

Public Comment
On
Proposed Bridge Industrial Development
April 26, 2023

Daniel Nakahara, AICP

From: Mark Finch <fincher37@gmail.com>
Sent: Tuesday, April 25, 2023 6:38 PM
To: Daniel Nakahara, AICP
Subject: Baxter Property

[EXTERNAL EMAIL]

Mr, Nakahara,

The proposal in its current state is not in the long-term interests of Thorngate and Riverwoods, and also is detrimental to Deerfield. I have read the Agenda minutes for the April 27 meeting. The estimates of 600+ trucks daily, including overnight use will add pollution, congestion and a lower-quality of life in what is supposed to be quiet suburbs. The traffic study conducted on MLK weekend. — skewed. The claim that vehicle traffic will be less when in fact semi-trucks equal 3-4 cars and take longer to get up to speed. The Deerfield Park District is far along in the design stage for the recreational facility? Wow!

There are many more comments, in greater detail, that support the position to not approve the re-zoning. I am asking you to consider this proposal holistically. After all, we share a lot... same schools, socially, shopping, restaurants, places of worship, etc.

Why not find another use of the property that will benefit Deerfield but not adversely affect Deerfield's neighbors? Housing? Mixed-use with housing? The Woodview Apartments are filled and next to the tollway. There are options that can be mutually beneficial.

This proposal is set up to forever divide our shared communities. It must be stopped.

--

Mark Finch

Daniel Nakahara, AICP

From: Emily Keith <emilykeith127@gmail.com>
Sent: Tuesday, April 25, 2023 10:18 PM
To: Plan Commission Comment
Cc: Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] Baxter Plans - Concern

[EXTERNAL EMAIL]

To Whom It May Concern,

I am a Deerfield resident and very concerned about the potential plans for a Bridges warehouse in our village. While I understand the financial need to bring industry to this town, as a means to support our infrastructure, growth and even alleviate taxes, this is not the right solution. The plan indicates such a high volume of daily trucks that causes pollution, high traffic, and noise to name a few. I grew up in Deerfield and chose to move back here to raise my family because of the community feel, safety and ingrained values of making this a special place focused on its residents. I'd be very interested to understand what are the benefits that so greatly outweigh the negative effects of bringing this warehouse to our town? How will this addition to our community support the residents and encourage population growth? How will this help differentiate Deerfield as a "destination town" over our neighbors in Northbrook, Highland Park. From all I have read in the plan, there is no way the benefits of this warehouse outweigh the negatives and for that, I strongly request this commission prevent this plan from moving forward.

Sincerely,

Emily Keith
Lifelong Deerfield Resident

Daniel Nakahara, AICP

From: Kimberly Perl <kimberlyperlartist@gmail.com>
Sent: Tuesday, April 25, 2023 10:11 PM
To: Plan Commission Comment
Cc: Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] proposed truck and logistics complex

[EXTERNAL EMAIL]

As a resident of Deerfield I do NOT support this project. I feel it greatly impacts my family in a very negative way. Daily air pollution, Traffic, Effects on Wilmot school, are several reasons. This will also change the perception of Deerfield as a community. We are not an industrial community. Please do not change the heartbeat of our community.

Thank you, Kimberly Perl Friedman

41 Burning Tree Lane

Daniel Nakahara, AICP

From: Harry Steindler <hsteindler@michaelsilver.com>
Sent: Tuesday, April 25, 2023 11:26 PM
To: plancommissioncomment@deerfield.il.us
Cc: Jeffery Ryckaert, AICP; Daniel Nakahara, AICP; Clinton Case; Deerfield Village Board
Subject: Baxter / Bridge proposal
Attachments: Deerfield Annexation Policies per 4.27.2023 agenda documents.pdf

[EXTERNAL EMAIL]

As a Deerfield resident (we live on Castlewood in Clavinia) and a Parkway North tenant, I have great concerns about the Bridge / Baxter property proposal. Generally, I think this type of development doesn't come close to fitting the character of Deerfield and I have great concerns about traffic, pedestrian, driver and cyclist safety as well as environmental impact. I laid out questions which I think we should ask when considering any business requesting to be part of our community – especially when we're being asked to basically tear up our zoning book and go against our guiding principles regarding annexation of property (see attached from the 4/27 agenda).

My questions (and my perception of the answers)

- Do we need this type of business in Deerfield? Is it filling a hole that currently exists? **I don't think we've ever wished there was a million sq foot distribution center in town.**
- Will Deerfield residents benefit from the job opportunities offered by a new business? **I imagine almost all positions will be for lower skilled labor – I don't see a demand for those types of jobs among Deerfield residents.**
- Does a new business negatively or positively impact other Deerfield businesses and their labor needs? **The flipside to the question above, I fear that a warehouse business like this in our town will actually deplete an already stretched lower skilled job force and will rob employees from already understaffed restaurants, grocery stores, pharmacies, etc.**
- Does a new business enhance revenue opportunities for existing Deerfield businesses? **I'm not sure – I'm picturing food delivery opportunities for restaurants, not much else, but I'm interested to hear other views**
- Does the business enhance or detract from the quality of our environment from a health standpoint? **Many on social media have wondered why there hasn't been an EPA study regarding the likely use of the business and the numerous large trucks operating in town**
- Will the new business benefit its neighbors or impede upon to its neighbors? **I don't see any benefit to adjacent neighborhoods (Thorngate), office complexes – Horizon Pharm, Discover, Parkway North, the office court across Saunders or the Center for Enriched Living. We should be digging deeper on environmental, traffic and traffic safety impacts.**
- Does this business make our community more attractive to possible buyers? Does it increase our property values? **I can imagine a number of uses for this property that would increase property values, my general thought is that this development will harm Thorngate values. I'm not sure about Deerfield residences.**
- What financial benefits does a new business bring to Deerfield residents? **I see the property tax analyses. This should be included in the "executive summary", not buried in detail. How does this**

compare to alternative uses of the property? As opposed to businesses looking for incentives from taxing jurisdictions, if this moves forward, I believe we should ask for more money from Bridge – funding for lower income housing for our town, additional major sponsorship of our schools, concessions on rent for the athletic facility they are proposing, major contributions to local charities (such as CEL). They want us more than we want them. If for some reason we move forward, let's use that leverage.

- Is this the best alternative for the property that will be utilized? Are there better alternatives for use of this property? Have alternatives been explored? Is the Village working with brokers, consultants, developers to understand alternatives? I think there are many attractive alternative uses for this property. We don't know what the Village is doing to explore those.
- Does the new business enhance the aesthetics of Deerfield? I drove by the Northbrook's 480,000 sq ft warehouse on the Spur today – it is not attractive. The Bridge Development doesn't seem like it will make our town more beautiful.
- Does this new business make Deerfield an intrinsically better place to live and work? My opinion – no, far from it. It doesn't offer high quality jobs that would attract people to town, it won't bring people here as tourists or visitors. I feel building a million sq foot warehouse like this on what would be a major piece of Deerfield property is a knock on our reputation.
- Does the business negatively impact traffic / safety for all residents, neighboring towns and visitors? I would like to see more factual information on how much truck traffic to expect – probably as easy as asking Bridge for data on their current warehouse / distribution facilities (if they have any this large). I would suggest there be provisions that companies, lessors and Bridge would pay hefty fines for any trucks not following the specified traffic pattern. I ride my bike frequently – our area has many cyclists each day – there's a difference for cyclists, walkers, runners and other drivers, dealing with cars vs. semi-trailer trucks. I do feel this will negatively impact traffic and safety for some in Deerfield and anyone who calls Thorngate home, for those who frequent the Center for Enriched Living.

Thanks for listening. I understand the interesting and challenging times we're living in regarding the changing needs of commercial property. I think this available property can be used to enhance who we are as Deerfield – to attract new residents and visitors, to draw people from adjacent communities, to keep people from leaving our community, to build something for our children (as is included in the Bridge proposal, but we don't need them to do something like this), to add to meaningful green space, etc.

Sincerely,

Harry

Harry Steindler, CPA

Partner

hsteindler@michaelsilver.com

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Daniel Nakahara, AICP

From: Harry Steindler <hsteindler@michaelsilver.com>
Sent: Tuesday, April 25, 2023 11:42 PM
To: Plan Commission Comment
Cc: Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] Baxter / Bridge proposal
Attachments: Deerfield Annexation Policies per 4.27.2023 agenda documents.pdf

[EXTERNAL EMAIL]

Dear plan commissioners,

As a Deerfield resident (we live on Castlewood in Clavinia) and a Parkway North tenant, I have great concerns about the Bridge / Baxter property proposal. Generally, I think this type of development doesn't come close to fitting the character of Deerfield and I have great concerns about traffic, pedestrian, driver and cyclist safety as well as environmental impact. I laid out questions which I think we should ask when considering any business requesting to be part of our community – especially when we're being asked to basically tear up our zoning book and go against our guiding principles regarding annexation of property (see attached from the 4/27 agenda).

My questions (and my take on the answers)

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Sincerely,

Harry

Harry Steindler, CPA

Partner

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Goal Guide future growth within Deerfield’s Planning Jurisdiction so that public facilities and amenities can be effectively and economically provided, and that such growth does not adversely change the village.

Objective	Policies
<p>Carefully consider proposals for development or redevelopment of development sites.</p>	<p>Consider approval of development and redevelopment plans when the uses and structures proposed have been planned so that they will be suitable for the area in which they are to be located and they are not a substantial adverse impact to surrounding properties.</p> <p>Consider approval of development or redevelopment proposals when the Village is satisfied that parking demand and the traffic generated by the project will not cause undue burdens to surrounding properties or the Village as a whole.</p> <p>Direct developments and redevelopments to include pedestrian facilities.</p> <p>Ensure that the development or redevelopment can be adequately provided with utilities and other Village services without creating an undue burden on those utilities and services.</p> <p>Require that the impact of any development on the Village’s schools, parks, library, fire department and the Village itself has been adequately addressed through land donations.</p>

Unincorporated Areas within Deerfield's Planning Jurisdiction

There are some areas that are outside the Village's corporate boundaries but are within one and one-half miles of the Village and are presently unincorporated. Some of these areas are now vacant, but most are partially developed to some degree. It is the Village's desire that these areas be developed or redeveloped consistent with those uses so designated on *Figure 3.1: Future Land Use Plan*.

The Village of Deerfield and the Village of Northbrook have entered into a boundary agreement in order to provide for responsible and compatible land use planning for certain properties along or near Lake Cook Road and Waukegan Road. This agreement reflects the desire of each community to limit and mitigate the potential adverse impacts of the development or redevelopment of those properties. The Village also has a boundary agreement with the Village of Riverwoods that sets Saunders Road as the boundary between the two communities. There is no unincorporated land between the Village of Deerfield and the City of Highland Park.

The locations and identification of these unincorporated areas that are within Deerfield's Planning Jurisdiction and that could be annexed into the Village of Deerfield are shown in *Figure 3.2: Annexation Policy Plan*, along with the Village's relative interest in future annexation.

Goal: *Influence development in those unincorporated areas within one and one-half miles of the Village limits.*

Objective	Policies
<p>Limit and mitigate the potential adverse impacts of development or redevelopment of unincorporated property within Deerfield's planning jurisdiction.</p>	<p>Encourage continued residential use of Glenbrook Countryside Estates.</p> <p>Encourage continued residential use of the Picardy East Townhouse Development Parcel.</p> <p>Encourage continued commercial use of the Brookside shopping center/Hanekamp funeral home parcels.</p> <p>Encourage limited industrial development of the Waukegan Road triangle parcel.</p> <p>Encourage residential, institutional and/or office development of the LaSalle and surrounding parcels.</p> <p>Encourage continued office use of the Baxter North parcel.</p> <p>Consider residential, institutional or office uses for the Takeda (Baxter South) parcel.</p> <p>Encourage continued single-family residential use, with provision for limited institutional use of the area north of Lake Eleanor and west of Wilmot Road.</p>

ANNEXATION

The annexation of lands surrounding a municipality is seen as a means to augment the tax base and control the development and use of the land. Wherever possible, the lands annexed to the Village should simultaneously be annexed to the Deerfield Park District.

To further the Annexation goal, the Village is stating its desire to annex the following properties and extend the Village boundaries to those shown on *Figure 3.2: Annexation Policy Plan* if the benefits of control and tax revenue are not outweighed by the cost of service to the properties:

- The area north of Lake Eleanor.
- The properties located in the area bounded by Lake Cook Road, Saunders Road, Deerfield Road, and the Tollway.

It is recognized that the owners of these properties may at some time desire annexation to the Village of Deerfield. The Village’s interest in these properties is twofold: To control development and continued use of these properties in a manner consistent with the goals of this Plan and to augment the tax base.

Goal: *Seek to annex unincorporated properties only if their annexation is in the best interests of the Village and they can be adequately and conveniently supplied with services without excessive burden in cost or quality of service to the remainder of the Village.*

Objective	Policies
<p>Augment the local tax base and control the development and use of land.</p>	<p>Annex properties if the benefits of control and tax revenue are not outweighed by the cost of service to the properties.</p> <p>Wherever possible, work to ensure that lands annexed to the Village are simultaneously annexed to the Deerfield Park District.</p> <p>Actively pursue annexation of the Baxter and Takeda property.</p> <p>Ensure that property annexed to the Village is compatible with adjacent uses.</p>

Daniel Nakahara, AICP

From: Michele Vold <michelevold26@gmail.com>
Sent: Tuesday, April 25, 2023 6:09 PM
To: Plan Commission Comment
Cc: Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] Baxter sale to Bridge.

[EXTERNAL EMAIL]

I wrote this to Jennifer Goldstone who I both respect and work with. She told me to forward to you. I have been a resident on 60015 for just short of fifty years. I spent thirty years in Deerfield and the remainder in Riverwoods. I have served on many committees and caucuses. I have been a top producing real estate agent in this Deerfield for 36 years and I have a pulse on what Deerfield clients are saying. Most were unaware of what was going on until this last week. Most are horrified to learn the facts and question why they was so quiet

Following is my text to Jennifer.

Hi Jennifer! Hope you are well. I am sure you are being bombarded with all of this Baxter noise. I usually stay out if it, try to absorb the facts and not the emotion. I am having trouble fathoming how Deerfield could not be concerned about traffic, health and safety. The factual material is a compelling case for how this event would be terrible on all those levels. Yes, Thorngate's entrance is on a street that is adjacent to corporate businesses but they are great neighbors, no overly significant traffic and most are landscaped beautifully. Visitors do not cause huge traffic backups by driving 600 semis down the road, emit excessive, toxic fumes and put our walking and cycling kids at risk. This does not just impact Thorngate. My clients in Deerfield and Northbrook are appalled. No one believes the enticement of a "possible" recreational facility is enough to cause harm to the safety of our kids, our health, the environment, not to mention the incredibly horrific traffic that will ensue. How will police and emergency equipment be able to reach people when they have to navigate thru backups of semis. I am looking to you, someone I totally respect and rely on, to give me a positive reason to support this and explain what Deerfield is thinking. Otherwise I think it is exceptionally short sighted and punitive to the point where one starts to wonder if this is all about money and not what's good for the public. The "possibility", (and I use that term loosely as it seems rather like a ploy,) of a recreational facility is rather a stretch and in no way makes up for the other hazards, even if it ever became a reality. I am writing respectfully to the only person I know personally and am hoping you will consider the risks and not support this project or explain what it is that I am missing. Thank you! Best, Michele.

Michele Vold

Broker

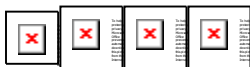
M: 847 712 0061

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Michelevoldrealtor.com

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1741 2nd Street, Highland Park, IL 60035



Daniel Nakahara, AICP

From: Ethan Bensinger <ethanbensinger@aol.com>
Sent: Wednesday, April 26, 2023 1:48 PM
To: Daniel Nakahara, AICP; Jeffery Ryckaert, AICP
Subject: strongly opposed

[EXTERNAL EMAIL]

Gentlemen: Thank you for permitting me to have the opportunity to register my strong opposition to the development of the Baxter campus with a distribution center and truck depot or anything similar thereto.

My name is Ethan Bensinger and I with my wife Elizabeth have lived in Deerfield for 8 years at the corner of Berkley and Wilmot. We had previously lived for many years on Lake Shore Drive in Chicago where we were subjected to high amounts of automobile air pollution. At that time I developed asthma and a nerve condition which when tested showed large amounts of heavy metals in my blood system.

This prompted us to move to "the country" and chose Deerfield as our home. That move also permitted us to live near our four grandchildren who reside very close to us in Deerfield.

I am very concerned that the significant increase in truck traffic with resulting intolerable amounts of air pollution will negatively impact our health and the health of our children and young grandchildren.

This may very well impact our decision to continue to call Deerfield home.

Please do not permit this planned use to move forward!

Kind regards,
Ethan Bensinger

Driving Harm: Health and Community Impacts of Living near Truck Corridors

THE Impact Project Policy Brief Series

January 2012



Photo by MoDOT



Trade, Health and Environment Impact Project
www.theimpactproject.org

Introduction

International trade and goods movement rely heavily on the trucking industry to move containers and bulk cargo from the ports to rail yards, warehouses and retail operations. This issue brief describes how the trucking industry and truck transportation corridors (highways/freeways/roads) are used in moving imported goods, discusses the impacts for communities that are located near busy truck corridors, and provides policy recommendations to improve health, safety and air quality in communities impacted by heavy volumes of truck traffic.



Trucks operate throughout the country along the supply chain from ports to retail stores. Trucks carry international cargo containers that are 20 or 40 feet long, or goods that are reloaded into domestic 53-foot long containers. Many trucks are operated by independent owner/operators, although large trucking companies often lease out the trucks and assign deliveries. In several cities, coalitions of

environmental, labor and other groups are advocating for truck drivers at ports to become employees to ensure better wages, insurance benefits, and better maintained trucks as a way to clean the air and protect the health of workers and community residents. Currently, basic labor laws, such as workers compensation, overtime pay, and occupational health and safety rules, do not cover most truck drivers carrying containers in and out of ports.

As international trade and the volume of imported containers have risen, so have concerns about the trucks' emissions. Local residents and environmental justice groups in communities along the truck corridors are concerned about diesel exhaust and community impacts from the trucks. Some of these residents live in communities with ports, rail yards, warehouses, and a steady stream of polluting trucks carrying goods in and out.

Government and industry sectors interested in trucking and highways include truck drivers, transportation and metropolitan planning authorities, port authorities, environmental consultants, trucking industry associations, and retailers. Many of these stakeholders have



Examples of proposed road and interstate/truck route expansion projects related to global trade and goods movement:

- > I-26, Charleston SC
- > I-69, Detroit MI
- > I-710 Freeway, Los Angeles CA
- > Washington Blvd, Commerce CA
- > Eller Drive, Port Everglades FL

pushed for the expansion of highway capacity and infrastructure to accommodate anticipated increases in global trade and freight volume.

Community Impacts

Port, rail and warehouse communities bear a disproportionate burden of exposure to air pollution from goods movement activity. For residents in these areas, exposure to air pollution from diesel exhaust and particulate matter is a daily concern. An intricate matrix of port terminals, rail yards, highways, and streets facilitate the movement of containers from their port of entry to their final destination – which may be thousands of miles away from the port where they entered. The last decade’s growth in imports means more trucks on the roads, which negatively affect communities by causing traffic congestion, safety issues, pavement damage, noise, and air pollution. In some cases, truck routes go directly through residential communities, creating pollution near homes, schools, and daycare centers (see Case Study). In addition, many homes and schools are located near truck corridors, very close to traffic-related pollution. This creates concerns about indoor air, as well as concern about breathing in high levels of pollution outdoors while exercising and children playing during recess.

Case study: I-710 Freeway, Southern California

The I-710 Freeway, starting at the Port of Long Beach and running 23 miles north through Los Angeles County, is one of the most heavily used highways for movement of goods in the country. When there is a high number of containers are coming in from the Ports of Los Angeles and Long Beach, at least 35,000 trucks per day travel on the I-710 Freeway.¹ Currently, there is a proposal to expand the freeway to accommodate more than 92,000 trucks a day by 2025, to meet what is expected to be a three-fold increase in imported containers at the Ports. Twenty percent of vehicles on the I-710 freeway are trucks, compared to 6 – 13% trucks on other Los Angeles freeways.²



Sometimes when we do P.E. we have to run laps and it is hard to breathe. I see trucks sending out gray clouds into the air; I see that everyday. During lunch time, there are a lot of kids playing volleyball, soccer, and basketball, but most of them don't know that they are breathing in air that is bad for their health and bad for the environment.

The problem is that people are proposing new projects and that is a problem for me and my classmates because some of them have asthma and other respiratory problems.

Elizabeth Reyes, 11 years old
Hudson School, Long Beach, California

As with many other places in the country, Southern California land use decisions have resulted in homes, schools and even parks being located near highways. Sometimes these highways are later expanded, ending up even closer to homes. These decisions put people at increased risk of higher exposure to pollution from highways. According to the Los Angeles County Department of Public Health, 65 schools are located within one mile of the I-710 and more than 600,000 residents (including 212,000 under age 18) live within 1,500 meters of the Freeway. The population living within 1,500 meters of the I-710 Freeway has higher poverty rates and a larger proportion of people of color than L.A. County as a whole, raising serious social and environmental justice concerns.



Due to public pressure, the transportation authority in charge of the I-710 expansion project, MTA, created an advisory committee with community, government, and industry stakeholders. After months of meetings, the advisory committee concluded: *“Air quality is the number one public health issue. Poor air quality has had significant negative impacts on public, economic, environmental and community health in the corridor. Particulates and other pollutants from diesel truck traffic in the I-710 Corridor and the Ports of LA and Long Beach are our communities’ primary air-quality-related health concern. The first consideration for approval of any improvements within the I-710 corridor must be the project’s ability to reduce air quality impacts.”*³

Health Impacts

Levels of particulate pollution and elemental carbon (an indicator for diesel exhaust) are elevated near highways, especially those with high truck volumes.⁴ Pollution from highways has a large impact on asthma. Research has shown increased risk of asthma for children living within 246 feet of a highway⁵ and more asthma symptoms such as wheezing and more use of asthma medication among children living closer to highways.⁶ Children are also more likely to develop asthma when exposed to traffic pollution at school.⁷ In a national survey, more than 30% of schools were within 1300 feet of a major roadway, and 10% are within 328 feet of a major roadway.⁸ This is important because a large part of the population suffers from asthma: 15% of children under 18 in California have been diagnosed with asthma,⁹ as well as 13% of children under 18 in the United States.¹⁰

Heavy duty trucks use diesel fuel and emissions contain diesel particulate matter (DPM), which is regulated as a Toxic Air Contaminant in California based on studies showing lung cancer in exposed truck drivers and rail workers. The U.S. EPA says DPM is “likely to be a carcinogen” (likely to cause cancer).¹¹

Trucks also release dust from brake pads and pulverized tire rubber, adding to the particulate matter in the air. Studies of water sediment under bridges have found contamination from brake dust that contains asbestos, lead, and other heavy metals. Truck air conditioning units and refrigerated containers commonly release refrigerants, which are greenhouse gases that contribute to global warming.

Health impacts of traffic pollution near highways

Based on studies by the University of Southern California, University of California, Los Angeles, and scientists around the world

Children:

- › Higher risk of asthma for children living within ½ mile of a highway¹²
- › Asthma gets worse, such as wheezing and use of more asthma medication, among children living closer to highways¹³
- › Higher risk of asthma when exposed to traffic pollution at school¹⁴
- › Reduced lung growth in children living within 1,640 feet of a highway¹⁵
- › Premature births and smaller weight babies for pregnant women living near highways¹⁶

Adults:

- › Higher long-term exposure to traffic is associated with new cases of heart disease in middle aged persons¹⁷
- › Both short-term and long-term exposure to traffic-related air pollution is related to cardiovascular deaths and illness^{18 19}
- › Traffic pollution is linked to increased new cases of lung cancer in people who never smoked.²⁰
- › Long-term exposure to traffic-related air pollution in middle-aged women is linked with a risk of developing type II diabetes as the women age²¹
- › Breast cancer in post-menopausal women is linked to traffic-related pollution²²

Economic impacts

In addition to health impacts, highways and trucking corridors create significant negative economic impacts in communities. Some of these include public health care costs, transportation infrastructure costs, global warming impacts, increased demand for highway patrol, fire department, paramedics, city inspectors, and regulatory agency inspectors.



Health costs have an economic impact. When children are absent from school due to illness, the schools lose funding for those students for those school days. Treating a child with asthma costs the state more than a child without asthma, and adds \$.50 to every health care dollar spent, according to a study by researchers at the George Washington University School of Public Health.²³ Emergency room treatment costs are 50% higher for asthmatic children than non-asthmatic children. Asthma hospitalizations cost California \$763

million in 2005.²⁴ The California Air Resources Board estimates that Southern Californians pay between \$100 million and \$590 million annually in health impact costs related to drayage truck pollution and will pay up to \$10.1 billion between now and year 2025.²⁵

Road damage also has an economic impact. Environmental justice organizations state that the public has been subsidizing transportation infrastructure costs, through funding for repair and construction of highways, bridges, and corridors. Infrastructure costs include maintenance, repair, upgrades, expansion, and replacement. Infrastructure is typically designed and built to last many years, and the length of time that it will last is based on estimated number and weight of the trucks that will use it. When the freight volume and weight increases, this dramatically decreases the life expectancy of infrastructure. Cities and public agencies bear these costs, instead of the retailers importing the products. Public bonds finance many infrastructure projects over a long period like a home mortgage, so the costs increase by paying back the interest on these bonds. Infrastructure can also be transferred to a state in order to have the public support the replacement cost, such as the case of the Gerald Desmond Bridge. The bridge connects the Ports of Los Angeles and Long Beach to the I-710 Freeway. The bridge was built in the 1960s and owned by the Port of Long Beach. In issuing the EIR/EIS to replace the old bridge in 2010, the port transferred ownership of the bridge to the California Department of Transportation. California residents will now pay the \$1.1 billion for the replacement bridge.

Current Regulations and Guidelines

Regulations on highways and diesel truck exhaust include federal regulations from U.S. EPA, as well as rules and guidelines on the state and local level. California Senate Bill 352 states that new schools cannot be built within 500 feet of a highway or busy road. Guidance documents have also been issued by air quality agencies. The California Air Resources Board issued guidelines in 2005, based on the health risks from highways, which recommended that cities not locate new homes, medical facilities, daycare centers, schools, or playgrounds within 500 feet of a

highway.²⁶ Similar guidelines have been issued by local air quality management districts, including the South Coast Air Quality Management District in California.²⁷ The Port of Los Angeles enacted truck rules through their Port Clean Truck Program to reduce truck emissions in the local community.²⁸

Policy Recommendations

1. Conduct transportation planning with full community participation and adequate health data.
 - a. All agencies with decision-making authority on the location, design, funding, and approval of roads and highways, including state transportation agencies, should hold open meetings and place community members on committees. The I-710 Freeway case study demonstrates that community participation and involvement in highway decisions are essential. Meetings need to be held at a time when working families can attend in the communities that will be affected by a project.
 - b. Conduct Health Risk Assessments (HRAs), Health Impact Assessments (HIAs), and Environmental Impact Reports, and studies of the costs, benefits, and alternative technologies, to assess the health and community impacts of highways and trucking as part of transportation planning.
 - c. Transportation Board, Regional Planning Agency, and Joint Power Authority membership should include representatives from residential communities, public health, environmental science, technology, urban planning, and labor organizations to ensure that impacted persons and environmental experts have a formal role in planning decisions.
 - d. Transportation, Port, and planning agencies should establish a Community Advisory Committee to allow for broader public input for every planned and proposed project, such as the example of the Port of Los Angeles Community Advisory Committee.²⁹
2. Reduce pollution from existing truck transportation

The Impact Project is committed to zero emissions technologies and regulations across all stages of goods movement. Policy recommendations to reduce rather than eliminate emissions should be considered important interim steps towards achieving zero emissions.

- a. Monitor pollution from highways. Since current air monitors measure the general pollution of an area and are located away from highways, a network of monitoring stations should be established near highways to measure the emissions. If the air pollution levels are high, agencies should notify nearby residents and schools. The U.S. EPA is planning a network of nitrogen dioxide monitors near highways, but we recommend the addition of black carbon monitors as markers for diesel particulate.

- b. Set stronger air quality standards for residential and sensitive locations near highways. Air quality regulators should begin considering how to set air quality standards for near-roadway locations.
- c. Continue and strengthen clean trucks programs at ports. Clean Trucks Programs like that adopted by the Port of Los Angeles will reduce emissions by requiring cleaner trucks at the ports.³⁰ To achieve air quality improvements in the long run, plans should require truck drivers to be employees so that responsibility for purchasing and maintaining new clean trucks rests with companies rather than individual drivers.³¹ Require every transportation related project to establish a Clean Truck Mitigation Fund to pay for the replacement of older polluting trucks such as the Ports of Los Angeles and Long Beach Clean Truck Program.
- d. Establish lower sulfur fuel content standards and higher engine mileage performance standards for trucks.
- e. While reducing emissions from vehicles should be the priority, provide air filters to all sensitive receptors such as schools, childcare centers, and residences near truck routes.³²
- f. Use stricter zoning and planning processes to keep trucks away from people. Cities and counties need stricter rules to separate highways and truck routes from residences and other sensitive sites. Improved land use rules and better transportation planning can prevent residences and schools from being located close to highways or busy truck routes and can channel truck traffic away from where people live, study, and play.
- g. National implementation of regulations for idling restrictions, similar to California regulation 2485.³³

3. Use alternative freight movement technologies

- a. Future federal, state and regional transportation plans and projects should include 21st century zero emission transportation technologies, such as electric rail or MagLev systems to transport products from the port to rail yards or in-region destinations. This will reduce need for additional truck traffic and highway expansion.
- b. Require the use of clean and zero emission truck technologies such as all electric trucks, Liquefied Natural Gas, and hydrogen fuel cell trucks.
- c. Require older trucks to use ultra-low sulfur fuel, be retrofitted with PM filters, oxidation catalysts. and hi-efficiency fuel combustion systems technologies.

Acknowledgements

Written by Carla Truax, Outreach Coordinator, Southern California Environmental Health Sciences Center at USC, with assistance from Martha Cota, Elena Rodriguez, and Erin Huffer at the Long Beach Alliance for Children with Asthma, and Jesse Marquez, Coalition For A Safe Environment. Photo credits: Flickr user MoDOT, and Cynthia Romo. This brief is part of a series of policy papers on goods movement produced by THE Impact Project, <http://www.theimpactproject.org>. Funded by The Kresge Foundation and The California Endowment.

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Daniel Nakahara, AICP

From: Nicole Gehbauer <ntbrownest@gmail.com>
Sent: Wednesday, April 26, 2023 12:42 PM
To: Plan Commission Comment
Cc: Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] Baxter property petition

[EXTERNAL EMAIL]

Please consider halting the sale and building of the Baxter property.

There are numerous reasons:

pollution

traffic

other more reasonable areas/building spaces

human trafficking increase

limited gas stations

deerfield bridge bypass continued problems

noise

rec center potential is not for certain, the empty space of that size would cause more problems

You've heard many arguments, please consider them all.

Gehbauers

Daniel Nakahara, AICP

From: Todd Hagle <tshagle@gmail.com>
Sent: Wednesday, April 26, 2023 12:05 AM
To: Plan Commission Comment
Cc: Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] Concerns Regarding Baxter Development

[EXTERNAL EMAIL]

After careful consideration, I have decided to write an email in opposition to this development. I am a board member of the Deerfield Youth Baseball and Softball Association. My opinion does not reflect that of the board nor have emails of other board members as the Board has not released an official position on this.

As a board member and parent of 3 children active in AYSO and DYBA of course the prospect of a potential 150,000 sq foot indoor facility sounds amazing. However, it is clear that this development is not the best way to get this facility nor does it seem to be in the best interests of Deerfield as a community.

I'm sure there are hundreds of emails commenting on the more important issues such as traffic, pollution, and safety concerns which are all valid and dont need to be rehashed here.

From a standpoint of strictly looking at the proposed sports facility, Building A, this does not appear to be a good thing for the community. The purpose of adding this in as incentive to the city to allow for this massive project is rather obvious. It's the shiny new object that distracts from the multitude of other problems.

It is not clear how this facility is going to be used, by who, and when. There is a single baseball field. Deerfield has 16 travel baseball and softball teams and about 50 house baseball and softball teams. From a sheer number standpoint the use of one field for these teams doesn't make sense. The space is to be shared with soccer, lacrosse, football and other sports so using the soccer field area doesn't seem like an obvious answer.

The cost of Building A is obviously not known. However, it seems this would be leased to the park district. While I have heard reports of annual lease costs of this, i can only speculate on what this would actually cost the park district per year. It is not clear how the park district would potentially pay a seven figure annual lease as this is the same park district that seemingly lacks funds to properly care for the outdoor facilities we currently have.

It is not clear how long the PD could sustain payments for this facility and it seems the facility "**could be converted to industrial use if the recreational facility does not materialize,**" This is very vague and very concerning and could be interpreted that the Building A may never actually serve as the recreational facility as marketed.

Finally, there are safety concerns. The placement of a sports facility for the community where up to 600 semi trucks are going in and out daily does not seem particularly safe for our children.

In the end, while the prospects of having this new facility is appealing, I do not see the potential minimal impact it has on DYBA outweighing the serious concerns for this project as a whole.

Thank you for your time and concern
Todd Hagle

Daniel Nakahara, AICP

From: Gary Segal <gsegal2305@yahoo.com>
Sent: Wednesday, April 26, 2023 8:52 AM
To: Plan Commission Comment
Cc: Jodie Segal; Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] Baxter Property

[EXTERNAL EMAIL]

To the Plan Commission:

We are long-time Village of Deerfield residents, and have reviewed all of the materials on the Village website as well as the public comments posted to date. For all of the reason stated by many other of my friends and neighbors, and others, we are opposed to such annexation with rezoning to limited industrial, and strongly urge you to vote no to this proposal.

The potential influx of over 600 trucks will cause congestion on Lake Cook Road, Deerfield Road, Saunders Road, Wilmot Road and others, as well as congestion at the 294 exits at Lake Cook and Deerfield Roads. I would think that the increase in traffic would then require additional traffic lanes for Deerfield Road.

The commission should not be enticed by the “concept plan” for a recreational facility that might include pickleball courts. Any such recreational facility will be too far for most Deerfield kids to walk or bike to since most would have to cross 294 on Deerfield Road and multiple intersections with increased truck traffic.

In the event this proposal passes, we and many others intend to exercise our right to vote out the Mayor and every other Village Board member in office at the time it happens.

Thank you for your consideration.

Gary and Jodie Segal
1440 Country Lane
Deerfield, IL

Daniel Nakahara, AICP

From: Michael Simeck <msimeck@dps109.org>
Sent: Wednesday, April 26, 2023 6:45 AM
To: lisa.rosen57@gmail.com
Cc: Plan Commission Comment; Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] Re: Baxter/Bridge Development affecting Buses to South Park

[EXTERNAL EMAIL]

Hi Lisa,

The Village and its school districts have a long and productive history of collaboration on any issue related to matters affecting the communities and residents. To my knowledge, the Village has not taken a position on this and may not. Likewise, the 109 BOE has not taken a position on this issue and would be looking to the village to provide guidance and insight should we intend to do so.

M. Simeck

On Mon, Apr 24, 2023 at 9:31 AM Lisa Rosen <lisa.rosen57@gmail.com> wrote:

Good morning Dr. Faust, the board and the Village:

I wanted to connect with you on the Baxter/Bridge project. As a resident of Thorngate, my children go to South Park. Based on the document from Bridge you can see the timing of the trucks. Based on this, they are assuming 35 trucks between the hours of 8-9am. This is during the time that my children are on the bus as many others. How will this affect the timing of the buses? I can only imagine they will not only be on the buses longer, but also have fumes from the trucks each day. I would ask that you attend the village meeting on 4/27 to share your concerns with the trucks during this time which will affect our kids.

Thanks

Lisa Rosen

Table A
ESTIMATED 24-HOUR TRUCK TRIP GENERATION

Hour	Warehousing (ITE LUC 150) –1,125,150 s.f.					
	Weekday Morning			Weekday Evening		
	In	Out	Total	In	Out	Total
12:00	1	1	2	25	16	41
1:00	1	0	1	25	24	49
2:00	4	4	8	19	18	37
3:00	5	2	7	32	24	56
4:00	5	10	15	23	19	42
5:00	11	11	22	11	14	25
6:00	16	11	27	3	3	6
7:00	10	25	35	2	2	4
8:00	13	21	34	5	4	9
9:00	37	23	60	1	4	5
10:00	25	36	61	0	0	0
11:00	33	36	69	1	0	1

Based on daily truck trips (Table 1) and ITE's "Hourly Distribution of Entering and Exiting Truck Trips" tables.

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Daniel Nakahara, AICP

From: Robert Waterhouse <rbwknk24@gmail.com>
Sent: Wednesday, April 26, 2023 9:03 AM
To: Plan Commission Comment
Cc: Daniel Nakahara, AICP
Subject: [PUBLIC COMMENT] Baxter Property

[EXTERNAL EMAIL]

My wife and I have been residents of Deerfield since 1991. We applaud the village for its history of wise decisions over the decades that have made Deerfield a wonder place to raise a family.

We strongly oppose annexing the Baxter property which would bring industrial development into our village. We agree with the strong statements by others on the dangers of the impact on air, noise, traffic and overall safety.

This decision is a pivot point for Deerfield and what we wish to become over the next several decades. Will we allow Deerfield to become a home to industrial business operations and the resulting impact? We say "NO"!

If village leadership says "Yes" then my advice would be that we become what we tolerate. If we tolerate industrial use within the village boundaries then that is what we will become as a village. There is much more at stake than the Baxter property.

I understand the argument that the property will be developed for industrial use regardless of whether Deerfield annexes it and that the taxes would benefit Deerfield. I don't buy this argument as it reintroduces my point of we become what we tolerate. Deerfield as an industrial village cannot be tolerated.

Thank you for your consideration

Rob Waterhouse