to
16 walk on.

17 MR. SYDELKO: To avoid the conflict between a
18 pedestrian and car and truck traffic.

19 MS. RODMAN: Exactly.

20 MR. SYDELKO: Okay. Thank you.

21 CHAIRMAN ZAWACKI: Further questions from Plan
22 Commission members?

1 Okay. Hearing none, we will now entertain
2 statements or testimony from persons who wish to
3 support the applicants. Anybody in the audience.

4 UNIDENTIFIED FEMALE SPEAKER: Mr. Chairman, may
5 I come forward?

6 CHAIRMAN ZAWACKI: Well, there's multiple
7 phases to this, but this is if you're supporting the
8 applicants, yes, you may. Okay. We'll have another
9 portion for cross-examination. Those who are
10 against the proposal. That will be further on.

11 UNIDENTIFIED FEMALE SPEAKER: Okay. Then I
12 should save it for Cross-Examination.

13 CHAIRMAN ZAWACKI: That's fine.

14 UNIDENTIFIED FEMALE SPEAKER: Okay.

15 CHAIRMAN ZAWACKI: We'll get there. This is
16 just for people who wish to support the applicant.

17 Okay. Seeing none, at this time we will permit
18 Cross-Examination of the applicants, their
19 witnesses, and anyone who testified in support of
20 the applicants. Does anyone wish to cross-examine
21 the applicants, the witnesses, or anyone who
22 testified in support of the applicants? And this

1 would include questions. So I don't know how many
2 we're going to have, but I'd like to go from left to
3 right, front row, back row. It's just easier to
4 control it that way, so let's start this way.
5 Anybody in that third row back, or is that the
6 second row? Second or third row?

7 Okay. Public hearing. You have to come before
8 the podium, state your name and address, be sworn
9 in, and then we can go ahead with your statements or
10 questions.

11 MS. SZALKUS: My name is Kim Szalkus. My
12 address is 9129 Chatham Court in Woodridge.

13 (Whereupon, the witness was sworn in
14 under oath.)

15 MS. SZALKUS: Mr. Chairman, this is my first
16 Commission that I've attended, so I have a few
17 questions, or am I allowed only one question?

18 CHAIRMAN ZAWACKI: No. You can ask a series.

19 MS. SZALKUS: Okay. We had talked about phase
20 one. I think the gentleman answered that phase one
21 will be completed July 1st. How long will the
22 entire phase take, all parcels?

1 MR. FOGARTY: Yes. That would depend on market
2 demand, so the second phase, if we could come back
3 before the Plan Commission rapidly, that would be
4 great. It could be a year, it could be two years.
5 It just depends on the marketplace.

6 MS. SZALKUS: So in your experience with other
7 developments as of late, given the current economic
8 environment, how long do you anticipate it will
9 take?

10 MR. FOGARTY: In good economic times a park
11 this level, it can build out into 100 acres in three
12 to five years. In economic conditions over the last
13 three or four years that could be triple. I mean,
14 this is --

15 MS. SZALKUS: So triple could mean 9 to
16 15 years to develop this entire project.

17 MR. FOGARTY: Yeah. I mean, I predicted
18 somewhere between 3 and 10 years I think is a
19 reasonable time.

20 MS. SZALKUS: Okay. One of the things that you
21 talked about was the reduction of I-355 noise. Can
22 you give us an estimate of what the decimal level is

1 now and what you expect reduction to be?

2 MR. FOGARTY: Yeah. The report -- without
3 knowing the exact decimal levels now, the report
4 suggested that by adding the facility, the first
5 phase, that would reduce the reduction of 355 by
6 about 8 percent, and when the whole park is filled
7 out, it's about 12 percent, so some modest
8 reductions, but reductions of the current traffic
9 and noise.

10 MS. RODMAN: Can I interrupt you? It sounds
11 like we're having a little trouble, so when you
12 ask -- anyone asks questions of anyone if you could
13 please just make sure that you speak in the
14 microphone and then maybe try to speak a little bit
15 louder. Thanks.

16 MS. SZALKUS: Okay. You had talked about the
17 noise reduction related to I-355. If I understood
18 from the comments that I heard, it sounds like
19 there's going to be additional semi traffic coming
20 through the south end of the plaza and light truck
21 traffic as well as I'm assuming employee traffic
22 throughout the plaza. Do we have any idea what the

1 noise impact is going to be from that traffic versus
2 what we see today?

3 MR. FOGARTY: That's a good question. It's a
4 difficult question to answer. We actually tried to
5 study the decimal levels. What is easily computable
6 as decimals levels from I-355 with a consistent
7 level of traffic which exceeds. When you try to
8 measure traffic on roads like Woodward Avenue it
9 depends on what kind of a vehicle, how fast it's
10 going, decelerating, accelerating. It's not an easy
11 thing to contemplate. I think what we can say is
12 what we try to do is keep all truck traffic south of
13 I-55, because we know that's the highest decimal
14 level. But I think one thing we did find out that
15 maybe interest residents is that a 53-foot tractor
16 trailer had the same decimal level as a bus, school
17 bus, and although school buses circulate throughout
18 the residential area, trucks won't. They'll stay
19 south of 55, back.

20 MS. SZALKUS: Okay. Can you clarify that a
21 little bit? Because what I understood was that --
22 is it Don Corporation -- is going to have up to 35

1 trucks coming and going daily. These trucks were
2 compared to school buses or UPS trucks. According
3 to your last analogy, the noise is about the same.
4 So can you clarify that a little bit, please?

5 MR. FOGARTY: Yeah. I'm sorry if I wasn't
6 clear. The 53-foot semi tractor trailers are
7 what -- these trucks have a decimal similar to
8 buses. The smaller, 24-foot Don trucks, those are
9 similar to UPS trucks and FedEx trucks. Semi trucks
10 are around 85. The trucks like FedEx are closer to
11 like 60 decimals. Cars were down around 35 or 40.

12 MS. RODMAN: And, again, to clarify, I think
13 you're referring to a comment I may have made. My
14 comparison of the 24-foot trucks wasn't in terms of
15 noise. It was simply in terms of size.

16 MS. SZALKUS: Okay. So what -- I guess what
17 I'm trying to understand is is the impact to the
18 neighbors to this complex going to be more or less
19 noise? I do understand that there will be some
20 blockage of the noise off of 355, but will that --
21 will it be a net reduction of the noise reduction?
22 It almost sounds to me that the increase in traffic,

1 and even these small trucks and the additional
2 traffic is actually going to be a net increase.
3 Could you comment on that, please?

4 MR. FOGARTY: You know, I don't know if we have
5 enough data to support that either way. I will say
6 that at some point, I think that we tried to focus
7 on that. At some point the 80 acres to 100 acres is
8 planned to be developed. It's going to be planned
9 to be developed. What we did focus on was if it was
10 developed according to the current Conceptual Plan
11 there would be double the traffic as there would be
12 under our proposed build out. So what we focused on
13 was to the extent that you're developing raw land,
14 you're going to make some noise pollution along with
15 it, but our proposal is that we're going to have
16 about half of the impact as if we had just stuck to
17 the current conceptual planning and built out all
18 office.

19 MS. SZALKUS: Meaning just light office versus
20 business park office.

21 MR. FOGARTY: Correct.

22 MS. SZALKUS: Okay. One of the things that was

1 of interest to me is the traffic impact to the area,
2 and you had talked about multiple scenarios. I
3 think it was a general office, office warehouse, and
4 then phase one. Was any study done that if that
5 parcel of land was built out as single-family homes,
6 as I believe was expired in 2009, what the impact of
7 the traffic would be in comparison to what this
8 development will be?

9 MS. RODMAN: Let me just respond to that. The
10 annexation that was approved in 1989 that was
11 expired in 2009 is for multi-family housing, so it
12 was never, ever contemplated for single-family
13 housing. So what was left in place was the existing
14 office or research or the development established in
15 the Comp Plan which was general office, so the
16 applicants did not do a study of multi-family
17 housing, because that's no longer permitted.

18 MS. SZALKUS: Okay. A related question related
19 to the traffic impact. Given all of the future
20 access routes into Union Pointe, do we have any idea
21 where there will be traffic lights or stop signs and
22 what will be put in place to monitor the traffic or

1 to control the traffic?

2 MR. FOGARTY: I think I'll have one of our
3 experts come up from KLOA that did a traffic study
4 for us to speak in more detail.

5 MR. ABOONA: For the record, my name is Luay
6 Aboona, and I'm a traffic engineer with KLOA.

7 (Whereupon, the witness was sworn in
8 under oath.)

9 MR. ABOONA: Okay. And my business address is
10 9575 West Higgins Road in Rosemont, Illinois. And
11 to address your question, all three curb cuts,
12 ultimately they're all going to be under traffic
13 coming out of the stop sign control. And, you know,
14 the middle access drive, Heritage, Hillcrest, will
15 now be continually monitored in the future depending
16 on how the traffic will generally it will turn out
17 to be. And if there is a need for a signal, that
18 will be something that will be addressed at that
19 time, but at this point all three will be under stop
20 sign control.

21 MS. SZALKUS: Okay. So just to be clear, not
22 just phase one but all phases of this development

1 right now we expect to be under stop sign control.

2 MR. ABOONA: Yes.

3 MS. SZALKUS: Okay. This is my final question.

4 I don't know if this is a proper question, but I'm
5 going to ask it anyways. You had said that the
6 petitioners had submitted to the Village a financial
7 impact related to the cost and revenue related to
8 the Village. Can that be shared with us?

9 MS. RODMAN: Absolutely. It is a public
10 document, so all we need to do is you can just jot
11 down your information, and we can provide that to
12 you.

13 MS. SZALKUS: Can it be shared here in the
14 public hearing?

15 MS. RODMAN: It can, but it's several pages. I
16 can give you my copy if you want to look through it
17 during the hearing, but we only have a couple copies
18 with us, and since it is a number of pages it would
19 take too long to go through at this point.

20 MS. SZALKUS: I would like to see it. Thank
21 you.

22 MS. RODMAN: Sure.

1 MS. SZALKUS: Thank you very much.

2 CHAIRMAN ZAWACKI: Thank you. Further
3 questions from people in the audience. Yes, sir.
4 Come on up.

5 MR. ROGERS: Yes. My name is Phil Rogers. I
6 live at 1935 Westminster Drive.

7 (Whereupon, the witness was sworn in
8 under oath.)

9 MR. ROGERS: I have some questions for the
10 Commission themselves, just because I don't
11 understand the procedure, but I also have a question
12 for your Staff, and that is on the plan here. Now,
13 I live on Westminster, as do many of the people who
14 are sitting right over here. The only indicator of
15 anything on the Westminster on that is a little --
16 what looks like a break in the sidewalk, but there's
17 going to be a full-blown entrance to this park at
18 Westminster Drive.

19 MS. RODMAN: And, again, let me just stress
20 that this is a very Conceptual Plan, so with future
21 phases of the park, the park may be laid out
22 slightly differently. There are design guidelines

1 that will help government how it's built, but it's
2 not necessarily going to be two buildings of this
3 size. But under this proposed plan there is a
4 contemplated access here. This would be a full
5 access. What that means is cars will be able to
6 turn both left and right out of the access, and this
7 does line up with Westminster across the street. We
8 don't anticipate at least under this design that
9 there would be as many vehicles coming in and out of
10 this access point just because it's at the far
11 northeast portion of the park. Whereas obviously
12 Murphy Road there are more buildings that would feed
13 into that access, and you can see the access.

14 MR. ROGERS: Okay. Could you zoom it out a
15 little bit?

16 MS. RODMAN: Sure.

17 MR. ROGERS: The Murphy Road as it goes around
18 to the north side, what happens to it after it gets
19 up there to the upper right-hand corner?

20 MS. RODMAN: Right here?

21 MR. ROGERS: Yeah.

22 MS. RODMAN: There is a property here that

1 they're just showing future access to. It's not a
2 property that's in Woodridge, but they're just
3 contemplating that there would be access to that
4 property.

5 MR. ROGERS: But there's no concept to take
6 Murphy Road on up to Boughton Road?

7 MS. RODMAN: No.

8 MR. ROGERS: Has any consideration been given
9 to having the only access to this park be the
10 southern-most access and access from Boughton Road?
11 And why couldn't that have been done?

12 MS. RODMAN: Well, you can't take Murphy Road
13 all the way north to Boughton Road because you've
14 got a series of wetlands up north of this park that
15 you would need to take that access through. Plus,
16 you've also got single-family homes that are north
17 of that as well. Let me see if I've got an aerial
18 here for you. Well, this isn't quite as complete.
19 It doesn't go all the way up to Boughton Road, but
20 you can see here -- so here's the property in
21 question. There is significant wetland area here.
22 There are some single-family homes, and there's

1 wetlands back here too, so it would be very
2 difficult to extend Murphy Road all the way north.

3 MR. ROGERS: Okay. My question for the
4 Planning Commission is -- and this is literally
5 because I don't know the answer to this question.
6 Since the developers -- and they've done an
7 impressive job, and they've done a great deal of
8 work here, and they had a lot of consultants. The
9 neighbors don't have any consultants. All we know
10 about is what we've heard here tonight. How do we
11 ask for possible changes to this such as for those
12 of us that have lived in this neighborhood and never
13 even dreams that we would have a warehouse dropped
14 into our neighborhood? Could something be done
15 along Woodward Avenue to mitigate? A higher berm?
16 A further setback where from Woodward Avenue and for
17 people in the neighborhood there wouldn't be as much
18 oppressiveness, if you will? Could any
19 consideration be given to that? You literally have
20 some folks sitting right over here that this is
21 going to be across the street from their house.
22 What would the procedure for that be?

1 CHAIRMAN ZAWACKI: Well, actually, you're here
2 at a public hearing, which is the procedure. You
3 can state your concerns. You've got to remember,
4 this is a public hearing. We're simply here to take
5 testimony. And that's what we're doing. So you
6 have an opinion. We're going to take your opinion.
7 Okay. This will be digested in our regular Plan
8 Commission meeting, which is after the public
9 hearing, and then at that point we'll make a
10 recommendation to the Mayor and Board of Trustees.
11 So at this point your comments have been taken in
12 terms of mitigation. Although, I believe Staff did
13 talk to that issue in a number of locations like
14 across from the building or that retention area.
15 For instance, there is a berm there, and there are
16 trees on top of the berm. You're asking about the
17 further development of the property? We can't
18 address that at this time, because we don't know
19 what's going there, but we do address it when they
20 come back, and they will have to come back to us,
21 so --

22 MR. ROGERS: And I'm not a topographical

1 engineer. It's just that two and-a-half feet of
2 berm did not sound to me like a great deal of
3 mitigation.

4 CHAIRMAN ZAWACKI: Well, let me defer to Staff.

5 MS. RODMAN: Let me just add to that. The berm
6 isn't the primary form of mitigation. I think Staff
7 has been working with a developer for several
8 months. We've been through 20 iterations of the
9 site plan, because it's our job to try to anticipate
10 what concerns will be from residents and to try to
11 mitigate the impact on residents. One way they're
12 doing that is they're providing a 155-foot setback
13 from Woodward Avenue, which is enormous. The normal
14 setback is 30 feet, so they're providing an
15 extensive setback.

16 They're providing a number of plantings. I
17 know the berm is only two and-a-half feet. They're
18 providing plantings on top of that. They're
19 providing plantings adjacent to the building.
20 They're providing plantings south of the retention
21 area. In addition to that, they've designed the
22 buildings in a way to try to minimize the impact of

1 the buildings aesthetically on the property.
2 They're orienting the buildings in a way to shield
3 the adjacent uses from the truck activity and the
4 interior activities on the site. So there are a
5 number of things they're doing to try to mitigate
6 the impacts.

7 If you have suggestions or thoughts
8 specifically on things you've like to see
9 incorporated, if you'd like an eight-foot berm or a
10 certain type of tree, those are the things that we
11 want to hear from residents tonight, and then we
12 have our experts, the developer's experts who can
13 respond to whether or not that's actually possible
14 from an engineering standpoint.

15 MR. ROGERS: And, again, I don't know if it is.
16 I don't know if a higher berm is possible. I would
17 think it would be a terrific thing. I think what's
18 obvious from the renderings is that the Village of
19 Woodridge really loves the idea of this thing being
20 visible from 355, and I don't blame you. I mean,
21 hey, look at us. We've got a warehouse, you know.
22 I don't know that we really are the ones you want to

1 impress with it, and so as a result it wouldn't
2 really hurt anything for it to be where we can't see
3 it. And that would probably be the end of my
4 questions. Thank you very much.

5 CHAIRMAN ZAWACKI: Okay. Further comments from
6 members of the audience. Row three. How about row
7 four.

8 MS. GORMLEY: Good evening. Karen Gormley,
9 9039 Witham Lane, Woodridge, Illinois.

10 (Whereupon, the witness was sworn in
11 under oath.)

12 MS. GORMLEY: Hello. First of all, wonderful
13 presentation. You're doing a great job, and I
14 appreciate all your efforts. And the same with you
15 gentlemen. Very nice. Very, very nice. Thank you.

16 I happen to be in one of the homes that are
17 approximately three houses away from the
18 intersection of Murphy and Woodward. Seven years
19 ago when we built our house we didn't anticipate,
20 nor were we told when we asked questions what was
21 ahead of the property other than its residential
22 use. Even though some of the property is zoned for

1 industrial use, from what I understand, Gallagher
2 and Henry did build some homes. They had told us,
3 my husband and I, that the homes on Murphy Road or
4 that -- not the homes, but the property site was
5 going to be used for, I believe, town homes or
6 senior living, of which that isn't what happened.
7 That moved further down Woodward, across from
8 Costco, so that was a bit of a disappointment. So
9 now we're wondering everything that's going on, and
10 I did take notes. I have a couple questions for
11 McShane Developers.

12 What other developments have you done in the
13 area? In this area.

14 MR. FOGARTY: Specifically in Woodridge, I
15 think the most recent development that we did is a
16 single-story office building right up the road here
17 on Janes. It's called MidPoint One. We bought some
18 land there, and bought in '99 or 2000, and built
19 Westwood College closest to the highway. We've got
20 an existing lot that's behind Westwood College, and
21 we built two single-story office buildings. One
22 that fronts Janes, and then one right behind

1 MidPoint One and Two, so we have had development
2 experience in town. And as far as others, I might
3 defer to some of our construction guys, but that's
4 what we've done in town, and other extensive
5 development throughout Chicago.

6 MS. GORMLEY: Okay. Thank you. How many
7 employees will be with Edward Don?

8 MR. FOGARTY: I think I'll defer that question
9 to Mark Zabloudil, the chief operating officer of
10 Edward Don.

11 MR. ZABLOUDIL: Mark Zabloudil, 2500 South
12 Harlem Avenue, North Riverside.

13 (Whereupon, the witness was sworn in
14 under oath.)

15 MR. ZABLOUDIL: So the number of employees that
16 we would have coming to Woodridge, we have a payroll
17 of about 450 employees. We operate three shifts
18 during the week. And basically during the day about
19 350 office people that would come into the office.

20 MS. GORMLEY: Okay. Don't go away. Okay. All
21 right. That's with the first phase; correct?

22 MR. ZABLOUDIL: Yes.

1 MS. GORMLEY: Okay. What is the future phases?
2 Who would house those other buildings and --

3 MR. FOGARTY: So future phases of the
4 development are completely contested at this point,
5 so it's zoned as ORI, which is office users,
6 warehouses using a combination there. So the Edward
7 Don facility is proposed to have 55,000 square feet
8 of office inside of a 360,000 square foot warehouse,
9 so they have office employees, and then there are
10 distribution warehouse as well.

11 MS. GORMLEY: Okay. Well, with that question
12 then where is Edward Don Company; where are they
13 now?

14 MR. ZABLOUDIL: We're located in North
15 Riverside, Illinois, right at the corner of 26th and
16 Harlem Avenue.

17 MS. GORMLEY: Okay. Thank you very much. With
18 the construction traffic three to five years, and
19 there's going to be an access road, are we going to
20 be having loads of dirt and trucks, construction
21 trucks going up and down Woodward Avenue for the
22 next three to five years?

1 MR. FOGARTY: I can only speak for the first
2 phase one, and I'll say what we have is a balanced
3 site, which means we're not going to be hauling,
4 we're not going to be importing any dirt to the
5 site, and we're not going to be hauling any dirt off
6 the site. We will have to cut from some areas of
7 the site and fill, but basically all the dirt that's
8 being moved around will just happen on the site, so
9 there will not be any dirt hauled to or from there
10 on the site during the construction period, but
11 that's it. Really the traffic is going to be
12 contained to the site.

13 MS. RODMAN: If I may just add something to
14 that to further clarify. So the applicants to
15 continue forward with this is not for all
16 construction activities will be related specifically
17 to that building and the associated improvements.
18 There's not going to be any construction approved on
19 the rest of the site. So once this facility is done
20 construction will be ceased until a future date when
21 they come in for additional approvals, so you're
22 only going to see construction associated with each

1 phase as it's developed.

2 MS. GORMLEY: Okay. Thank you. You mentioned
3 McAdams and Wolfe Property. What about Tameling
4 Property, Budnick & White Property, and Palmer
5 Property? Where do we stand with that? Are these
6 people -- have they been approached? I know
7 Gallagher and Henry has sold property; correct? Am
8 I correct?

9 MR. FOGARTY: We are actually in partnership
10 with Gallagher and Henry. McShane Development
11 Company is on a joint venture with the Gallagher and
12 Henry Company, and we're 50/50 co-developers on this
13 property. We have approached together other
14 adjacent landowners to see if they had an interest
15 in incorporating within the development, and that is
16 our goal. We're still having those conversations,
17 and we'll continue to.

18 MS. GORMLEY: Okay. Thank you. That answers a
19 big question. Regarding the signage. They've asked
20 for an exception to 200 extra feet. Okay. I think
21 that -- personally speaking I think that the Ashley
22 sign is ugly. I think the IKEA sign is ugly, and I

1 don't particularly appreciate having a great big
2 sign that says Don. We see it from the I-355. We
3 are sensitive to this, because we just spent five
4 years of our lives within court with the Tameling
5 Property and with the tenant that she had on that
6 property who housed manure and everything else on
7 there. And so you can see that all the dirt is gone
8 right now, which it should have been gone.
9 Everything should have been flattened out and
10 brought to a natural state as it was in the
11 beginning the 1st of October. We still have a pile
12 of gravel to deal with. So that's why we're
13 sensitive to what's going on. The smell, the
14 traffic. There's a lot of traffic on Woodward
15 Avenue. I think it's underestimated. How could it
16 be less traffic on the intersection of Woodward and
17 Boughton and not -- I mean, less traffic on
18 Hillcrest and less traffic on Westminster, but the
19 cars are still going north on Woodward, and that
20 intersection at Boughton and Woodward is busy. And
21 to make a left-hand turn off of Woodward can get
22 pretty hairy sometimes.

1 MS. RODMAN: Let me just clarify. The study
2 does not indicate that with development there will
3 be less traffic. What the study shows is that even
4 with development the impact on those existing
5 intersections is they will still perform at very
6 good levels. Meaning there won't be significant
7 delays. So it's not something that they're
8 improving. They're certainly not asserting that.
9 It's just saying that they're going to operate at
10 appropriate levels.

11 For the Boughton and Woodward intersection the
12 study shows that today at existing levels there are
13 long delays as you're indicating, and the County is
14 proposing improvements to that intersection. Those
15 improvements will occur at some point in the future.
16 The County has told us within the next 12 years.
17 And that's not under the Village's control.

18 MS. GORMLEY: Okay. Thank you. What
19 percentage of vacancies are in the present
20 industrial park further south? Do we know what the
21 percentage of vacancies there are in those
22 warehouses?

1 MS. RODMAN: I think Mike is going to respond
2 to that.

3 (Whereupon, the witness was sworn in
4 under oath.)

5 MR. MAYS: Michael Mays for the Village. The
6 Village of Woodridge has been beneficial in terms of
7 low vacancy rates in the office warehouse parks.
8 The average vacancy rate right now stands around 12
9 to 14 percent. That compares very favorably with
10 the Chicago area, which is higher. Around
11 15 percent.

12 MS. GORMLEY: Thank you, Michael. You
13 mentioned that there isn't going to be any natural
14 habitats of wildlife wetlands destroyed. What
15 happens to the wildlife that's there now? Where do
16 those coyotes go?

17 MS. RODMAN: There are coyotes out there?

18 MS. GORMLEY: Yeah.

19 MS. RODMAN: You know, the wildlife that's out
20 there tends to just migrate to land that's vacant
21 like they do in any subdivision. They move to areas
22 where they can accommodate them.

1 MS. GORMLEY: I feared that answer, because
2 they're boxed in. They're boxed in by I-355, and
3 that's a hazard there, and running that way into the
4 street, and I've seen deer running all over now. If
5 they go north then there is the towers, the
6 apartments there, and the single-family living
7 there. And I've seen dead deer on Boughton during
8 the Costco construction as well, and I just would
9 like to see something that could be safer for us and
10 not as traumatic for the animals or for the
11 wildlife. I mean, I am not, you know, National
12 Geographic person here that protects every little
13 living thing on this Earth, but I am concerned for
14 driving down Woodward Avenue and having an animal,
15 you know, a deer, what have you, or having a coyote
16 in our back yards and around our property. They do
17 come across. They do come over there. And when the
18 ducks come over and lay eggs in our yards, whatever,
19 the coyotes get them, so something has to be
20 addressed there. I'm serious about that. I hate to
21 see an injury or a death to human as well, and that
22 could happen.

1 I mentioned about making the sign smaller.
2 Excuse me. I thought I was really prepared, and
3 then your talking gave me even more -- oh, yeah.
4 The other -- I think it's on E -- the sheet is E1.
5 Yes. Sheet E1, the parking. You have parking
6 that's facing Westminster. That's the proposal. I
7 understand that this is a proposal, but I would like
8 the Plan Commission to keep in mind that those
9 parking lots will be what we'll be seeing when we
10 pull out of Westminster.

11 MS. RODMAN: Is this the area you're referring
12 to?

13 MS. GORMLEY: Yes, ma'am. Uh-huh. And the
14 same with Murphy, further down Murphy. Those --
15 that's directly to the back houses of Gallagher and
16 Henry models of which are two, and I'm the third
17 house over, so I would be looking at possibly
18 parking in the future. I hope you take that in
19 consideration that that's not very friendly to the
20 neighborhood.

21 Regarding too what Mr. Rogers said, a higher
22 berm or whatever can be done in that respect to make

1 it more aesthetic for us, a smaller sign or a sign
2 under code, so we aren't screaming that we're an
3 industrial park community. And I don't think that,
4 you know, the advertisement is that necessary. They
5 can ID it. The truck drivers can see the
6 warehouses, and so that's my comment on that.

7 CHAIRMAN ZAWACKI: Once again, you've got to
8 understand what you're talking about is something
9 that might occur in the future, and if that does
10 occur it will come back before the Plan Commission,
11 and we'll have another opportunity to review and
12 design it, as well as you'll have an opportunity to
13 go ahead and voice your opinion regarding the
14 parking across the street from your house, things
15 like that. So, I mean, this is just a Conceptual
16 Plan.

17 MS. GORMLEY: Oh, I had the understanding that
18 there was going to be one public hearing, and then
19 whatever takes place after that --

20 CHAIRMAN ZAWACKI: No. This public hearing is
21 only for the Edward Don portion. The building you
22 see on that picture right here.

1 MS. RODMAN: Could I clarify? The reason for
2 the public hearing this evening, what triggers the
3 public hearing is the amendment to the Comprehensive
4 Plan, which the applicants are requesting an
5 amendment to the Comprehensive Plan for this entire
6 area. So that requires a public hearing. The other
7 thing that requires a public hearing is the
8 amendment to the McAdams Conceptual Plan, which was
9 this plan here, so that's what's triggering the
10 public hearing. What the applicants are looking to
11 move forward with are approvals to build just one
12 facility.

13 However, if the Plan Commission recommends
14 approval of the amendments to the Comprehensive Plan
15 and the Conceptual Plan and the Village Board then
16 subsequently approves those, while future phases of
17 the park, future buildings would be required to come
18 back to the Plan Commission and to the Village
19 Board, the public hearing would not be required, so
20 I just want to clarify that.

21 The Plan Commission consideration would be
22 required. The Village Board consideration would be

1 required. There's opportunity at those meetings for
2 the public to speak and to ask questions, but it
3 wouldn't be as a formal public hearing as required,
4 and notice would not be sent to adjacent property
5 owners.

6 MS. GORMLEY: Thank you. The overall
7 conception of this going in here to me is far better
8 than what was there or what's there now or what we
9 got rid of. I'd much rather have something like
10 that. The industrial park is very, very pretty.
11 It's nice to drive through. I appreciate the
12 efforts and the foresight that all of you had in
13 putting that industrial park in place, and I look
14 forward to something better, because it's a little
15 bit older now, and, you know, you can understand
16 you're closer to the residents, and you do have us
17 in your hearts, what's going on here to us. And the
18 traffic impact and the property value is a great
19 concern. Is there any study on property values of
20 homes that have -- that are near such facilities?
21 Is there any idea? Does anybody have any idea? We
22 knew what was going to happen with the construction

1 and demolition operation, and we didn't want that.

2 But do you have anything, any ideas what happens?

3 MS. RODMAN: We are not aware of a study. I
4 know Dan can probably respond more directly to your
5 question, but we do have a number of similar
6 business parks similar to what's proposed here, such
7 as Internationale Centre, Wood Hill Crossings,
8 BridgePoint, Maple Point. All of those business
9 parks are well established in the community, and
10 they're all adjacent to single-family residential
11 homes, at least on one border, and we have not
12 noticed a decline in property value to those homes
13 that are adjacent to those parks once they're
14 established. They have been very good neighbors to
15 the residents from what we understand. I don't know
16 if you want to add anything to that, Dan.

17 MR. FOGARTY: All I can say is we've had that
18 question posed before, and I think, you know, the
19 answer is a thoughtful, well-planned, well-designed
20 development that attracts a company like Edward Don
21 that brings 450 jobs to town is a benefit to the
22 community on several levels. It will increase

1 retail sales tax revenues, real estate tax revenues.
2 Those revenues help bolster the community, help
3 improve schools, help improve park districts, and
4 those are the kinds of things that typically improve
5 property. A lot of people live in town, and having
6 450 employees in town spending money at, you know,
7 at the retail outlets in town in turn also increases
8 local retail tax revenues, and it's typically a
9 benefit as well as it's a good company, well-planned
10 out development, which it certainly is.

11 MS. GORMLEY: Thank you. Another question. At
12 the end of that development phase one, could you
13 point out to myself and the audience where
14 Mr. Palmer's property is, and how large is it?

15 MS. RODMAN: Sure. The lines are faint on
16 here, but this here is the Tameling Property, so you
17 can kind of see the red. This is the Tameling
18 Property here that comes down here, and I believe
19 it's just this portion down here that's
20 Mr. Palmer's, so it's very small.

21 MS. GORMLEY: And that's not developed, that
22 property.

1 MS. RODMAN: Not currently, no.

2 MS. GORMLEY: Okay. All right. And so Budnick
3 and Palmer's will be utilizing Murphy Road to get to
4 their property; correct? The Budnick's do and will.

5 MS. RODMAN: The Budnick & White property is
6 north of the local property, so that's here, so this
7 proposed plan, this access point would provide
8 access to their property, but for Mr. Palmer's
9 property, which is down here, the access would be --
10 I'm just going to orient this the same way. The
11 access would be to this internal collector road. So
12 this is actually not going to be named Murphy Road.
13 Murphy Road up here is a public road. This is going
14 to be private, but you would have the potential to
15 access this private road here.

16 MS. GORMLEY: And then across the street then
17 from this is present residential homes, and then
18 there's a small parcel that's not developed.

19 MS. RODMAN: Right. So the residential homes
20 that are here would be Heritage, and they're just
21 north. You can see them faintly, and then there's
22 what we just refer to something as a parcel here

1 that's vacant.

2 MS. GORMLEY: Okay. And I'm trusting that
3 possibly something good will become of that area. I
4 mean, I hate to see all these deer standing in this
5 one little tree and that little piece of property,
6 but I think it should be landscaped or looked at and
7 not just available for people to dump their trash in
8 or whatever else, a vacant lot.

9 Thank you very much for your attention, and
10 thank you for your wonderful answers. I appreciate
11 it. Thank you.

12 CHAIRMAN ZAWACKI: Thank you, Karen. Okay. We
13 were in row four. So continue on. Gentlemen?
14 We'll go to row five. Yes. Please come on down.

15 MR. MEGACZ: Joe Megacz, 9105 Chatham Court,
16 Woodridge.

17 (Whereupon, the witness was sworn in
18 under oath.)

19 MR. MEGACZ: I have just two questions, and
20 perhaps a statement too. My first question is for
21 the traffic consultant. If I understood him
22 correctly, he said that the eventual three access

1 roads would be under stop sign control. Does that
2 mean there will be stop signs on northbound and
3 southbound Woodward at those three intersections
4 where there are now no stop signs? Did I understand
5 that correctly?

6 MR. ABOONA: The stop signs would be for the
7 traffic coming out of the business park. Woodward
8 Avenue would continue to be free flow.

9 MR. MEGACZ: My concern then is along the lines
10 of what has been expressed before is that during the
11 weekday, there will be a lot of cars turning less
12 out of this property onto northbound Woodward to get
13 to Boughton, to get to 355, and that will pose, I
14 think, a potential accident problem, which, again,
15 is not the McShane's problem but I think should be
16 considered in the ultimate design of this. I am
17 concerned about the fact as was stated before that
18 while the access drive, the collector road, is
19 offset from Heritage Parkway in phase one, the other
20 two access roads are directly across from Hillcrest
21 and Westminster. I would suggest that they likewise
22 be offset and not cross intersections.

1 My second question has to do with the lighting.
2 I would like to know what the current Village Code
3 allows for the maximum height of light poles and the
4 maximum wattage of lights on those poles for the
5 parking in phase one and the other phases.

6 MS. RODMAN: The Village Code does not regulate
7 the height of the light pole. What it regulates is
8 the illumination levels. The foot candle power.
9 What that essentially means is if you were to light
10 a single candle in a dark room, that's one foot
11 candle power. So that's the standard that's used.
12 The code requires for potentially all paved areas,
13 parking lots, sidewalks, roads that there is a
14 minimum .4 foot candle power. That's really for
15 safety reasons, to make sure that there's enough
16 illumination for vehicles and for pedestrians, so
17 that's the minimum amount. The maximum amount for
18 the Village Code for commercial property adjacent to
19 other commercial property at the property line is
20 1.0. For commercial adjacent to residential I think
21 is just .1.

22 MR. MEGACZ: Thank you. So there could

1 conceivably be 40-foot-tall, 50-foot-tall poles with
2 thousand watt lights far enough away from the
3 property line so that they're still over at the
4 property line and met the Village Code.

5 MS. RODMAN: Well, the code also requires that
6 shields be placed on lights so that the light is
7 directed to the appropriate location and isn't
8 spilling over to adjacent property, but it's
9 unlikely that there are going to be huge light poles
10 provided, because that's more expensive for
11 developers to provide. They're going to be
12 providing the amount of light that they need to
13 provide per code and to meet their needs or their
14 tenants' needs, and it's not economical for them to
15 be providing these huge poles.

16 MR. MEGACZ: Thank you. My last comment has to
17 do with trees and landscaping. Again, this is
18 perhaps more for the Village rather than McShane
19 Development, but I have noticed where I live that
20 there is -- there are no trees in the Woodward
21 Avenue median from roughly Hillcrest to about a half
22 a mile north, and I would ask that at some point in

1 the development that trees be placed in that median.
2 There are trees to the north and trees to the south
3 in that median of Woodward, but there's a large bare
4 patch right across from where I live. Thank you.

5 MS. RODMAN: We'll make note of that.

6 CHAIRMAN ZAWACKI: Okay. Other comments from
7 the audience at this point. Yes, sir. Come on
8 down.

9 MR. MICETICH: My name is Mark Micetich, and I
10 live at 9015 Witham Lane.

11 (Whereupon, the witness was sworn in
12 under oath.)

13 MR. MICETICH: The gentleman that did the
14 traffic survey, the engineer, I believe. He had
15 made the comment about signal lighting. Is there a
16 possibility in the future that Murphy Road gets a
17 traffic light, that for being Hillcrest too would
18 have the traffic light?

19 MR. ABOONA: At this point we're not
20 anticipating it, but as the park develops and the
21 traffic, you know, study will have to be updated and
22 look at the traffic generation of whatever is going

1 in there and whatever could go in there, there might
2 be a potential for a signal to go there.

3 MR. MICETICH: So there is a possibility.

4 MR. ABOONA: At this point, like I said, our
5 projection is not to have a signal, but, you know,
6 it's possible that as we study this further in the
7 future that there might be a location for it in the
8 future.

9 MR. MICETICH: And then the gentleman from
10 Edward Don says there's 350 employees, I believe,
11 that are going to be coming here. He had made the
12 comment that they're looking to buy houses and shop
13 or eat in Woodridge. I beg to differ on that,
14 because if you go north or south -- south there's
15 nothing. You go north, you have the Wendy's, or you
16 have Al's Pizza. The McDonald's, everything else,
17 Bolingbrook. That all benefits Bolingbrook. My
18 understanding, it's not Woodridge, so I don't know
19 how that would benefit Woodridge. And what is the
20 average salary of a Edward Don employee?

21 MR. ZABLOUDIL: Mark Zabloudil, Edward Don &
22 Company. Two questions. One, as we talked about

1 the potential relocation to Woodridge with our
2 associates, we had a significant discussion about
3 the amenities in Woodridge, and we focused on --
4 certainly we talked about the four corner shopping
5 district up on 75th Street. Many of our current
6 employees live in the general vicinity. They don't
7 live in Woodridge. Several do, but not all of them
8 do. And so they are very much aware of where the
9 appropriate shopping is at, and that was one of the
10 things they asked a lot of questions about. If you
11 know the area, we're at in North Riverside. We're
12 right behind the North Riverside Mall. Now, there's
13 a mall, but there's not a lot of shopping or other
14 types of eating establishments, so they're very
15 excited about the opportunity to actually come out
16 to the Woodridge area.

17 In terms of from a salary perspective, we did
18 do an economic impact study, and we've done the
19 average salary, and the average salary is about
20 \$38,000. About \$38,000 a year for our associates,
21 so that gives you an idea on kind of the earning
22 potential, but that is the amount.

1 MR. MICETICH: Thank you.

2 MS. RODMAN: Can I just add something in
3 response to your question about the impact on
4 Woodridge. One of the things that is a benefit of
5 new development particularly in a building like this
6 that's bringing a large number of employees is that
7 it does drive the need for services, so it can be a
8 catalyst for future development. There are two out
9 lots on that corner that were developed as part of
10 Costco that are in Woodridge right off of Woodward
11 Avenue. There's also commercial space at the
12 southwest corning of Woodward and Boughton that
13 hasn't been built out yet. So as we see more fresh
14 development in the area, that will increase the
15 market for additional services such as restaurants,
16 and shopping, and things like that. So there is the
17 potential for those areas to be built out to further
18 serve not just the new businesses coming in but its
19 existing residents.

20 MR. MICETICH: And I agree. I just want to
21 make it clear. I am pro Woodridge. I love
22 Woodridge. I'm not saying -- I'm just saying that

1 this spot is the wrong spot because of the traffic.
2 That's the whole thing. Before with the exchange
3 there was a smell. Now we're going to have the
4 traffic. And this gentleman said they're running
5 three shifts, and that's 24/7. Okay. And the
6 trucks. You did the survey. There's 9,000 to
7 5,000, but those are semis, and then they're running
8 24 hours. And I understand that you have a specific
9 route. Is that a State law that you have where the
10 trucks have to come in off of Lemont Road?

11 MS. RODMAN: Well, the way that's being
12 regulated is -- there are a number of ways that
13 those can be regulated. There's going to be signage
14 that is all around the property that, you know,
15 notes that those trucks will not be able to turn
16 left. The signage on the property can be enforced
17 by our police department. In addition to that the
18 regulation that the semi trucks have to travel is
19 going to be in the covenants as a restriction for
20 the development. And it's also going to be a
21 condition of not only the zoning approval for this
22 project but the future zoning approvals for each

1 additional phase. That would be something that the
2 Village can enforce.

3 MR. MICETICH: Okay. But if they're making a
4 delivery, do you know what the State law says, how
5 many miles they can go down to make a delivery off
6 of a state road?

7 MS. RODMAN: They're allowed to make deliveries
8 local. Specific distance I'm not familiar with.

9 MR. MICETICH: Correct. So that meaning they
10 can come off of Boughton Road and come down south on
11 Woodward.

12 MS. RODMAN: That's correct under that
13 regulation, but I guarantee we'll have additional
14 regulations in place where if they did that that
15 would be a violation of the signage on the site. It
16 would be a violation of zoning approvals.

17 MR. MICETICH: But by law a truck can make a
18 delivery within so many miles off of a main artery;
19 correct?

20 MS. RODMAN: That's true. But, again, we have
21 the ability to regulate it.

22 CHAIRMAN ZAWACKI: Pardon me. State law

1 formats were made by our wonderful state, and we
2 have five different methods for traffic and
3 engineering PUD. Please understand Edward Don can
4 direct its employees to do whatever it wants. It
5 isn't an issue of what state law permits. Also,
6 with respect to its vendors. It's been made very
7 clear to them through these other private regulatory
8 site methodologies it will be enforced. And, again,
9 Edward Don and his suppliers can reach those
10 agreements, and it makes no difference what State
11 law says. And those are the types of things that
12 are being imposed as part of this proposed
13 development.

14 MR. MICETICH: I'm not worried about Edward Don
15 employees. I'm worried about anybody else that
16 might have a delivery, because I live off that
17 street now, and there's trucks going down there all
18 hours of the night. I get woken up by 18-wheel
19 tractor trailers that are going down farther south,
20 and no local ordinance is going to prohibit them
21 people from coming down there that's going to
22 supercede a State law.

1 MR. GOOD: And we're not purporting to regulate
2 none Edward Don traffic. What's being discussed is
3 we do have to ability to regulate the traffic both
4 of Edward Don as well as those who are vendors to
5 Edward Don, which is different than what you're
6 speaking to.

7 MR. MICETICH: No. I don't believe it is,
8 because you will see the traffic going down the
9 street now as they will then. If they're making the
10 delivery, by State law they're allowed to go down
11 there and make their delivery.

12 MR. GOOD: Then they're dealing with none
13 Edward Don traffic again.

14 MR. MICETICH: My point exactly. I understand
15 that.

16 MR. GOOD: Well, the Village isn't purporting
17 to sit here tonight and say it's going to regulate
18 none Edward Don type traffic.

19 MR. MICETICH: No. What the State allows you
20 to do is make a delivery. I spoke with this
21 gentleman. This gentleman knows exactly what I'm
22 referring to. My point is that they're not going to

1 follow -- and I would hate that our police
2 department would have to sit there and catch these
3 trucks when they have better things to do. We have
4 a great police department. I think that it's --
5 they shouldn't be sitting there waiting for somebody
6 to come down the street. And now this gentleman
7 says from 3:00 to 7:00 they start. 3:00 in the
8 morning with these trucks.

9 MR. GOOD: What's being proposed is not
10 regulating the trucks you're referring to. What
11 will be regulated are the trucks either servicing
12 Edward Don or Edward Don trucks. Those are not the
13 trucks you're going to encounter coming down the
14 street. And I agree with you on State law local
15 delivery rights, but that's not -- we're not dealing
16 with all those other vehicles. We're dealing with
17 vehicles that are trucks of Edward Don or servicing
18 Edward Don. We do have the ability to regulate
19 those.

20 MR. MAYS: Certainly to the gentleman's
21 concern, it sounds like you have trucks going down
22 Woodward going to Internationale Centre that

1 violates the local ordinance, so we will be
2 following up with the police department regarding
3 enforcement of that.

4 MR. MICETICH: In my opinion, the police
5 department has better things to do. That's all I'm
6 saying is that the traffic is bad now, gentlemen.
7 It's only going to get worse. I understand that
8 it's a beautiful thing, all that stuff, but it's in
9 a bad location. And now you're talking anywhere
10 from three to nine years, maybe a traffic
11 controller, and you are going to get the trucks
12 going down to Internationale Centre, and the police
13 can't be there, or they shouldn't be there, but
14 you're going to get it. Thank you for your time.

15 CHAIRMAN ZAWACKI: Thank you, Mark. Okay. I
16 think we're in row five at this point. How about
17 the next row back. Six. Come on down.

18 MR. SCHULTZ: My name is Steve Schultz. I live
19 at 9032 Witham Lane.

20 (Whereupon, the witness was sworn in
21 under oath.)

22 MR. SCHULTZ: My question is who is responsible

1 for fixing the road, Woodward Road? Last year it
2 took a beating, and just like maybe 12 various
3 patches on there now you guys took care of. And if
4 you look at the second easel, the road is in pretty
5 bad shape now, and I guess the more truck traffic
6 and car traffic, it's going to take even more of a
7 beating in the next coming year or so, in nine
8 months. So I was wondering, who's responsible for
9 fixing that up?

10 MS. RODMAN: Woodward Avenue south of the
11 intersection with Boughton Road is under the Village
12 of Woodridge jurisdiction. We are aware of the
13 condition. There was a bunch of patching that was
14 done earlier this year to try to immediately address
15 the condition of the road. The condition the road
16 hasn't been repaved in recent years because there
17 was some question as to whether or not Woodward
18 Avenue would remain under the jurisdiction or if it
19 would eventually go to Du Page County. That issue
20 has been cleared up. Woodward Avenue is going to
21 remain under Woodridge jurisdiction, and it has been
22 incorporated into our paving and repaving plan in

1 the future, so there will be improvements in the
2 coming years.

3 MR. SCHULTZ: Thank you.

4 CHAIRMAN ZAWACKI: Okay. I think we're down to
5 the last row. Anybody in the last row or the side.
6 Come on down.

7 MR. PATEL: My name is Barry Patel, and I live
8 at 9320 Bedford Drive, Woodridge.

9 (Whereupon, the witness was sworn in
10 under oath.)

11 MR. PATEL: I would like to start -- this is my
12 question. I would like to start with the asking the
13 question in the audience. The people who live in
14 Woodridge. I would like to find out who is
15 supporting this plan. Anybody? So I just would
16 like to note that for people who live in Woodridge.
17 I mean, I'm not saying everybody likes to be -- you
18 know, nobody's opposed to the improvement and having
19 more tenants.

20 So second question I have for the Staff of the
21 Woodridge is have we explored any other
22 opportunities, you know, having a tenant? Because

1 all I see -- I mean, I see really nice warehouses,
2 but all I see everywhere is a warehouse. Is that
3 the only option we have in the Village of Woodridge?

4 MS. RODMAN: No. It's not. The property has
5 been designated, as I mentioned, for office research
6 or for general office under the Comp Plan, and the
7 property has been available for years, and the
8 office market there hasn't been interested in the
9 property for office development. It is tanked, to
10 be quite honest. And McShane has come forward with
11 Gallagher and Henry because they do see that there
12 is a need in the market for the type of development.
13 They see that there's a benefit to Woodridge. And
14 if it were to remain under the existing resignation
15 for office, you know, it could be 10, 15, 20 years
16 before anything's built. So really the development
17 is being more market driven, is exactly what
18 development is. It's market driven.

19 MR. PATEL: I mean, have you tried? Have you
20 made any proposals trying to find a tenant?

21 MS. RODMAN: Oh, the Village does. Absolutely.
22 We have a number of economic development efforts

1 where we try to attract businesses to the community.

2 All types. Not just office warehouse development.

3 We did not bring Edward Don to the community.

4 That came from McShane and Gallagher and Henry, but

5 we have a number of initiatives. If you can get on

6 the site you'll see a lot of them. We do outreach

7 to try to attract retail businesses, restaurants,

8 office developments, all sort of new companies to

9 the community.

10 MR. PATEL: What I'm saying is basically what

11 will be very helpful for the people who live in

12 Woodridge, just like we did this presentation,

13 right, we should also have a chart where we're

14 saying what relief request they have. I mean, this

15 is really nice. All of these picture looks really

16 nice, but at the same time if you're doing a proper

17 comparison, all the requests they receive, for

18 example, not putting more trees or whatever it is,

19 because at least we can compare it. Like, okay,

20 these are nice, but at the same time these are the

21 requests they have.

22 MS. RODMAN: Are you talking about a textual

1 representation, or are you talking about a visual
2 representation?

3 MR. PATEL: No. Just like highlights, bullet
4 points where they say, okay, they're not going to
5 replace the 249 trees or whatever it is. So they're
6 going to build a nice building. At the same time,
7 they also requested this --

8 MS. RODMAN: Something visual for people to
9 follow. I will put something up for you right now.

10 MR. PATEL: No. Not for right now, but when
11 you're comparing it.

12 MS. RODMAN: Oh, you're talking about a board
13 that will show you.

14 MR. PATEL: A board, yes. Right. That way,
15 you know, we can, you know --

16 MS. RODMAN: Sure. That's an excellent
17 suggestion.

18 MR. PATEL: And second thing is have we done
19 any kind of research in the community where there
20 are warehouses? I mean, how did it affect the
21 houses? Basically what I would be looking for is
22 like, okay, well, these are the pluses on the

1 warehouses, and these are the negatives, and this is
2 how it affects the houses, because that's what they
3 are interested in. I mean, everybody wants to say,
4 okay, well, these are the plus points, you know,
5 having more money, and these are the negatives where
6 there's more traffic, more noise. I mean, they have
7 three shifts, right? So we should expect there's
8 going to be night traffic, and the people who have a
9 house, I mean, they probably will hear a lot of
10 truck noise and everything when it's nighttime,
11 because I see a lot of trucks travel more in the
12 night versus daytime. Correct?

13 MR. FOGARTY: Mark, will speak to the truck
14 traffic study.

15 MR. ZABLOUDIL: Mark Zabloudil, Edward Don &
16 Company. Regarding the hours of operation, the
17 truck activity and traffic levels, we do primarily
18 receiving during the day. At times we have a
19 warehouse crew of about 20 to 22 people in the
20 warehouse who actually do receiving. That's when
21 you'll see maybe 15 of those semi trailers come in.
22 They're in at the dock around 6:00 a.m. so that we

1 can unload those vehicles and get those unloaded,
2 and then those drivers will leave, and we'll put the
3 product away in the buildings throughout the rest of
4 the day. The nighttime activity really encompasses
5 our outbound shift. We have about 35 to 40
6 warehouse employees in the warehouse at night
7 processing orders. Those orders get picked and
8 staged inside of our facility. Some of them get
9 loaded on the red and yellow vehicles. And then we
10 have about eight or nine vehicles that show up that
11 will get loaded at night. And that's the extent of
12 it.

13 There is no high volume of a lot of trucks
14 coming and going. Once the trucks arrive, they're
15 in the dock. They wait for them to load them, and
16 then they leave the building. But there's a max
17 night that stands today of about eight or nine
18 vehicles that come in. And then the red and yellow
19 vehicles get loaded, and those vehicles leave the
20 building anywhere between 3:00 and 7:00 a.m. And
21 that's what remains with the vehicles.

22 So our goal is to get those vehicles out, out

1 of the area, onto the roadways, out to our customers
2 to make deliveries. Because being in the restaurant
3 business, many of our customers are open at 5:00 and
4 6:00 a.m. They like to receive the deliveries
5 early. They don't like to receive them at
6 lunchtime. So we like to get our drivers finished
7 by lunchtime or right after lunch break, so they're
8 back in our location before the 5:00 dinner hour.

9 MR. PATEL: So right now I think those traffic
10 estimates and the highlights we have, is that based
11 on the current economic situation, or is it based on
12 the normal -- like if the economy was better, that
13 means the traffic is only going to go up?

14 MS. RODMAN: The traffic projections that --
15 it's only part of the analogy, because it was done
16 under two scenarios. But the traffic projections
17 were -- for this development were done based on the
18 build out of this 100 acres. So that's anticipating
19 the development that includes those 20 acres that
20 are in Bolingbrook. It's not known at this time if
21 those 20 acres in Bolingbrook would be part of it.
22 We asked them to do the projections that

1 incorporated the full build out, and also we need to
2 know those projections incorporated projected
3 throughout that incorporated projection for the
4 build out of the Boughton/Woodward intersection, and
5 then also a factor that's included for just general
6 regional growth. So that is -- the figures are
7 intended to show the future and not today
8 necessarily.

9 MR. PATEL: And last question is I think there
10 are so many things in the Village of Woodridge and
11 all the neighborhoods like Office Depot, a lot of
12 stuff, right, every Village has to say, okay, well
13 this thing is missing. Let's try to contact Office
14 Depot Corporation and see if they are willing to
15 open their store or whatever it is. Not this part,
16 but in general, anywhere in Woodridge.

17 MS. RODMAN: Absolutely. We have contacted
18 probably every major chain that you could think of.
19 It's something that we contact them, and two years
20 later we contact them again, and we continue to
21 contact them, and we go to trade shows, and we send
22 our resume. We send out newsletters to companies.

1 We give a lot of those efforts.

2 Part of the reason we don't see some of those
3 companies in Woodridge is because we do have very --
4 they have specific demographics that they look for.
5 They look for certain income levels, within certain
6 distances, certain education attainment levels.
7 They have certain market radiuses that they like to
8 be in, so we certainly attempt to bring those
9 business to the community, but a lot of those
10 decisions are not within our control. They are
11 based on the individual business's motto.

12 MR. PATEL: Okay. Thank you.

13 CHAIRMAN ZAWACKI: Okay. Thank you, Mr. Patel.
14 Any further questions for Cross-Examination from the
15 people on the wall here. Okay. Have I missed
16 anybody in the audience? Okay. Come on down.

17 MR. SZALKUS: Mark Szalkus, 9129 Chatham Court,
18 Woodridge.

19 (Whereupon, the witness was sworn in
20 under oath.)

21 MR. SZALKUS: I have one question for the
22 development. You had mentioned services and

1 utilities. You spoke of water and sewage. Anything
2 with respect -- do you have any data with respect to
3 natural gas or electricity?

4 MS. RODMAN: I was speaking for the Village
5 utilities, the water and sanitary. Maybe the people
6 from engineering could speak to how the electricity
7 and the gas could be sent to the site.

8 MR. FOGARTY: I think if anything you're asking
9 about the power service to the facility, and at this
10 point you're just bringing enough natural gas and
11 electric to the Edward Don facility specifically.
12 And what's the amp-age? 2,000-amp service? So we
13 have 3,000-amp service total, and natural goes to a
14 two-inch line.

15 MR. SZALKUS: And those services, the 3,000
16 amps and the natural gas would be supplied from a
17 new service or existing services?

18 MS. RODMAN: It's ComEd and Nicor that would
19 supply that.

20 MR. SZALKUS: They're on existing easements or
21 would be build out the --

22 MS. RODMAN: The lines are just being extended.

1 MR. SZALKUS: They're being extended. So we'll
2 have additional load on existing services.

3 MR. BERES: Tom Beres, 2109 Woodlane,
4 Lindenhurst.

5 (Whereupon, the witness was sworn in
6 under oath.)

7 MR. BERES: For the electric service, ComEd has
8 two distribution facilities that I can group to the
9 project, so we will be tying on to existing lines,
10 but it's a double feed to avoid a surcharge on the
11 property. Nicor will be coming from -- it's
12 actually a four-inch main further north that they
13 may extend. There's also a two-inch main by
14 Hillcrest. It's more on Nicor whether they want to
15 do just for phase one or for the future and do it
16 once, so it's kind of on that.

17 MR. SZALKUS: So the loop from Commonwealth
18 Edison will be part of the phase one plan, so there
19 will be a loop from two substations, not just one.

20 MR. BERES: Correct. That is what they told
21 us, yes.

22 CHAIRMAN ZAWACKI: Okay. Thank you,

1 Mr. Szalkus. Anybody further. Once again, we are
2 at Cross-Examination of the applicants. Okay.
3 Seeing none, we'll go -- and we'll now hear
4 statements, testimony or evidence of persons
5 opposing the request of the applicant.

6 Does anybody oppose the request of the
7 applicant? Do we have anybody in the audience that
8 opposes? Start over there. Left to right.

9 MR. MCMANUS: Ed McManus, the 1700-block of
10 Lancaster Lane in Woodridge.

11 (Whereupon, the witness was sworn in
12 under oath.)

13 MR. MCMANUS: Thank you for the opportunity to
14 speak this evening. First, let me start off by
15 saying that I'm not opposed to the development of
16 this site. I'd love to have Edward Don locate to
17 Woodridge with their corporate headquarters, but I
18 don't believe that the proposed use of this site is
19 the right one for the Village for a couple of main
20 reasons. The first of these is that it goes against
21 what has been laid out in the Comprehensive Plan,
22 which I know you are familiar already with. I won't

1 go through all the details of what the Comprehensive
2 Plan says, but there are a couple things that I do
3 want to highlight. The first is with regard to the
4 goal A policy to provide adequate transitions
5 between single-family and more intensive land uses.
6 I'm not an expert in this regard, but just from a
7 layman's perspective. Goal C, there's a couple
8 policies that I saw that I thought were compromised
9 by this plan particularly. First is policy seven,
10 permit new office development for the transition to
11 be less intensive nearby residential uses, and
12 policy eight. I don't think that this would have
13 fulfilled those two policies. So, again, I don't
14 think that it's consistent with the Comprehensive
15 Plan.

16 Now, I know the Comprehensive Plan is a guiding
17 document. It's not something that is written in
18 stone, but I think those things are developed for a
19 reason. From my recollection there is a process
20 that we went through to amend that Comprehensive
21 Plan probably back in 2007. I believe input for
22 these types of things were considered when that

1 amendment was adopted.

2 Another thing I notice from the Comprehensive
3 Plan projections, which may be outdated, they were
4 based on projections that would occur in 2006. From
5 looking at some of the numbers, projected in 2006
6 the combination of business park and ORI uses for
7 land of this total acres in Woodridge it seemed that
8 there would be about nine percent used for those two
9 purposes, and the projected office use was about one
10 percent. So we do have currently -- I don't know
11 the specific percentages, but we do have currently a
12 lot of land in Woodridge that's dedicated to
13 business park and offices, and for me personally I
14 would like to see us have a bit more diversity in
15 what we offer to the business community in terms of
16 that type of use but also dedicated general office
17 use. So I think the opportunity to do what's been
18 planned to use it for general office may provide a
19 little bit better use, and that gets kind of back to
20 the point that commercial development's been talked
21 about a lot.

22 We talked about traffic patterns and number of

1 trips that would occur with a proposed use of
2 warehouse and office versus office by itself. The
3 trips for office by itself are about double what
4 they are for the proposed use. That to me may be a
5 good thing in terms of generating more tax revenue
6 for sales tax. It may spur development of the
7 property by Costco right now and by the Boughton and
8 Woodward intersection where if we have more people
9 operating in the business park where -- I'm sorry --
10 the general office use there will be more people.
11 They will need more services than, you know, a mixed
12 use would provide.

13 So those are the two things that to me say that
14 this plan is maybe not the best use of the land. It
15 does go against what the Comprehensive Plan has laid
16 out, and the potential for future revenue from a
17 office, general office use may be greater than what
18 we would see with the proposed use as we see it now.
19 It may take a while with the economy the way it is,
20 but I don't think we should sacrifice the long-term
21 vision of our community. So thank you for your
22 time.

1 CHAIRMAN ZAWACKI: There's another gentleman in
2 the back. There's two. We're working backwards
3 now.

4 MR. SCHULTZ: Steve Schultz again. My
5 apologies to Edward Don. I mean, I'd like to have
6 you guys in town, but my house backs up right
7 against Woodward Drive, and the two things that I
8 worry about most are, number one, is the value of my
9 home. I mean, who wants to buy a home that backs up
10 against a industrial park? And then the other thing
11 is is just the traffic. When I sit there and eat my
12 dinner at night I already -- my house already
13 vibrates from all the trucks, and with more truck
14 traffic, more car traffic, it's just going to be
15 more of a pain in the neck for just the nice,
16 normal, quiet living, and that's why I would oppose
17 this. Thank you.

18 MR. MICETICH: Once again, Mark Micetich. And
19 I oppose this for several reasons. The noise and
20 the offset if you do have these stop signs. If an
21 accident starts to occur, all our rates go up. I
22 just think it's a bad plan. I love Edward Don. I

1 used to work with one of their sales reps. Great
2 company. Just the wrong place for them. Thank you.

3 CHAIRMAN ZAWACKI: Okay. Anybody else. Okay.
4 Seeing none, do the applicants wish to cross-examine
5 any of the witnesses or persons giving opposing
6 testimony?

7 MR. FOGARTY: No.

8 MR. ZABLOUDIL: Yes. I'm Mark Zabloudil with
9 Edward Don. I just want to clarify one thing. I
10 think Mr. Fogarty had talked about the sign variance
11 that we're asking for. I just want to make sure
12 it's clear. The Edward Don sign that we have above
13 the entrance, facing the southeast exposure is
14 within code, so we did not ask for a variance on
15 that sign. The sign for the western exposure, which
16 is facing I-355, that is the sign that we asked for
17 the extra 200 square feet, so we're very much aware
18 of the requirement and do not want to have any signs
19 that really impedes on the residents and residential
20 neighborhoods. In fact, Staff, when we talked about
21 the drawing if Dan can put this up here, we actually
22 had talked about a sign on the western or eastern

1 exposure. And based on the feedback from Staff
2 we're very much aware of what the residents' concern
3 would be. We said we wouldn't put a sign on that
4 western exposure even though our easement -- excuse
5 me. Even though it would be within code and we
6 could do that, instead we really didn't want to.
7 Again, trying to be a good neighbor. So, again, I
8 just want to make sure we clarify that so there
9 wasn't any misconception about what we're asking
10 for.

11 CHAIRMAN ZAWACKI: I thought Karen Gormley
12 understood the reason to have it facing 355, so she
13 did understand.

14 MR. ZABLOUDIL: When she said she didn't like
15 the big Edward Don sign facing it, that wasn't the
16 one we're asking for the variance on. That's why I
17 wanted to clarify. Thank you.

18 MR. FOGARTY: All right. I might just
19 piggyback on what Mark is saying. He brought it up.
20 What we did is we tried to provide an image that
21 would give you some context as to the variance that
22 we are asking for. This is the western elevation

1 facing I-355. You can see the top one. Although
2 this is hard to see, this does give you context in
3 comparison. From I-355 this is a digital image of
4 how the sign would look, because you're quite a
5 distance from the building. But if the top one is a
6 300-foot maximum and the bottom one shows you --
7 350-square foot maximum, and the bottom was 550 --
8 so the bottom you can see it's not like hugely
9 obtrusive as far as, you know, what you see. It's
10 just a circular red Don sign that's really very
11 small in comparison to the overall elevation. We're
12 just trying to illustrate really the reason that
13 we're asking for a variance is just to make it
14 visible from 355 due to the extensive distance of
15 that highway from the facility. Remember, the
16 Du Page Topsoil site fit in between 355 and the
17 western elevation of the Don building, so it is
18 quite a distance from the highway.

19 CHAIRMAN ZAWACKI: Okay. Applicants, anything
20 else? Cross-examine the witnesses, including
21 opposing testimony.

22 MR. FOGARTY: Before I say no this time I'll

1 make sure nobody else wants to. I think that will
2 do.

3 CHAIRMAN ZAWACKI: Okay. Thank you. Okay. Do
4 the applicants wish to make a brief summarization of
5 tonight's meeting?

6 MR. FOGARTY: I would state that I'll only
7 summarize to the extent that Staff, the Village, the
8 Plan Commission has any questions. Other than that,
9 I think we've got a pretty good overview of what
10 we're requesting.

11 CHAIRMAN ZAWACKI: Okay. Thank you, Dan.
12 Okay. The Plan Commission will be considering its
13 recommendations at its regular meeting this evening.
14 The regular meeting is not a public hearing, and no
15 statements or testimony will be permitted at the
16 regular Plan Commission.

17 Okay. At this time, I'll entertain a motion to
18 adjourn the public hearing.

19 MR. KRYWARUCZENKO: Motion to adjourn the
20 public hearing.

21 CHAIRMAN ZAWACKI: Mr. Krywaruczenko. Need a
22 second.

1 MR. HENDRICKS: Second.

2 CHAIRMAN ZAWACKI: Okay. Hendricks. Any
3 questions? Call the roll.

4 MR. SYDELKO: Krywaruczenko.

5 MR. KRYWARUCZENKO: Aye.

6 MR. SYDELKO: Hendricks.

7 MR. HENDRICKS: Aye.

8 MR. SYDELKO: Goodwin.

9 MR. GOODWIN: Aye.

10 MR. SYDELKO: Sydelko. Aye. Zawacki.

11 CHAIRMAN ZAWACKI: Aye.

12 MR. SYDELKO: Motion passes.

13 CHAIRMAN ZAWACKI: Okay. The public hearing
14 portion of tonight's meeting is adjourned. We will
15 now go back into our regular Plan Commission
16 meeting.

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1 STATE OF ILLINOIS)
2 COUNTY OF DU PAGE) SS.
3
4

5 I, MARY FAILLO, C.S.R. No.
6 084-004565, duly qualified by the State of Illinois,
7 County of Du Page, do hereby certify that at the
8 request of the Village of Woodridge Plan Commission,
9 subject to the usual terms and conditions of County
10 Court Reporters, Inc., reported in shorthand the
11 proceedings had and testimony taken at the public
12 hearing of the above-entitled cause, and that the
13 foregoing transcript is a true, correct and complete
14 report of the entire testimony so taken at the time
15 and place hereinabove set forth.

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MARY FAILLO, C.S.R.

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Chairman Zawacki called for a Motion to adjourn the Public Hearing.

Commissioner Krywaruczenko moved, seconded by Commissioner Hendricks to adjourn the Public Hearing.

All in favor. The Motion carried.

Chairman Zawacki adjourned the Public Hearing at 9:53 PM, and reconvened the regular Plan Commission meeting.

B. Review and Consideration

Ms. Rodman asked that the Commission, following its deliberation, consider the various Findings of Facts as presented in Staff's report dated October 3, 2001, and modify them or approve them as presented.

There being no comments from the Commission, Chairman Zawacki called for a Motion regarding the Findings of Fact.

Commissioner Krywaruczenko moved, seconded by Commissioner Hendricks to adopt the Findings of Fact for an Amendment to the Conceptual Plan as contained in Attachment 18 of Staff's memo dated October 3, 2011, and as modified by the Plan Commission.
All in favor. The Motion carried.

Commissioner Hendricks moved, seconded by Commissioner Goodwin, to adopt the Findings of Fact for the RPUD Zoning Lot Plan, as contained in Attachment 19 of Staff's memo dated October 3, 2011 and as modified by the Plan Commission.
All in favor. The Motion carried.

Commissioner Krywaruczenko moved, seconded by Commissioner Goodwin to adopt the Findings of Fact for an RPUD Preliminary Plan, as contained in Attachment 20 of Staff's memo dated October 3, 2011, and as modified by the Plan Commission.
All in favor. The Motion carried.

Commissioner Goodwin moved, seconded by Commissioner Hendricks to adopt the Findings of Fact for an RPUD Final Plan, as contained in Attachment 21 of Staff's memo dated October 3, 2011, and as modified by the Plan Commission.
All in favor. The Motion carried.

Chairman Zawacki then asked the Commission to consider the recommendations as made by Staff in its report dated October 3, 2011.

Commissioner Krywaruczenko moved to recommend to the Mayor and Board of Trustees approval of an Amendment to the Comprehensive Plan to allow office/warehouse development in the Woodward Avenue Sub-Area. Commissioner Goodwin seconded the Motion.

All in favor. The Motion carried.

Ms. Rodman noted a change in wording for the Motion regarding approval of the amendment to the Conceptual Plan and relayed that wording to the Commissioners.

Commissioner Krywaruczenko moved to recommend to the Mayor and Board of Trustees approval of an amendment to the Special Use permit for an RPUD so as to approve an amended Conceptual Plan for McAdams RPUD, subject to the previously approved Findings of Fact and the plans listed in Attachment 23 of Staff's memo dated October 3, 2011.

Commissioner Hendricks seconded the Motion.

All in favor. The Motion carried.

Commissioner Goodwin recommend to the Mayor and Board of Trustees approval of an RPUD Zoning Lot Plan for Lot 1 of Union Pointe Business Park – Parcel C of McAdams RPUD, subject to the previously approved Findings of Fact, the plans listed in Attachment 23, the deviations listed in Attachment 22, and the conditions listed in Attachment 24 of Staff's memo dated October 3, 2011. Commissioner Krywaruczenko seconded.

All in favor. The Motion carried.

Commissioner Hendricks moved to recommend to the Mayor and Board of Trustees approval of a Preliminary and Final RPUD Plan for Lot 1 and Outlots A and B of Union Pointe Business Park – Parcel C of McAdams RPUD, subject to the previously approved Findings of Fact, the plans listed in Attachment 23, the deviations listed in Attachment 22, and the conditions listed in Attachment 24 of Staff's memo dated October 3, 2011. Commissioner Goodwin seconded the Motion.

All in favor. The Motion carried.

Commissioner Krywaruczenko moved to recommend to the Mayor and Board of Trustees approval of a Preliminary and Final Subdivision Plat for Lot 1 and Outlots A and B of Union Pointe Business Park, subject to the plans listed in Attachment 23, the variations listed in Attachment 22, and the conditions listed in Attachment 24 of Staff's memo dated October 3, 2011. Commissioner Goodwin seconded the Motion.

All in favor. The Motion carried.

Commissioner Goodwin moved to recommend to the Mayor and Board of Trustees approval of a Plat of Easement, subject to the plans listed in Attachment 23 of Staff's memo dated October 3, 2011. Commissioner Krywaruczenko seconded the Motion.

V. Public Comments

None

VI. Discussion Items

Ms. Rodman reminded the Commissioners that there would be a regular Plan Commission meeting on October 17th.

VII. Update of Previous Plan Commission Cases

Ms. Rodman noted that at its August 25th meeting, the Village Board approved Ordinance 2011-40 amending Title 9 related to changing the definition of "Kennel" to include "doggy day care" Uses and amending the ORI zoning district to allow kennels as special uses.

Ms. Rodman noted that at its September 8th meeting, the Village Board approved Ordinance 2011-43, which amended Titles 3 and 9 of the Village Code related to massage uses and massage establishments.

Chairman Zawacki asked Staff about the property on 83rd Street, west of Janes between Papa's Pizza and the area to the west. He noted the detention pond is planted with natural plantings and needs to be mowed.

Ms. Rodman noted that the Chairman has commented on this location previously and that she would follow-up with the Park District to confirm when the property would be mowed.

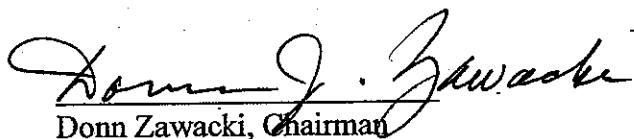
Chairman Zawacki responded that he has spoken with the Park District and they informed him that they do not mow that property. Ms. Rodman said she would follow-up to confirm responsibility..

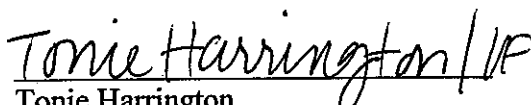
VIII. Adjournment

Commissioner Krywaruczenko moved, seconded by Commissioner Goodwin to adjourn the meeting.

All in favor, the motion carried.

Chairman Zawacki adjourned the meeting at 10:07 PM.


Donn Zawacki, Chairman


Tonie Harrington
Recording Secretary