

**Public Comment**  
**On**  
**Proposed Bridge Industrial Development**  
**May 11, 2023 – May 19, 2023**

## Daniel Nakahara, AICP

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**From:** Kevin L. Dixler <kd@dixler.com>  
**Sent:** Thursday, May 11, 2023 7:47 PM  
**To:** Daniel Nakahara, AICP  
**Subject:** Skyline View missing East side

[EXTERNAL EMAIL]

The conceptual diagrams in the plan lack a diagram of the skyline view from Clavinia to proposed Facility C.

This is a significant concern given the excessive height of the proposed rezoning change. It is the most relevant view for our neighborhood.

Sincerely,  
Kevin L. Dixler  
Clavinia Subdivision  
Deerfield, IL

Sent from my iPhone

## Daniel Nakahara, AICP

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**From:** Bob Frank <chicagobob@mac.com>  
**Sent:** Thursday, May 11, 2023 6:05 PM  
**To:** Deerfield Village Board; Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter Property Truck Center Proposal - Quality of Life Comment

[EXTERNAL EMAIL]

Hi,

I'm generally opposed to the proposal, however, it sounds like it is going forward.

I have 3 brief comments I hope you will consider:

### 1) Traffic

Please keep those trucks off our roads.

As part of the deal, require the truck center to negotiate with Horizon so their trucks will go straight to Lake-Cook Rd. using Horizon/Takeda Parkway (and avoid Sanders).

Furthermore, make it a traffic violation if the cut through town.

### 2) Noise

Require maximum noise levels for the trucks and require village monitoring.

### 3) Pollution

Require low pollution levels for the trucks and require village monitoring.

## Daniel Nakahara, AICP

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**From:** Jo Anne Gottfried <jgottfried4@yahoo.com>  
**Sent:** Thursday, May 11, 2023 5:24 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter property zoning request

[EXTERNAL EMAIL]

As a Deerfield resident, I am writing to request that you deny the zoning change being requested by Baxter for the property at Deerfield Road and Saunders Road.

Jo Anne Gottfried

## Daniel Nakahara, AICP

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**From:** Barbara Raff <otmom@comcast.net>  
**Sent:** Thursday, May 11, 2023 8:36 PM  
**To:** Daniel Nakahara, AICP  
**Subject:** Solar rooftop fires

[EXTERNAL EMAIL]

Dan,  
Please include this article on Amazon warehouse fires with solar rooftops in your next plan commission packet.  
Thank you,  
Barbara Raff

8:30 5G+

News Images Maps Shop


OSHA investigating Amazon Fulfillment Center fires

OSHA investigating Amazon Fulfillment Center fires. Published: Oct. 11, 2022 at 8:19 PM PDT. Close. Subtitle Settings.

CNBC  
www.cnn.com

Amazon took solar rooftops offline last year after fires, explosions

Sep 1, 2022 — Between April 2020 and June 2021, solar panels atop Amazon fulfillment centers caught fire or experienced electrical explosions at least six ...



Vice  
https://www.vice.com › Home › Tech

This Is the Third Amazon Warehouse to Catch Fire This Week

Oct 6, 2022 — Amazon workers at ALB1, the company's fulfillment center near Albany— which is set to hold a union election this

Sent from my iPhone

## Daniel Nakahara, AICP

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**From:** Victor Resnick <victor.resnick@yahoo.com>  
**Sent:** Thursday, May 11, 2023 2:51 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter/Bridge Proposal

[EXTERNAL EMAIL]

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To the Deerfield Plan Commission,

My name is Victor Resnick and I live in Riverwoods. I am writing on behalf of my family, which includes three children in the Deerfield School District. I am strongly opposed to the Baxter-Bridge proposal and am quite alarmed with the positive commentary that I reviewed from the Commission in prior meeting minutes. There are obvious health, traffic, and infrastructure concerns because industry of this magnitude has no place being this close to numerous Deerfield and Riverwoods residential neighborhoods. Proximity to an interstate exit and available land is not a suitable justification for revision of a land use. An argument of tax dollars cannot be the sole basis of approval as the effects on real estate values cannot be calculated.

The Commission has the ability to say no, and to do otherwise is short sighted to the continued growth of our neighboring communities. This is a heavy decision and one that requires much research. If you have not already, I encourage you to look at Bridges' current projects. As far as I am able to tell from the information on their website, there are 38 of their industrial buildings in the Chicago area. Some of the buildings are grouped together in parks as proposed for Baxter and to my best knowledge, I would say there are 7 parks. Of these 38 buildings, 26 are less than 400,000 square feet, 8 are between 400,000 and 800,000 square feet and only 4 are more than 800,000 square feet.

These 4 supersized buildings (i.e., 800K plus square feet) when looked at by satellite are in three different land use areas. I am not an urban planner, but they are best and informally described as one rural/industry (one building), commercial/industry exclusively (1 building), and two are in areas that are commercial/industry with residential in proximity but not adjacent (these are in Bolingbrook and Melrose Park). There are three business parks that when the smaller buildings are combined together equal over 800,000 square feet. Using the description above, two are commercial and industry uses exclusively, and one building is commercial/industry with residential directly abutting the industry (290 Phase 1 and 2). These extremely large buildings or campuses that are directly comparable to what Bridge is proposing to the Commission and they are being built exclusively in areas with high industry or rural settings. The only exceptions and where you find residents directly abutting or nearby are that already include heavy industry and manufacturing and it is reasonable to assume did not require a zoning change to construct.

Looking at their 38 properties in Illinois listed on their website, 12 are built in exclusively commercial industrial areas, 3 rural, 15 are in commercial/industry areas with residential in the vicinity and 7 are in areas where there is commerce/industry with residential directly adjacent. All of the warehouses directly adjacent to residential areas are much smaller (3 less than 200,000 sq ft, 1 that is 313,899 and 1 406,212). The one exception being the two-building campus called I290 Phase 1 and 2 mentioned above. The same trend can be seen those that are commercial and industry with residential in vicinity, 5 are less than 300,000 square feet, two just above 300,000, 1 that is 591,196, 1 that is 742,162.

The outliers are a 700k plus building in it's a, 950k plus in Bolingbrook and 1.7 million j. Melrose Park. If you look at the outliers via satellite, yet again, you will see they are in areas where there is already heavy industry and likely did not require a zoning change.

The takeaway from my review is that Bridges builds smaller closer to residences, and their exceptionally large warehouses are reserved for areas that are rural, commercial and industrial, only, or where they are already grandfathered in because of prior zoning. Please review their building trends, look at the satellite images, if you have not already. Yes, they have locations in some of our neighboring communities but they are much smaller. The scope of this proposal needs to be drastically reduced to move forward with re-zoning or flat out denied. **Let's not be the first community to open the door to industry where it is not meant to be. This is not a Riverwoods and Thorngate issue, this truck traffic on Lake Cook Road will kill southern Deerfield as it is and for what it could be.**

Regards,

Victor Resnick

## Daniel Nakahara, AICP

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**From:** Dana <shiryda@yahoo.com>  
**Sent:** Thursday, May 11, 2023 10:07 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Don't trust Tetra Tech

[EXTERNAL EMAIL]

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Check out this link:



United States Joins Lawsuits  
Against Tetra Tech EC Inc. Alleging  
False Claims in Connection With  
Shipyard Cleanup  
[justice.gov](https://www.justice.gov)

Regards,

Dana Shiery  
312-618-4594

## Daniel Nakahara, AICP

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**From:** Marc S. <marcsteer@gmail.com>  
**Sent:** Thursday, May 11, 2023 2:36 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Our opposition to the proposed Bridge Industries purchase and its contemplated heavy industrial use of the Baxter office-use property

[EXTERNAL EMAIL]

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Thank you for the opportunity to express to the Plan Commission and Board of Trustees our opposition to the proposed Bridge Industries purchase and its contemplated heavy industrial use of the Baxter office-use property.

Nothing complex here. This isn't brain surgery:  
Do better, Deerfield.  
Be better.

It's 2023, data is plentiful, we have countless examples of municipalities throughout the nation who have harmed the physical and/or financial health of their residents with short-sighted decisions that prioritized maximizing financial resources over the physical and financial health of their their law-abiding and tax-paying residents.  
Let's learn from the widely publicized mistakes of others.  
Let's not be another bad example and/or cautionary tale.  
Let's do better.  
Let's be better.

My wife, Edna, and I have lived in the Clavinia subdivision of Deerfield since 1990. We raised our children here, one of whom enjoyed her Deerfield upbringing to the point that she returned to raise her own family here. For nearly 33 years now, we've taken pride in our subdivision, our community, and in the Village of Deerfield. Twice each year we're reminded that our property taxes are very high (arguably far too high). But with that said, we've been confident that our taxes contribute to stellar schools, quality infrastructure, and, most importantly, a town that demonstrates its concern for the health, safety, and welfare of its residents. From Day #1, we've felt that we've been treated fairly and with respect.

The way this particular project is handled presents a test regarding fairness and respect. Times are more challenging now. Harming some or all Deerfield residents in order to maximize revenues despite huge negatives is not something we'd expect from this Village.

I'm a retired commercial real estate attorney by background. I'll leave it to others who are directly in discussions with the Village to address the zoning and municipal law specifics, but I'm of course personally and professionally familiar that changes and/or approvals related to zoning and special or permitted use are tied to concepts of community health, safety, and welfare.

The contemplated truck intensive heavy industrial use of the Baxter office park could not be more ill-suited for this community. There is absolutely nothing about this land use that would be a positive to the health, safety, and welfare of Deerfield and its residents. We're already living with excessive levels of noise, traffic, and pollution because of I-294. That is particularly acute to areas directly off the Tollway, like Clavinia. But, speaking as a long-time Clavinia resident, that was something previously considered in our initial decision to purchase, and at what price. Sure, over the past 30+ years, there are days during each year, particularly when the trees lose their leaves and the westerly winds blow hard,

where we wonder whether the cost savings was worth the traffic, noise, and pollution. But we're adults and choose not to live with regret -- the highway was here, we balanced pros and cons, and we made and live with our decisions.

This is different. This is far different. The tollway was here; the Bridge Industries project presents a fundamental and dramatic changed use. This contemplated changed use of the Baxter property could not be more fundamentally different from its long history as an office park, nor could it be less in keeping with Deerfield's family-centric suburban heritage.

We think it's fair to say that nobody -- nobody working for the Village and nobody living in the Village -- would desire or consider as appropriate this type of heavy industrial, with the traffic, noise, and pollution it brings were it not for the immediate gratification of dollars it adds to the tax base. The intended use is dangerous, unhealthy, and unattractive. It doesn't better the health, safety, and welfare of the community and its residents. Instead, it degrades the health, safety, and welfare of the community and its residents. It also will seriously harm the property value of all nearby property -- hurting longtime homeowners and the Village in the process.

Those who oppose this proposal and this use aren't being naive. Times change and nobody benefits by vacant property. Understood. But the better and long-term enlightened approach isn't rushing into the immediate gratification of instant cash windfalls rather than exploring approaches that balance increased cash with maintaining the health, safety, and welfare for the community and for residents. The better approach isn't to rush into the arms of an industrial purchaser looking to take advantage of a changed real estate market to scoop up well-located and currently devalued real estate, its dangerous and unsuitable use for the property be damned. Moving forward with anything remotely similar to the Bridge Industries plan fundamentally changes the nature and feel of the Village and it is an insult and slap in the face of homeowners who have supported the Village with their tax dollars and life decisions for many years. Instead of expending energy trying to cram a square peg into a round hole, creative efforts are needed to bring more appropriate projects to Deerfield. And if some of these more appropriate projects don't bring in quite as much revenue for the tax base, then some of that deficit can come from more efficiently and better managing the "spend" side of the equation. Maximizing income, no matter the other factors, is never the best approach.

Deerfield residents do our part. We've paid the exorbitantly high tax bills because we get value and believe the Village helps us maintain a healthy life. Clavinia residents participate fully with the recyclable program, eagerly embraced the new organic waste program, comply with Village water restrictions, and many of us help lead the way with far better than average electricity and natural gas usage too. And now, our own Village is contemplating a heavy industrial user because they're willing to simply pay the big bucks. That happens in the world, but that shouldn't happen here.

As the Village considers the future, I would urge it to listen to its residents and those most directly affected by these proposed changes.

Please do better, Deerfield.  
Please be better.

Thank you for your time and consideration.

Marc and Edna Steer  
1755 Central Avenue  
Deerfield, IL

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## Daniel Nakahara, AICP

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**From:** Lisa Anderson <andersonlisa106@gmail.com>  
**Sent:** Friday, May 12, 2023 2:22 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] I don't want to raise my family amongst trucks, pollution, and constant noise and traffic

[EXTERNAL EMAIL]

I love that there are so many people who do not even know where Deerfield is or have even heard of it because it doesn't draw attention to us. It's quiet and family oriented, and we do not need random trucks and random truck drivers overtaking our lives. I feel a sense of protection living here in a world where lately there is no protection!

As somebody who lives in this neighborhood, I want to share what I heard last night from Bridge that should concern every one of us who live in this area too.

1) Background on Proposal – What we know and will not know until project is complete:

a. Bridge is just the developer and “landlord” of the site. Until it is built, they will have no way to confirm who the tenants will be, how many trucks will actually be driving in and out all day long (they only provided “estimates”), what will be inside the trucks (they said they wont allow anything “toxic” but will not have a management office on-site for inspection) or the type of trucks (Semis, Fuel efficient vs not, etc...).

According to their site plan proposal, will be 50 docks attached to the smaller building, 177 docks attached to the larger building for a whopping total of 227 docks. But good news... they only "estimate 125 Truck Stalls will be used at any one given time" ....and yes, they do want this to be a 24/7 operating business. (Please start doing the math...)

b. What this means – The Village of Deerfield will have no idea who will be coming in and how many trucks will truly be driving in and out of our town 24/7 until this project is complete and the tenants have signed with Bridge.

2) Traffic - If you drive on Wilmot Road (including driving to/from South Park and Wilmot Schools) or drive west on Deerfield road, this will have a huge impact in our neighborhood

a. Bridge loves this location because trucks can easily drive up from 294 OR 94/Edens . However, this means they will also be using our roads to get back on 294 and trying to take the Deerfield Road/294 S Entrance to jump the spur to head back on the Edens/Kennedy anytime the trucks need to head to Chicago or to all the States east of Illinois.

b. What this means - If the Village of Deerfield allows this project to proceed with setting a law to enforce for no right turns from the Truck exit to Saunders (to jump the spur that way) - which was offered up by one of the Village Board Members as a solution last night-- they will 100 percent be going to Lake Cook -> up Wilmot Road -> to Deerfield Rd -> to the tollway entrance to jump the spur.

c. The Bridge team literally said last night these trucks will use GPS to take the shortest routes needed to get to and from the truck facility to their destinations while “abiding enforced laws”.

d. The spur is an essential roadway coming to and from Chicago and states east of IL. These trucks WILL be using this GPS re-route at all hours of the day and night – driving up Wilmot and turning on Deerfield Rd for the Tollway entrance– to get to their locations if they are travelling to Chicago or states east of Illinois.

e. For our kids who bike up and down Wilmot Road or families who live in this area, the sound, noise, pollution and safety of trucks driving up Wilmot Rd to get to the 294S/Spur entrance at all hours of the day and night should concern us ALL.

3) Pollution - Speaking of pollution, according to the Bridge "Environmental Expert" – there is one piece of GREAT news for all the residents in Thorngate shared with them all last night! Such great news for Thorngate! Why? Because according to this "environmental expert" ..... "all the pollution from the truck facility will be heading EAST and away from Riverwoods given the wind direction." Yep, his exact words.... "All the truck pollution will be blowing EAST" .....yes, this IS GREAT news for Riverwoods and TERRIFYING news for the rest of us who live between 294 and the Deerfield Train Station.

This is a horrible idea and would make me not want to live here moving forward - I need to protect my children. Deerfield is not an appropriate location for this!!

Sent from my iPhone

**Daniel Nakahara, AICP**

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**From:** Holly Anderson <holly.anderson2@gmail.com>  
**Sent:** Friday, May 12, 2023 3:10 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Concerns about the Bridge/Baxter proposal

[EXTERNAL EMAIL]

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Dear Plan Commission,

I am a resident of Deerfield and I am very concerned about the Bridge proposal of an industrial truck complex on the Baxter property. It will have very detrimental effects on traffic in our neighborhood, especially on Wilmot Road. The noise, pollution, and safety of trucks driving on Wilmot Road is a great concern to our family. I am also concerned about the hundreds of trees that will be impacted. This proposal has the potential to greatly harm our community.

Sincerely,  
Holly Anderson  
1116 Greenwood Ave.  
Deerfield, IL 60015

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Holly Anderson

[holly.anderson2@gmail.com](mailto:holly.anderson2@gmail.com)

Cell: 708-710-1421  
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## Daniel Nakahara, AICP

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**From:** Amy Berger <berger.home@yahoo.com>  
**Sent:** Friday, May 12, 2023 7:54 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] 5/11 Public Hearing

[EXTERNAL EMAIL]

Hi I attended last nights meeting as a very concerned Deerfield resident. I left around 8 o'clock because I simply could not hear more than 10 percent of what was said. I gather if you saw people leaving, it was because the lack of hearing (as people said when they were walking out) and not disinterest. I hope the Planning Commission releases a transcript.

Amy Berger  
45 Shenandoah Rd

Sent from my iPad

## Daniel Nakahara, AICP

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**From:** Michelle H <michellehammer@gmail.com>  
**Sent:** Friday, May 12, 2023 12:42 PM  
**To:** Plan Commission Comment; Mayor Dan Shapiro; tbrodeur@dps109.org;  
jmonaco@dps109.org  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Feedback after meeting. Leaning in favor of Bridge

[EXTERNAL EMAIL]

Thank you for representing the community and asking fair questions. I have a remaining question for clarification.

When Bridge said the land is already zoned for Industrial warehouse and distribution, does this mean they don't need to rezone?

To me, it sounds like Bridge has much of their ducks in a row whether Thorngate likes it or not. They are hung up on the winds blowing east now, but the expert said the particles aren't in the hazardous level. Do you feel confident in his expert opinion? He def has the credentials. More than yapping moms on FB.

He also notes the land will continue to serve as a barrier from the existing pollutions off the highway.

As Bridge mentioned, (and they've been doing this for 40+ years) this infrastructure is what we are seeing everywhere. Companies aren't building huge HQ anymore. This is the current trend of development. Even locally, we can look at Allstate and a massive warehouse project in Libertyville where another gigantic medical Corp used to stand.

I think Bridge needs to provide more clarity in some areas and work with the village in restrictions to certain roads and tackle other obstacles. They did appear to be willing to work with the village. My takeaway is if these things get worked out, I can't imagine how the project can't be approved. What else would be going there? As mentioned, the village can't afford to build a park district and DF taxes are already through the roof. I think the vocal residents are being short sighted. It can sit empty, with no revenue coming for our community. Then they will cry when our taxes sore.

I hope you listen to all experts no matter what way you decide and not just the loud group of Riverwoods and west DF whom possibly is being misdirected.

Thank you,

Michelle Bernstein

Sent from my iPhone

## Daniel Nakahara, AICP

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**From:** Mark Blumenthal <mjblumenthal@comcast.net>  
**Sent:** Friday, May 12, 2023 12:50 PM  
**To:** Plan Commission Comment  
**Cc:** Jeffery Ryckaert, AICP; Daniel Nakahara, AICP  
**Subject:** Public Comment-Baxter Bridge

[EXTERNAL EMAIL]

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To Deerfield Village Planning Commission,

I was present at the Deerfield Planning Commission meeting last night, May 11, 2023, and was surprised that the Bridge experts did not think the proposed 24/7 Freight Terminal on the Baxter property ("Freight Terminal") would have any negative impact on property values in Deerfield or Riverwoods.

I own a home in School districts 109 and 113. I just received my real estate tax bill for the tax year 2022 and 73% of these taxes will be paid to school districts 109 and 113 (43% will be paid to school district 109 and 30% to school district 113).

What is the projected increase in real estate taxes that could be paid to the school districts 109 and 113 from the proposed Freight Terminal and what year would these taxes start to be paid? I would assume that this projection would subtract the taxes, if any, already being paid to School districts 109 and 113 by Baxter and acknowledge that other alternative uses of the property could also result in increased real estate taxes being paid to districts 109 and 113.

**Equally, if not more important, what is the potential loss of real estate taxes to be paid to school districts 109 and 113, if property values decline?**

Per the *Deerfield Public School District 109 Final Budget* for the fiscal year ended June 30, 2023, *Page 120*, the report shows a **projected increase in Equalized Assessed Valuation of 2% per year compounded for the Tax Levy Years 2022, 2023, 2024, 2025, and 2026.**

What happens to the funding of the schools if the concerned residents of District 109 and 113 are correct and the Freight Terminal decreases real estate tax property values? Is it possible that the end result of this Freight Terminal is that the Deerfield Public Schools will have less tax revenue?

If there is a **decrease in property values in districts 109 and 113, is it likely that this will happen immediately** once the Freight Terminal is approved by Deerfield and that any offsetting revenue to Districts 109 and 113 will be years down the road after construction is complete and the Freight Terminal is fully leased?

A decrease in property tax values in Deerfield is an obvious negative, but Districts 109 and 113 receive significant tax revenue from Riverwoods and parts of Bannockburn and Highland Park.

From the questions asked by the commission last night, I believe that this Planning Commission if carefully considering the impact of the proposed Freight Terminal on the quality-of-life issues including traffic, air, water, noise, light and safety for the broader Deerfield community.

I hope that the Planning Commission is also consulting with School Districts 109 and 113 on the **impact** of the proposed Freight Terminal on our **schools and all of our students**.

I hope that you recommend to the Village Trustees to reject the proposed Freight Terminal.

Respectively,

Mark Blumenthal

Resident of School Districts 109 & 113

## Daniel Nakahara, AICP

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**From:** jennifer B <jboudreau1129@gmail.com>  
**Sent:** Friday, May 12, 2023 4:57 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Concerned Deerfield Resident.

[EXTERNAL EMAIL]

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Dear Commissioner Board,

As somebody who lives in the Laurel Hill neighborhood, I have many concerns after hearing Bridge speak yesterday. This will directly impact my children and my home value. I was raised in Deerfield and came back here to raise my family. I love so many things about Deerfield. This would directly impact the integrity of our community.

Instead of allowing this to pass, why don't we focus on revamping the Walgreens site, per the minutes I saw there was support from the mayor reinventing that location to a restaurant entertainment space.

The community has been asking for a place for adults and children to be able to congregate for a long time. Since we aren't getting that at the Square this would be another option to help generate tax relief for Deerfield as well.

I really don't see any benefit with the Bridge project. Not one single benefit.

Why would we want trucks coming in and out of our community 24/7? Why would we want more congestion with semi's? Why would we want air pollution to be impacted to everyone in Deerfield? According to the environmental expert, all the pollution from the truck facility will be heading EAST, not great news for the rest of us who live between 294 and the Deerfield Train Station. Why would you want this in our own backyard? Please ask yourself all of these questions.

Please don't let this pass. This affects your home values (even though the appraiser didn't seem to think so). I wholeheartedly disagree with his analysis.

Thank you for reading and your time and consideration

Jen Boudreau

## Daniel Nakahara, AICP

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**From:** Marlandan Callistein <marlandan@yahoo.com>  
**Sent:** Friday, May 12, 2023 9:33 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] re: development of Deerfield

[EXTERNAL EMAIL]

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Good morning,

I urge you to consider what is best for our community. We would benefit from more green spaces, more local businesses, section 8 housing, a place for teens to come together for classes and more. What we do not need are trees cut down and hundreds of trucks coming and going 24/7 bringing noise and pollution. Please find ways to responsibly develop our community.

Thank you,  
Marla Callistein

## Daniel Nakahara, AICP

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**From:** Steph Degodny <stephdegodny@me.com>  
**Sent:** Friday, May 12, 2023 9:31 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Please say NO to the Baxter/Bridge Development

[EXTERNAL EMAIL]

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To Whom it May Concern:

I am a resident of Deerfield and I am writing this email to share my concern regarding the proposed Baxter/Bridge Development that will impact my family and our community for several significant reasons.

The proposed industrial complex is located within close proximity to multiple residential areas, and it is expected to generate significant noise, air, and water pollution. This will have negative effects on our health, property values, our beautiful lands and nature, surrounding wildlife and overall quality of life. It will result in traffic and road congestion, safety hazards for pedestrians and cyclists.

Additionally, an industrial complex of this size and magnitude would have a negative impact on what our community represents and stands for. It would detract from the peace and tranquillity that we all cherish and it will make our village an unattractive place to live. This will most definitely lead to a decrease in property values and a loss of community spirit. Deerfield is the wrong location for the Bridge proposal.

**Respectfully, what you have to decide as a member of this commission is: are you willing to approve this land use for a project that has no business being in a community like ours, fully knowing that this will negatively impact members of our community on a DAILY basis through air quality, road traffic and noise?**

I implore you to seriously consider the implications of this project beyond just tax revenue and listen to the people pleading with you to say NO.

Steph Degodny  
145 Exmoor Court, Deerfield  
312.502.5991

## Daniel Nakahara, AICP

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**From:** Sari Gallagher <sarigallagher1@gmail.com>  
**Sent:** Friday, May 12, 2023 9:35 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter property

[EXTERNAL EMAIL]

As a Deerfield resident basically my whole life, I just wanted to make it known that I am against the proposed bridge development at the Baxter location. My #1 concern is safety/health, followed by traffic and environmental reasons.

Sincerely,  
Sari Gallagher

## Daniel Nakahara, AICP

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**From:** Denise Goodman <drg1967@gmail.com>  
**Sent:** Friday, May 12, 2023 1:34 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter Bridge Concerned Resident

[EXTERNAL EMAIL]

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To whom it may concern:

I have some additional questions:

1. Is the Phase 1 and 2 environmental completed and available to the public?
2. What type of road use agreement will be in place? What type of bond? How often will the roads be tested for damage and what is the means for Bridge to remediate the roads?
3. How old is also impact our gas stations? Where will all these trucks fill up?
4. The gifting of a new soccer fields and baseball field is a bribe. There's no point in having those of our children get sick due to the toxins from the trucks.

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As somebody who lives in this neighborhood, I want to share what I heard last night from Bridge that should concern every one of us who live in this area too. If I have any factual info not correct below based on what others heard, please let me know:

1) Background on Proposal – What we know and will not know until project is complete:

a. Bridge is just the developer and “landlord” of the site. Until it is built, they will have no way to confirm who the tenants will be, how many trucks will actually be driving in and out all day long (they only provided “estimates”), what will be inside the trucks (they said they wont allow anything “toxic” but will not have a management office on-site for inspection) or the type of trucks (Semis, Fuel efficient vs not, etc...).

According to their site plan proposal, will be 50 docks attached to the smaller building, 177 docks attached to the larger building for a whopping total of 227 docks. But good news... they only "estimate 125 Truck Stalls will be used at any one given time" ....and yes, they do want this to be a 24/7 operating business. (Please start doing the math...)

Note - This was an updated fact shared with me after my initial post by somebody who has read the proposal. I am open to updating these figures if not accurate.

b. What this means – The Village of Deerfield will have no idea who will be coming in and how many trucks will truly be driving in and out of our town 24/7 until this project is complete and the tenants have signed with Bridge.

2) Traffic - If you drive on Wilmot Road (including driving to/from South Park and Wilmot Schools) or drive west on Deerfield road, this will have a huge impact in our neighborhood

- a. Bridge loves this location because trucks can easily drive up from 294 OR 94/Edens . However, this means they will also be using our roads to get back on 294 and trying to take the Deerfield Road/294 S Entrance to jump the spur to head back on the Edens/Kennedy anytime the trucks need to head to Chicago or to all the States east of Illinois.
- b. What this means - If the Village of Deerfield allows this project to proceed with setting a law to enforce for no right turns from the Truck exit to Saunders (to jump the spur that way) - which was offered up by one of the Village Board Members as a solution last night- - they will 100 percent be going to Lake Cook -> up Wilmot Road -> to Deerfield Rd -> to the tollway entrance to jump the spur.
- c. The Bridge team literally said last night these trucks will use GPS to take the shortest routes needed to get to and from the truck facility to their destinations while “abiding enforced laws”.
- d. The spur is an essential roadway coming to and from Chicago and states east of IL. These trucks WILL be using this GPS re-route at all hours of the day and night – driving up Wilmot and turning on Deerfield Rd for the Tollway entrance– to get to their locations if they are travelling to Chicago or states east of Illinois.
- e. For our kids who bike up and down Wilmot Road or families who live in this area, the sound, noise, pollution and safety of trucks driving up Wilmot Rd to get to the 294S/Spur entrance at all hours of the day and night should concern us ALL.
- 3) Pollution - Speaking of pollution, according to the Bridge “Environmental Expert” – there is one piece of GREAT news for all the residents in Thorngate shared with them all last night! Such great news for Thorngate! Why? Because according to this “environmental expert” .....”all the pollution from the truck facility will be heading EAST and away from Riverwoods given the wind direction.” Yep, his exact words.... “All the truck pollution will be blowing EAST” .....yes, this IS GREAT news for Riverwoods and TERRIFYING news for the rest of us who live between 294 and the Deerfield Train Station.
- 4) Plus, as the local Lorax of my own neighborhood, it made me really sad to hear they will be cutting down 900 (!) trees. Yes, according to their landscape design “expert”, 200 of them are in poor condition. So it’s only (!) 700 trees in excellent condition they will be replacing 😊. While this shouldn’t be the reason that gets you most angry about them coming into town, it’s one more way they are trying to turn Deerfield into Truckfield....(Best sign of the night I saw BTW in the crowd....)

Regards,

Denise Goodman

## Daniel Nakahara, AICP

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**From:** Danielle <dgreen731@sbcglobal.net>  
**Sent:** Friday, May 12, 2023 11:42 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Comments on Bridge plans

[EXTERNAL EMAIL]

Thank you for holding yesterday's hearing. I will say that, even with the microphones, it was very hard to hear. A different venue for the next meeting would be appreciated so that everyone can hear.

The concerns that I did not hear addressed fall into 2 categories.

Stormwater-

It is unclear how much impermeable space the new project would be adding. This would lead to runoff issues and just saying 'we are complying with applicable regulations' is not sufficient. Couple this with the 900 trees that will be removed amplifies the problem. Trees soak up a lot of stormwater runoff and I did not hear about how this loss of natural stormwater infiltration will be compensated for.

Public Health

Deerfield residents live to the west and the east of the proposed project. Saying that the winds do not usually blow to the west does nothing to solve the issues in our town.

Particulate Matter (PM) will increase. I did not hear any discussion on the size of PM that will increase, and the public health outcomes that are anticipated with this increase. This should be calculated using a maximum capacity of the trucks on the property- not just how many they anticipate using the site.

The calculations should include the cumulative impact of the existing highway PLUS the new vehicles. That is the pollution burden on the community. Looking at only the new trucks does not adequately describe the impacts. Saying 'you already have pollution from the highway so what's a little more' is also not adequate.

Lastly, they need to be able to describe the environmental air pollution and corresponding public health implications on the property itself. They are building walking paths and a field for outdoor sports at a truck facility. It does not seem that this is healthy - air pollution and exercise are not a good combination. It is their burden to provide data to show otherwise.

When weighing this application, the board should be considering that the future trucks will use Deerfield road to access 94E. Consider the implications of these air pollution issues (let alone noise and other disruptions from a 24/7) on smaller roads that have residential neighborhoods and schools.

Thank you,  
Danielle Green  
700 Price Lane

Sent from my iPhone

## Daniel Nakahara, AICP

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**From:** Evan Ipema <evanipema@gmail.com>  
**Sent:** Friday, May 12, 2023 1:08 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] NO Baxter Facility in Deerfield!!! - Resident

[EXTERNAL EMAIL]

Deerfield Planning Commission,

As a Deerfield resident and mom of small children, I'm begging you to please not allow this logistics facility to be in Deerfield. Part of what draws people to live in Deerfield is the walkability to schools, and these trucks will significantly impact the children's walking routes to and from Caruso, South Park, & Wilmot schools. It is simply NOT SAFE and not necessary. PLEASE DO NOT ALLOW THIS!!!

Thank you,

Evan Ipema  
(678)-448-8056

## Daniel Nakahara, AICP

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**From:** Joanna Jacobs <joannarjacobs@gmail.com>  
**Sent:** Friday, May 12, 2023 8:30 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge proposal

[EXTERNAL EMAIL]

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Good morning,

Last night's meeting was unbelievably concerning. Please do not allow this to be built in Deerfield. We will lose the incredible community we have here as it will be unsafe in so many ways for families.

Please.

Thank you.

Joanna Jacobs, Deerfield (at Chestnut and Deerfield Road) resident

## Daniel Nakahara, AICP

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**From:** Ruth Joseph <ruthdjoseph@gmail.com>  
**Sent:** Friday, May 12, 2023 8:58 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] My husband has asthma and I want to walk in my neighborhood and breathe the FRESH air - not pollution!

[EXTERNAL EMAIL]

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My backyard is Lake Cook Rd. I am extremely close to the 294 tollway. This is our beautiful town. **Don't do this to us and our town!**

### 1) Background on Proposal – What we know and will not know until project is complete:

a. Bridge is just the developer and “landlord” of the site. Until it is built, they will have no way to confirm who the tenants will be, how many trucks will actually be driving in and out all day long (they only provided “estimates”), what will be inside the trucks (they said they won't allow anything “toxic” but will not have a management office on-site for inspection) or the type of trucks (Semis, Fuel efficient vs not, etc...). There will be 125 “Truck Stalls” and this will be a **24/7 operating business**.

b. **What this means** – The Village of Deerfield will have no idea who will be coming in and how many trucks will truly be driving in and out of our town 24/7 until this project is complete and the tenants have signed with Bridge.

2) **Traffic** - If you drive on Wilmot Road (including driving to/from South Park and Wilmot Schools) or drive west on Deerfield road, this will have a huge impact in our neighborhood

a. Bridge loves this location because trucks can easily drive up from 294 OR 94/Edens . However, this means they will also be using our roads to get back on 294 and trying to take the Deerfield Road/294 S Entrance to jump the spur to head back on the Edens/Kennedy anytime the trucks need to head to Chicago or to all the States east of Illinois.

b. **What this means** - If the Village of Deerfield allows this project to proceed with setting a law to enforce for no right turns from the Truck exit to Saunders (to jump the spur that way) - which was offered up by one of the Village Board Members as a solution last night - **they will 100 percent be going to Lake Cook -> up Wilmot Road -> to Deerfield Rd -> to the tollway entrance to jump the spur.**


c. **The Bridge team literally said last night these trucks will use GPS to take the shortest routes needed to get to and from the truck facility to their destinations** while “abiding enforced laws”.

d. The spur is an essential roadway coming to and from Chicago and states east of IL. **These trucks WILL be using this GPS re-route at all hours of the day and night – driving up Wilmot and turning on Deerfield Rd for the Tollway entrance– to get to their locations if they are travelling to Chicago or states east of Illinois.**

e. **For our kids who bike up and down Wilmot Road or families who live in this area, the sound, noise, pollution and safety of trucks driving up Wilmot Rd to get to the 294S/Spur entrance at all hours of the day and night should concern us ALL.**

3) **Pollution** - Speaking of pollution, according to the Bridge “Environmental Expert” – there is one piece of GREAT news for all the residents in Thorngate shared with them all last night! Such great news for Thorngate! Why? Because according to this “environmental expert” .....**“all the pollution from the truck facility will be heading EAST** and away from Riverwoods given the wind direction.” Yep, his exact words.... “All the truck pollution will be blowing EAST” .....yes, this IS GREAT news for Riverwoods and **TERRIFYING news for the rest of us who live between 294 and the Deerfield Train Station.**

4) Plus, as the local Lorax of my own neighborhood, it made me really sad to hear they will be cutting down 900 (!) trees. Yes, according to their

landscape design “expert”, 200 of them are in poor condition. So it's only (!) 700 trees in excellent condition they will be replacing  While this shouldn't be the reason that gets you most angry about them coming into town, **it's one more way they are trying to turn Deerfield into Truckfield....**

## Daniel Nakahara, AICP

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**From:** SHIRLEY KATZ <shirl4hand@aol.com>  
**Sent:** Friday, May 12, 2023 8:06 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Could not hear

[EXTERNAL EMAIL]

Hi,  
I attended the bridge presentation last night at Deerfield Highschool.

I wanted to let you know that I had a significantly hard time hearing the presentation. The air conditioner, noise or the background noise was so loud that everything sounded muffled.

I know you're doing the best you can to accommodate the crowd, but I did make a complaint at the desk.

Nothing seem to change, but maybe for next time you can address this in advance

Thank you

Shirley Katz

Sent from Shirley's iPhone. This may be dictated so please disregard spelling errors

## Daniel Nakahara, AICP

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**From:** Max Kaulich <mkaulich1@gmail.com>  
**Sent:** Friday, May 12, 2023 9:15 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Negative impact and Safety of our Community

[EXTERNAL EMAIL]

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Hi,

I live in Deerfield and am concerned about the following:

1) Background on Proposal – What we know and will not know until project is complete:

a. Bridge is just the developer and “landlord” of the site. Until it is built, they will have no way to confirm who the tenants will be, how many trucks will actually be driving in and out all day long (they only provided “estimates”), what will be inside the trucks (they said they wont allow anything “toxic” but will not have a management office on-site for inspection) or the type of trucks (Semis, Fuel efficient vs not, etc...). There will be 125 “Truck Stalls” and this will be a 24/7 operating business.

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Thank you Max Kaulich

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Max Kaulich

## Daniel Nakahara, AICP

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**From:** aileen kleiman <aileengkleiman@gmail.com>  
**Sent:** Friday, May 12, 2023 9:34 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Ban Bridge Contract with Baxter

### [EXTERNAL EMAIL]

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As somebody who lives in this neighborhood South Park (Clavinia) Neighborhood I want to share what I heard last night from Bridge that deeply makes me horrified if this is approved.

1) Background on Proposal – What we know and will not know until project is complete:

a. Bridge is just the developer and “landlord” of the site. Until it is built, they will have no way to confirm who the tenants will be, how many trucks will actually be driving in and out all day long (they only provided “estimates”), what will be inside the trucks (they said they wont allow anything “toxic” but will not have a management office on-site for inspection) or the type of trucks (Semis, Fuel efficient vs not, etc...).

According to their site plan proposal, will be 50 docks attached to the smaller building, 177 docks attached to the larger building for a whopping total of 227 docks. But good news... they only "estimate 125 Truck Stalls will be used at any one given time"....and yes, they do want this to be a 24/7 operating business. (Please start doing the math...)

b. What this means – The Village of Deerfield will have no idea who will be coming in and how many trucks will truly be driving in and out of our town 24/7 until this project is complete and the tenants have signed with Bridge.

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a. Bridge loves this location because trucks can easily drive up from 294 OR 94/Edens . However, this means they will also be using our roads to get back on 294 and trying to take the Deerfield Road/294 S Entrance to jump the spur to head back on the Edens/Kennedy anytime the trucks need to head to Chicago or to all the States east of Illinois.

b. What this means - If the Village of Deerfield allows this project to proceed with setting a law to enforce for no right turns from the Truck exit to Saunders (to jump the spur that way) - which was offered up by one of the Village Board Members as a solution last night- - they will 100 percent be going to Lake Cook -> up Wilmot Road -> to Deerfield Rd -> to the tollway entrance to jump the spur.

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e. For our kids who bike up and down Wilmot Road or families who live in this area, the sound, noise, pollution and safety of trucks driving up Wilmot Rd to get to the 294S/Spur entrance at all hours of the day and night should concern us ALL.

3) Pollution - Speaking of pollution, according to the Bridge “Environmental Expert” – there is one piece of GREAT news for all the residents in Thorngate shared with them all last night! Such great news for Thorngate! Why? Because according to this “environmental expert” .....”all the pollution from the truck facility will be heading EAST and away from Riverwoods given the wind direction.” Yep, his exact words.... “All the truck pollution will be blowing EAST” .....yes, this IS GREAT news for Riverwoods and TERRIFYING news for the rest of us who live between 294 and the Deerfield Train Station.

4) Plus it made me really sad to hear they will be cutting down 900 (!) trees. Yes, according to their landscape design “expert”, 200 of them are in poor condition. So it’s only (!) 700 trees in excellent condition they will be replacing 😞. While this shouldn’t be the reason that gets you most angry about them coming into town, it’s one more way they are trying to turn Deerfield into Truckfield.

I am a mother of 4 raising her young family here and if this goes through I’m horrified to think of potential environmental and traffic dangers this presents to them. My kids are in South Park, Caruso and DHS. And both my husband and I are concerned enough to consider leaving Deerfield.

Please listen to the community and this is not the right choice for 60015.

Thank you,  
Aileen Kleiman  
aileengkleiman@gmail.Com

## Daniel Nakahara, AICP

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**From:** Rhoda Markovitz <rem564@aol.com>  
**Sent:** Friday, May 12, 2023 3:03 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge development

[EXTERNAL EMAIL]

To Whom It May Concern:

I am totally opposed to Bridge's development plans at Lake Cook and Sanders. Although Deerfield trustees are understandably eager for more tax dollars to help the village, the proposal—which envisions the building of 227 shipping docks that will allow hundreds of trucks using Lake Cook, Sanders and Deerfield Road to access the highway 24/7 every day and which will cause air and noise pollution, traffic jams, and potential danger to children at Wilmot and South Park schools— is inappropriate for a highly dense suburb that prides itself on being family and child oriented, bicycle friendly, and community minded.


The proposal will turn Deerfield into a smog-filled, traffic-jammed industrial hub where NOBODY will want to live and raise a family. Deerfield will be viewed much like East Gary, Indiana, where residents fled to avoid the smog from trucks and factories, or Bensenville, where residents left the community due to airport noise, traffic congestion and pollution.

Shame on each one of you who believes these plans are appropriate for a suburb known for its community-minded values, good schools, green parks, playgrounds and bike trails. And shame on the Village board member who at last night's meeting proposed a laughable "compromise" of erecting "no right turn" signs so that trucks could not drive from the truck exit to Saunders in order to "jump" the spur in order to access the highway. There is no way to reduce traffic jams and congestion which would be precipitated by hundreds of trucks entering and exiting a truck facility on Lake Cook Road and Sanders Road UNLESS the proposal is voted down.

Even Bridge's own environmental expert unwittingly admitted that the pollution and smelly exhaust fumes from the hundreds of trucks exiting and entering the site daily would adversely affect the areas to the west of the site. These areas include the residents living between the proposed truck facility and the Deerfield train station. Bridge's own environmental expert explained at last night's meeting that Thorngate residents don't have to worry about pollution because "all pollution from the truck facility will be headed east and away from Riverwoods." Great news for Thorngate and Riverwoods residents, but really terrible news for the school kids at Wilmot and South Park Schools—located immediately to the east to the proposed truck facility— who like recess and may want to play outside on the school playgrounds. And bad news for the families who want to frequent Mitchell Pool at the corner of Wilmot and Hazel Streets, the Deerfield Golf Club, or the many parks and playgrounds located to the west of the proposed truck facility Are you Village board members willing to make all these wonderful community facilities unusable?? Are you Village board members willing to make it unsafe for Deerfield residents, especially children and babies whose immune and respiratory systems are still developing, to play or even go outside?

I am, frankly, disgusted that Deerfield board members and the planning commission would even consider allowing such a large truck facility to be built in Deerfield, especially since Bridge admitted that it cannot guarantee its tenant(s) will not permit chemicals or other toxins from being transported in the trucks at the site or traveling hundreds of times a day on Deerfield roads.

Please, please do not approve Bridge's proposed truck facility plans for the site. Such a facility would destroy Deerfield as we know and love it.

—Rhoda Markovitz  


Sent from my iPhone

## Daniel Nakahara, AICP

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**From:** D Morris <dlgmorris@gmail.com>  
**Sent:** Friday, May 12, 2023 11:03 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Objection of trucking development at Baxter location

[EXTERNAL EMAIL]

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I oppose the annexing of the current Baxter property because of the items below. I also am an employee at Discover Financial Services, which is located across the street. We have green areas, a walking path, pond and outside seating that we can enjoy during the warmer weather. The proposal below will make it impossible to be outside due to pollution and noise. Currently, traffic is already difficult in and out of our headquarters and if you add in the below, it will become a nightmare.

a. Bridge is just the developer and “landlord” of the site. Until it is built, they will have no way to confirm who the tenants will be, how many trucks will actually be driving in and out all day long (they only provided “estimates”), what will be inside the trucks (they said they wont allow anything “toxic” but will not have a management office on-site for inspection) or the type of trucks (Semis, Fuel efficient vs not, etc...).

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Note - This was an updated fact shared with me after my initial post by somebody who has read the proposal. I am open to updating these figures if not accurate.

b. What this means – The Village of Deerfield will have no idea who will be coming in and how many trucks will truly be driving in and out of our town 24/7 until this project is complete and the tenants have signed with Bridge.

2) Traffic - If you drive on Wilmot Road (including driving to/from South Park and Wilmot Schools) or drive west on Deerfield road, this will have a huge impact in our neighborhood

a. Bridge loves this location because trucks can easily drive up from 294 OR 94/Edens . However, this means they will also be using our roads to get back on 294 and trying to take the Deerfield Road/294 S Entrance to jump the spur to head back on the Edens/Kennedy anytime the trucks need to head to Chicago or to all the States east of Illinois.


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d. The spur is an essential roadway coming to and from Chicago and states east of IL. These trucks WILL be using this GPS re-route at all hours of the day and night – driving up Wilmot and turning on Deerfield Rd for the Tollway entrance– to get to their locations if they are travelling to Chicago or states east of Illinois.

e. For our kids who bike up and down Wilmot Road or families who live in this area, the sound, noise, pollution and safety of trucks driving up Wilmot Rd to get to the 294S/Spur entrance at all hours of the day and night should concern us ALL.

3) Pollution - Speaking of pollution, according to the Bridge "Environmental Expert" – there is one piece of GREAT news for all the residents in Thorngate shared with them all last night! Such great news for Thorngate! Why? Because according to this "environmental expert" ..... "all the pollution from the truck facility will be heading EAST and away from Riverwoods given the wind direction." Yep, his exact words.... "All the truck pollution will be blowing EAST" .....yes, this IS GREAT news for Riverwoods and TERRIFYING news for the rest of us who live between 294 and the Deerfield Train Station.

4) Plus, as the local Lorax of my own neighborhood, it made me really sad to hear they will be cutting down 900 (!) trees. Yes, according to their landscape design "expert", 200 of them are in poor condition. So it's only (!) 700 trees in excellent condition they will be replacing 

thanks for your time -dana morris

## Daniel Nakahara, AICP

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**From:** Corie Niese <corieniese@hotmail.com>  
**Sent:** Friday, May 12, 2023 9:43 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] NO to Bridge

[EXTERNAL EMAIL]

> Good morning,  
> We live at 748 Deerpath Drive in Deerfield. We absolutely oppose the Baxter/Bridge project. The restaurants and stores in Deerfield do not stack up to the surrounding areas. Bringing industrial parks will completely destroy this town. We moved here to be in a quaint community—not be in a town similar to Bensenville. Please do not pass this, for the sake of our town.  
> Thank you,  
> Corie and Jarret Niese

**Daniel Nakahara, AICP**

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**From:** Allison Orlinsky <abgo1006@gmail.com>  
**Sent:** Friday, May 12, 2023 2:13 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] NO TO BRIDGE

[EXTERNAL EMAIL]

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To Whom It May Concern:

I am a resident of deerfield and am greatly concerned because Bridge will cause a huge impact on traffic, pollution and safety of our community, especially because of the proximity to our schools and their proximity to 294/Edens Spur. I am against Bridge taking over the old Baxter space.

Sincerely,  
Concerned Citizen

**Daniel Nakahara, AICP**

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**From:** Allison Orlinsky <abg1006@mac.com>  
**Sent:** Friday, May 12, 2023 2:05 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] NO TO BRIDGE

[EXTERNAL EMAIL]

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To Whom It May Concern:

We are residents of deerfield and are greatly concerned because Bridge will cause a huge impact on traffic, pollution and safety of our community, especially because of the proximity to our schools and their proximity to 294/Edens Spur. We are against Bridge taking over the old Baxter space.

Sincerely,  
The Orlinsky Family

## Daniel Nakahara, AICP

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**From:** Caitlin P <caitlinproctor80@gmail.com>  
**Sent:** Friday, May 12, 2023 10:56 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Ban Deerfield Truck

[EXTERNAL EMAIL]

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Please don't let this happen. It will be terrible for our community. If "no right turn" is place on Sanders Road, the trucks heading east will to Lake Cook, take Wilmot to head South to Deerfield Road. Make a left on Deerfield to get to the highway and then move over to get to the spur, heading east.

### **KIDS AT WILMOT ON DEERFIELD ALL DAY EVERY DAY.**

Where my husband worked in the city, a young woman was at a crosswalk, **a truck turned and it was too big, she was too small.** She was hit, and killed. This is a very big concern with our tiny children waiting on those corners. IT'S AN ENORMOUS RISK. One of our children can get killed. Trucks making turns onto Deerfield at Wilmot.

At **Lake Cook and Wilmot**, there's day care where one of my children attends. **Their playground is on that corner.**

Where my mom lives in South Africa, a TANKER got stuck under a bridge just like the trucks get stuck under the bridge at the station. Guess what happened... it blew up. A giant fireball that killed 38 people and burned many many more. **Watch this and think about YOUR families.** <https://www.youtube.com/watch?v=qmv555psen0>

If you allow this to happen you will destroy this community and you'll have blood on your hands. Maybe not now, but at some point there WILL be an accident with the increase of truck traffic.

Do not let this happen. Do not destroy our community.

## Daniel Nakahara, AICP

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**From:** Lisa Repp <lisa.anne.repp@gmail.com>  
**Sent:** Friday, May 12, 2023 1:21 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] No to the Proposal

[EXTERNAL EMAIL]

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Good Morning,

As an active voter, community member, and parent, I am writing to express my strong disapproval of the proposed rezoning of the land in 60015 - to be a truck and logistics depot. We all know the risks of excess pollution from the trucks, issues with traffic, and the safety of our kids. Deerfield is a place with exceptional parks, fantastic pools, strong community events, and a fabulous farmer's market. We moved to the area due to the green spaces, and have since installed solar panels to ensure we are helping out future populations in the way that is in our control. I do not want our new home to be known as the township with the trucks and pollution. I appreciate your consideration and hope that as representatives of our families and the globe, those who are representing our voices do the right thing and do not continue with the rezoning or sale.

Thank you,

Lisa Repp

## Daniel Nakahara, AICP

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**From:** Andrew Rosenbloom <andrew.rosenbloom@gmail.com>  
**Sent:** Friday, May 12, 2023 9:55 AM  
**To:** Plan Commission Comment  
**Cc:** Melanie Rosenbloom; Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge Proposal - strongly dissent

[EXTERNAL EMAIL]

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This cannot happen. The impact on our community and children will be long lasting. I live on Aspen Way in Deerfield, less than a block away from Wilmot Road. The noise and air pollution will be disastrous to the development of our children. As a child and adolescent psychologist, the noise pollution will impact our kids' sleep which is essential to their learning and growth. The United States Environmental Protection Agency states, "repeated exposure to noise during critical periods of development may affect a child's acquisition of speech, language, and language-related skills such as reading and listening." A study by the University of Pittsburgh has shown that the effects of consistent, loud noise lead to a deficit in reading attention, problem solving, and memory. Another study of 2700 children ages 7 to 10 showed significant damage to cognitive development, specifically memory and attention skills, which are essential to learning. The numbers are staggering; those exposed to daily traffic noise have 23% decline in memory development and 5% slower in sustained attention. Health impacts can include respiratory agitation, high blood pressure, and more. Has this been considered? Isn't one of the selling points of Deerfield the education and development of our children? Well that will be completely lost if this proposal comes to fruition.

Another consideration is our infrastructure. The roads, specifically the intersections of Deerfield Rd and Wilmot are filled with potholes. The damage to the streets and traffic will be disastrous.

This will ruin the fabric of what Deerfield is known for. Many children now grow to be successful adults who want to move back to Deerfield to raise a family of their own. If this proposal happens, that cycle will forever be changed.

Say no and keep the health and development of our children intact.

Sincerely,

Andrew Rosenbloom, Psy.D.  
Melanie Rosenbloom

## Daniel Nakahara, AICP

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**From:** Jen Roth <roth.jg@gmail.com>  
**Sent:** Friday, May 12, 2023 1:07 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter/Bridge Proposal

[EXTERNAL EMAIL]

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Dear Planning Commission

I am writing to let you know I oppose the proposal by Bridge for use of the Baxter property. In terms of the vision laid out for the future of our community, this proposal does not fit the bill.

I implore you to not consider rezoning the site for the heavy industrial use laid out by Bridge. It will have a severe impact on Deerfield residents not only in terms of traffic and pollution but I do not believe it will benefit the community as a whole enough to warrant bringing this kind of usage to our community.

Our community can be very picky when it comes to new businesses coming to the area - that is true. However, I believe the cons far outweigh any benefits to be gained. I am concerned about having a 24/7 facility with trucks coming in and out at all hours, the higher risk of trucks getting stuck under the Deerfield Metra Bridge and the large amount of natural resources that will be impacted (removal of 900 trees, air quality - especially from idling engines, water runoff quality, etc.). This does not improve our community, our property values and does not bring any benefits to the residents who have elected you to represent us.

Please vote no on the Bridge proposal and rezoning of the area. Thank you.

Jennifer Roth  
Kings Cove Resident

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Jen Roth  
[roth.jg@gmail.com](mailto:roth.jg@gmail.com)  
309-696-0140

## Daniel Nakahara, AICP

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**From:** Pamela Shimamoto <pamshimamoto@gmail.com>  
**Sent:** Friday, May 12, 2023 12:01 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter/Bridge project

[EXTERNAL EMAIL]

To whom it may concern,  
Since writing my first email about concerns over this pending project, I have driven back and forth to Nashville, Tennessee. This plan commission needs to be aware of the astounding number of these same exact buildings dotting the highway landscape through Illinois, Indiana, Kentucky and Tennessee. They are being built at an alarming rate which means the glut of these buildings will cause many communities to have wasted their precious land on these projects similar to the glut of abandoned strip malls or banks that now sit vacant in communities across the country.

If the plan commission decides to allow Bridge to move forward with this plan, we deserve answers about why this is the best option over residential expansion or other opportunities that wouldn't leave us holding the bag on empty industrial buildings and devalued, rezoned land. Take the necessary time and do your due diligence to ensure our community isn't creating a bigger problem down the road. Our community's future is in your hands.

Your fellow Deerfield resident-

Pamela Shimamoto

## Daniel Nakahara, AICP

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**From:** Jodie Waitzman <jodiewaitzman@gmail.com>  
**Sent:** Friday, May 12, 2023 9:32 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] NO to Bridge

[EXTERNAL EMAIL]

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Good morning. We live at 1631 Montgomery Road in Deerfield. We absolutely oppose this project. For some reason, the restaurants/stores in Deerfield do not stack up to the surrounding areas. Bringing Bridge/industrial parks will completely destroy this town. We moved here to be in a quaint community—not be in a town similar to Bensenville. Please do not pass this, for the sake of our town.

Thank you,  
Jodie and Adam Waitzman

## Daniel Nakahara, AICP

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**From:** Amy Waldorf <AmyW@overturepromo.com>  
**Sent:** Friday, May 12, 2023 5:50 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge Proposal Concerns

[EXTERNAL EMAIL]

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Hello –

I currently live in the Lake Eleanor neighborhood of Deerfield, and have previously lived near South Park and also in Colony Point. My family chose Deerfield due to the awesome schools, parks, peacefulness, safety and community. Rezoning the Baxter property to Industrial would wreck the feel and vibe of Deerfield. Industrial parks do not belong in this community. I have an 11-year old who rides her bike up and down Wilmot and Deerfield Road. If this passes and there are 600 semi trucks traveling through our neighborhood daily, her safety is a huge concern. Our children are already indoors on screens enough. Don't make it impossible for them to safely bike and walk to school and activities. Deerfield is a haven for young families moving from Chicago. No one wants to move to a truck stop....these young families will find another community to move to if you make it one.

Truck noise, pollution and industrial traffic do not fit the spirit of Deerfield.

I strongly oppose this plan.

Amy Waldorf  
847-224-5070

## Daniel Nakahara, AICP

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**From:** lara wilson <larawilson78@gmail.com>  
**Sent:** Friday, May 12, 2023 8:18 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge/Baxter

[EXTERNAL EMAIL]

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Good morning,

We have just moved to the South Park area where our two sons currently go to school. We are extremely upset to hear that Deerfield wants to have 600 plus trucks a day in and out of the area, not only causing more pollution but we worry about the safety of our children walking and playing in the neighborhood. We understand Deerfield stands to make money, but can't we find something better? We moved to Deerfield for the beautiful community and parks, and now we are starting to regret our decision. Maybe a better option would be to build a golf course or another office complex. It may work for the village of Deerfield, but our property value would most likely go down, because others don't want to live near such a facility either.

Thank you,  
Lara Wilson mom of 2 young boys

**Daniel Nakahara, AICP**

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**From:** Mark A. Yaffe <markyaffe@gmail.com>  
**Sent:** Friday, May 12, 2023 10:55 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Ready to be a community hero?

[EXTERNAL EMAIL]

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Dear Deerfield Planning Commission,

**Will you choose to be a neighborhood and community hero? Do you have any political aspiration to be an ascending Trustee, Mayor, or Representative for Deerfield?**

**This is a unique and fleeting opportunity to galvanize the personal support of thousands of Deerfield voters- by voting *against the Bridge* proposition.** This singular cause has created thousands of unified and **single-issue local voters** like none other.

**Did you ask the intelligent and pointed questions of the Bridge consultants, which elicited an applause of gratitude and respect from your current neighbors and future bloc of supporters?** You are making the choice to be a community hero. Your action will be remembered, and your community will reciprocate the support to you.

**60015 is WINNING in the media and with public opinion.** Have you seen the pro-community, lopsided media coverage? The Chicago Tribune story? Get on the right side of this.

**In contrast, voting *for Bridge* is a political and leadership “bridge to nowhere.” You will irreparably lose support from a large segment of your community.** There are simply too many opposed citizens - with emotion and passion against this proposal like the community has rarely seen.

**Deny this proposal, maintain the fabric of the community, and gain innumerable loyal and grateful supporters.**

Mark A. Yaffe, MD

Supporter of the Deerfield Planning Commission and their potential role as community heroes and leaders of 60015



## Daniel Nakahara, AICP

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**From:** Phillip Adkins <philchiladki@yahoo.com>  
**Sent:** Saturday, May 13, 2023 1:50 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Community Concerns Regarding Proposed Bridge Development

[EXTERNAL EMAIL]

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Dear Chair Bromberg and esteemed members of the Plan Commission,

My name is Phillip Adkins, and I am a concerned resident of Deerfield. I am reaching out on behalf of myself and a number of my fellow neighbors regarding the proposed Bridge manufacturing and shipping warehouse project at the old Baxter campus.

As the body responsible for conducting public hearings and making recommendations on all land use petitions filed with the village, we respectfully request that you carefully consider the significant concerns we have about this project.

The proposed development, while potentially advantageous in economic terms, raises serious questions about the impact on our community. We are particularly concerned about the increased traffic from an estimated 600 semi-trucks per day, which we fear will lead to increased congestion and air pollution. This is especially troubling given the proximity to our children's schools.

Furthermore, we worry about the potential depreciation of property values that could result from such a large-scale industrial development. As residents, we have chosen Deerfield for its residential character, safety, and quality of life, and we fear that this development could compromise those qualities.

As the Plan Commission considers its standards, the Comprehensive Plan, the petitioner's proposal, and public input, we ask that you weigh our concerns heavily. We believe that our community's future and the integrity of our neighborhood depend on careful, thoughtful planning.

Thank you for your dedication to our community and for your consideration of our concerns. We look forward to hearing your thoughts on this matter and to seeing how you plan to address these issues in your recommendations to the Board of Trustees.

Best regards,  
Phillip Adkins  
Principal Machine Learning Science Manager, Microsoft

## Daniel Nakahara, AICP

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**From:** Shiri Bade <shiribade@gmail.com>  
**Sent:** Sunday, May 14, 2023 4:29 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Keep Deerfield safe!

[EXTERNAL EMAIL]

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Hello,

I hope this email finds you well. I am writing to express my strong opposition to the proposed project in our neighborhood. After carefully considering the available information, I have several concerns that I believe warrant serious consideration:

1. Uncertainty Surrounding the Project:

The developer has provided insufficient details about the project, including the identities of potential tenants, the number and nature of trucks that will be present, and the absence of an on-site management office for inspection. These uncertainties raise questions about the potential risks and impacts the project may have on our community.

2. Traffic Implications:

The location chosen by the developer will result in a significant increase in truck traffic in our neighborhood. Trucks entering and leaving our town 24/7, utilizing our roads to access major highways, will undoubtedly cause congestion and disrupt the daily commute for residents. This poses a considerable inconvenience and safety concern, particularly for those traveling on Wilmot Road and Deerfield Road.

3. Environmental Concerns:

The proposed project's potential pollution, as acknowledged by the developer's own "Environmental Expert," is troubling. The fact that the pollution will primarily blow eastward, away from Riverwoods but toward the area between 294 and the Deerfield Train Station, raises valid concerns about air quality and its impact on the health and well-being of our community.

4. Destruction of Trees:

The planned removal of approximately 900 trees, even if a portion of them are in poor condition, is disheartening. The loss of these trees, with only 700 replacements, will not only have a negative aesthetic impact but also affect the local environment and wildlife. It is yet another indication of the negative transformation the project may bring to our beloved Deerfield.

5) Safety Concerns for Our Children:

I would like to emphasize the safety implications for our children who frequently bike in Deerfield. With the increase in truck traffic on Wilmot Road and Deerfield Road, there is a heightened risk of accidents and potential harm to our young cyclists. Their well-being should be a top priority when considering this project's impact on our community.

I urge you to take these concerns into account and reconsider the approval of this project. Our neighborhood's character, safety, and quality of life are at stake, and it is crucial that we prioritize the well-being of our community.

Thank you for your attention to this matter. I trust that you will carefully evaluate the arguments presented and make a decision that reflects the best interests of our neighborhood.

Sincerely,  
Shiri

## Daniel Nakahara, AICP

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**From:** bonnie block <bonnie.block2104@gmail.com>  
**Sent:** Saturday, May 13, 2023 4:25 PM  
**To:** Daniel Nakahara, AICP; Plan Commission Comment  
**Subject:** Questions and Concerns from the South Park/Wilmot Moms Community

[EXTERNAL EMAIL]

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### This is on behalf of all of us who live in the South Park and Wilmot communities:

As somebody who lives in this neighborhood, I want to share what I heard attending in person at the Bridge/Deerfield meeting that concerns this entire side of town (if you are on FB Deerfield Mom's Group or have a spouse that is in this group, I urge you to please see the **more than 200 likes and comments from other Deerfield moms in support of this recap below about our terrifying concerns**).

Given the Planning Commission oversees what is best for our town, I hope you will agree what was shared with us by Bridge leaves MANY open and concerning questions.

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- 1) **Background on Proposal** – What we know and will not know until project is complete:
  - a. Bridge is just the developer and “landlord” of the site. **Until it is built**, they will have:
    - i. **No way to confirm who the tenants will be**
    - ii. **No way to confirm how many trucks will actually be driving in and out of Deerfield all day long** (they only provided “estimates”)
    - iii. **What will be inside the trucks** → they said they wont allow anything “toxic” but **Bridge will not have a management office on-site for inspection**
    - iv. **The type of trucks** (Semis, Fuel efficient vs not, etc...).
  - b. According to their site plan proposal, there will be 50 docks attached to the smaller building, 177 docks attached to the larger building for a **whopping total of 227 docks**.  
  
But good news... **they only "estimate 125 Truck Stalls will be used at any one given time"....and yes, they do want this to be a 24/7 operating business.** (Please start doing the math vs what they are submitting in the proposal...the “300 trips in, 300 trips out a day” estimate is **NOT** adding up.....)
  - c. What this means – **Until the project is complete, the Village of Deerfield will have no idea which tenants will be coming in and how many trucks will truly be driving in and out of Deerfield 24/7 and what materials will be inside of trucks we don't know anything about. And Bridge will not have management on-site to enforce any “rules”.**
- 2) **Traffic** – No matter what we try to enforce, they WILL be driving in our community at all hours of the day:
  - a. Bridge loves this location because trucks **can easily drive up from 294 OR 94/Edens via the Spur. This is their dream location to have trucks come from all locations to load and unload who knows what.** (Al Bromberg – please take this into consideration before making a fairly bias comment at the meeting that the location up in Libertyville had practically zero

*Truck traffic when you went up to observe....that is NOT fair to compare that location to the Deerfield location's way more centrally located spot.)*

- b. However, this means they will also be using our roads to get back on 294S and trying to take the Deerfield Road/294 S Entrance to jump the spur to head back on the Edens/Kennedy **anytime** the trucks need to head to Chicago or to all the States east of Illinois.
- c. **What this means** - If the Village of Deerfield sets a law to enforce for no right turns from the Truck exit to Saunders (to jump the spur that way) - which was offered up by one of the Planning Commission Members as a solution - - **they will 100 percent be going to Lake Cook -> up Wilmot Road -> to Deerfield Rd -> to the tollway entrance to jump the spur.**

**The Bridge team literally said at the meeting these trucks will use GPS to take the shortest routes needed to get to and from the truck facility to their destinations** while “abiding enforced laws”.

Unless there is a police office at the corner of Wilmot Road and Lake Cook Road to ticket trucks who try to turn left to drive up Wilmot Road to get to the 294S Spur Entrance on Deerfield Road 24/7 (!), this WILL be their way to get around the no right turn rules at the Truck exit.

The spur is an essential roadway coming to and from Chicago and states east of IL. **These trucks WILL be using this GPS re-route at all hours of the day and night - driving up Wilmot and turning on Deerfield Rd for the Tollway entrance- to get to their locations if they are travelling to Chicago or states east of Illinois.**

For our kids who bike up and down Wilmot Road or families who live in this area, the sound, noise, pollution and safety of trucks driving up Wilmot Rd to get to the 294S/Spur entrance at all hours of the day and night **terrifies us ALL.**

- 3) **Pollution** - Speaking of pollution, according to the Bridge “Environmental Expert” – there is one piece of GREAT news for all the residents in Thorngate shared with them all at the meeting!
  - a. Such great news for Thorngate! Why? Because according to this “environmental expert” - - **> ”All the pollution from the truck facility will be heading EAST and away from Riverwoods given the wind direction.”** Yep, his exact words.... **“All the truck pollution will be blowing EAST.” And once again, this will be a 24/7 operating business.**
  - b. What this means: Yes, this IS GREAT news for Riverwoods and **TERRIFYING news for the rest of us who live between 294 and the Deerfield Train Station.**
- 4) **Environment** - Plus, as the local Lorax of my own neighborhood, it made me really sad to hear they will be cutting down a whopping 900 (!) trees. Yes, according to their landscape design “expert”, 200 of them are in poor condition. So it’s “only” 700 tress (!!!) in excellent condition they will be replacing 😞
  - a. While this shouldn’t be the reason that gets you most concerned about them coming into town, **it’s one more way they are trying to turn Deerfield into Truckfield** removing the greenery of the Baxter location.

I beg each and every one of you on the planning commission to PLEASE look into ALL of these grave issues and concerns with the Bridge Proposal.

- 1) How can the village get CLEAR answers before voting? **And if the village cannot get clear answers, how in good conscience can you vote for this project to proceed?**
- 2) How will Bridge enforce these restrictions?
- 3) How will the Village of Deerfield hold them accountable?
- 4) Is the Village willing to approve this project knowing how many of us are **terrified** for our health and safety with 300+ additional trucks (once again that is THER estimate for a development that has space for 225 stalls and this being a 24/7 operation.....NOT ADDING UP THE MATH!!!).....driving in and out of our neighborhood including Wilmot Road where South Park & Wilmot Schools are EVERY DAY, ALL YEAR LONG not knowing WHAT is in these trucks and HOW much they are polluting our community. Plus, no matter how much denial certain people may be that the trucks won't be driving east of 294 into Deerfield, they WILL if they want to take the Edens Spur to and from Chicago or states East of Illinois.

**PLEASE listen to all of us as you represent our voices in this community.** We are beyond scared and terrified and hope you are too hearing all of their answers and more importantly, their lack of answers at the first public meeting.

Thank you,  
Bonnie Block, Deerfield Resident

## Daniel Nakahara, AICP

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**From:** Steve Carrington <stephen.carrington7@gmail.com>  
**Sent:** Saturday, May 13, 2023 4:57 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter/Bridge Proposal

[EXTERNAL EMAIL]

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Recent article from Dallas news discussing actual truck traffic at a freight terminal:

### **It's like this every day': Amazon fulfillment center in Dallas forces truck drivers to wait for hours to unload**

The backup off Interstate 20 happens day and night, regardless of peak delivery times...

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Chito Peppler had been sitting in his truck for over 12 hours by the time he reached the front of the delivery line at Amazon's fulfillment center on Interstate 20 and J.J. Lemmon Road in Dallas.

It was 3:30 a.m., and the truck driver hadn't gotten any sleep since he'd arrived earlier that afternoon. Peppler had to stay awake so he could inch his truck upward every half hour or so....

I don't mean to complain, but there was a lot of commotion going on," Peppler said. "I tried to doze off, but you can't sleep because once the truck moves, you have to move."

Peppler's experience was frustrating, exhausting and time-consuming, but it wasn't unique.

A line of semitrailers is always waiting to get into the fulfillment center... It stretches from the warehouse entrance all the way down a frontage road off I-20.

...delivery lines at this fulfillment center are constant, regardless of the time of year.

The line takes up one of the two frontage road lanes... After delivering their loads, drivers then park behind the 500,000-square-foot warehouse and along nearby roads to wait to pick up their empty trailers.

...

When Kevin LeDee picked up a load from a warehouse only 15 minutes away from the FTW1 fulfillment center on a Thursday evening, he thought he was in for an easy night.

He pulled up to the center, which he'd never delivered to before, at 6:30 p.m. and didn't reach the front of the line until just before midnight. It was there that warehouse staff told him he had been waiting at the wrong place — and that he'd have to drive back to the end of the correct line.

At 11:30 a.m. the next morning, LeDee was still seven trucks away from the warehouse entrance. His eyes were bloodshot from the lack of sleep, and he still had hours to go before he could drop off his trailer, pick up another load and drive back to Houston, where he's from.

By noon that day, 32 trucks were waiting to enter the facility. They were getting close to backing up onto the bridge that connects J.J. Lemmon and the frontage road.

“It’s like this every day. I’m always driving past here,” said David Allen of Arlington, who was waiting to drop off his trailer carrying vacuum cleaners. He arrived Thursday night at 11 p.m. for his Friday 8 a.m. drop-off time.

At 11:30 the next morning, he was only the fifth truck in line, just a couple spots ahead of LeDee. The facility has been one of his destinations the past two years, and he said he always thinks, “I hope I never have to go here again.”

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Stephen Carrington

The University of Chicago Law School | Class of 2016

University of Illinois | Mechanical Engineering | May 2013

## Daniel Nakahara, AICP

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**From:** Rebecca Greene <rebeccaagreen99@gmail.com>  
**Sent:** Saturday, May 13, 2023 4:53 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Dallas news article about what happens when industrial Amazon size warehouses open!

[EXTERNAL EMAIL]

Just an idea of what it's really like with these warehouses in the neighborhood:

For those who can't open the article: this is from the Dallas news article -

It's like this every day: Amazon fulfillment center in Dallas forces truck drivers to wait for hours to unload. The backup off Interstate 20 happens day and night, regardless of peak delivery times...

Chito Peppler had been sitting in his truck for over 12 hours by the time he reached the front of the delivery line at Amazon's fulfillment center on Interstate 20 and J.J. Lemmon Road in Dallas.

It was 3:30 a.m., and the truck driver hadn't gotten any sleep since he'd arrived earlier that afternoon. Peppler had to stay awake so he could inch his truck upward every half hour or so...

I don't mean to complain, but there was a lot of commotion going on," Peppler said. "I tried to doze off, but you can't sleep because once the truck moves, you have to move."

Peppler's experience was frustrating, exhausting and time-consuming, but it wasn't unique.

A line of semitrailers is always waiting to get into the fulfillment center... It stretches from the warehouse entrance all the way down a frontage road off I-20.

...delivery lines at this fulfillment center are constant, regardless of the time of year.

The line takes up one of the two frontage road lanes... After delivering their loads, drivers then park behind the 500,000-square-foot warehouse and along nearby roads to wait to pick up their empty trailers.

...

When Kevin LeDee picked up a load from a warehouse only 15 minutes away from the FTW1 fulfillment center on a Thursday evening, he thought he was in for an easy night.

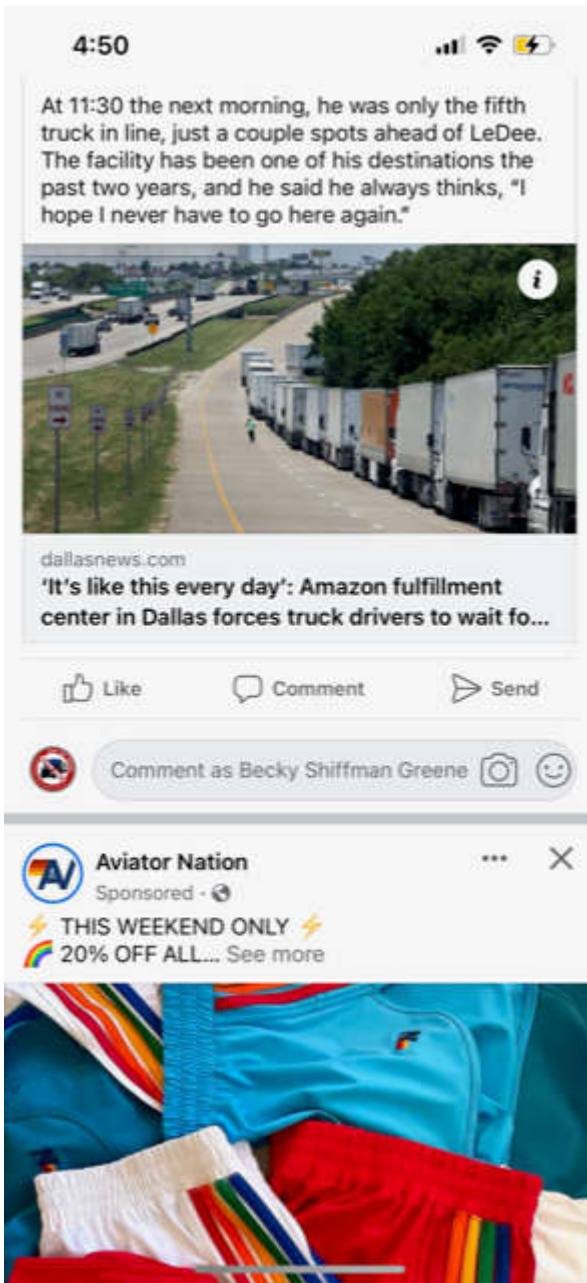
He pulled up to the center, which he'd never delivered to before, at 6:30 p.m. and didn't reach the front of the line until just before midnight. It was there that warehouse staff told him he had been waiting at the wrong place — and that he'd have to drive back to the end of the correct line.

At 11:30 a.m. the next morning, LeDee was still seven trucks away from the warehouse entrance. His eyes were bloodshot from the lack of sleep, and he still had hours to go before he could drop off his trailer, pick up another load and drive back to Houston, where he's from.

By noon that day, 32 trucks were waiting to enter the facility. They were getting close to backing up onto the bridge that connects J.J. Lemmon and the frontage road.

“It’s like this every day. I’m always driving past here,” said David Allen of Arlington, who was waiting to drop off his trailer carrying vacuum cleaners. He arrived Thursday night at 11 p.m. for his Friday 8 a.m. drop-off time.

At 11:30 the next morning, he was only the fifth truck in line, just a couple spots ahead of LeDee. The facility has been one of his destinations the past two years, and he said he always thinks, “I hope I never have to go here again.”



The screenshot shows a mobile news article interface. At the top, the time is 4:50. The article text reads: "At 11:30 the next morning, he was only the fifth truck in line, just a couple spots ahead of LeDee. The facility has been one of his destinations the past two years, and he said he always thinks, 'I hope I never have to go here again.'" Below the text is a photograph of a long line of white semi-trailers parked on a road. The article is from dallasnews.com and is titled "'It's like this every day': Amazon fulfillment center in Dallas forces truck drivers to wait fo...". Below the article are social media interaction buttons: Like, Comment, and Send. At the bottom of the screenshot is a sponsored advertisement for "Aviator Nation" with the text "THIS WEEKEND ONLY 20% OFF ALL... See more" and an image of colorful clothing.

Rebecca Greene  
413 castle pines lane, Riverwoods

## Daniel Nakahara, AICP

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**From:** MNT <manyhappyreturnsinc@gmail.com>  
**Sent:** Saturday, May 13, 2023 5:34 PM  
**To:** Plan Commission Comment; Mayor Dan Shapiro  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] ADA request for village's future public meetings  
**Attachments:** IL CART Reporter Directory.pdf

[EXTERNAL EMAIL]

Hi Mayor Shapiro & Planning Commission,

Village public meetings have not been accessible to those of us with hearing loss. My Deerfield neighbors and I would like to request all future public meetings have open or closed cart captioning. Attached are a list of captioners the village can choose from to book in advance. (Tina has been responsive). Chicago Hearing Society may have others.

Please provide the name & email Monday for whomever at the village is able to take the lead on this ADA request?

With gratitude,  
Mara

## Daniel Nakahara, AICP

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**From:** Greg Mintzias <minty99z@gmail.com>  
**Sent:** Saturday, May 13, 2023 2:28 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Vote no

[EXTERNAL EMAIL]

---

Planning commission-

I am vehemently opposed to the project. During the 5/11 call you all asked some questions about traffic and impact to the neighborhoods/idling. Below is a link to an article about a similar style but smaller 500k square foot facility. The biggest difference between the Deerfield proposal is that Deerfield will be almost 1 million square feet with a SINGLE entry/exit, while this facility below is half the size with multiple entries/exits.

Ask yourselves and Bridge this-How can they prevent the same or much worse traffic from happening in Deerfield on Saunders and Lake Cook?

We need to learn from other communities' mistakes while we still have time.



'It's like this every day': Amazon fulfillment center in Dallas forces truck drivers to wait for hours to unload  
dallasnews.com

From the article:

'It's like this every day': Amazon fulfillment center in Dallas forces truck drivers to wait for hours to unload. The backup off Interstate 20 happens day and night, regardless of peak delivery times...

Chito Pepler had been sitting in his truck for over 12 hours by the time he reached the front of the delivery line at Amazon's fulfillment center on Interstate 20 and J.J. Lemmon Road in Dallas.

It was 3:30 a.m., and the truck driver hadn't gotten any sleep since he'd arrived earlier that afternoon. Pepler had to stay awake so he could inch his truck upward every half hour or so....

I don't mean to complain, but there was a lot of commotion going on," Pepler said. "I tried to doze off, but you can't sleep because once the truck moves, you have to move."

Pepler's experience was frustrating, exhausting and time-consuming, but it wasn't unique.

A line of semitrailers is always waiting to get into the fulfillment center... It stretches from the warehouse entrance all the way down a frontage road off I-20.

...delivery lines at this fulfillment center are constant, regardless of the time of year.

The line takes up one of the two frontage road lanes... After delivering their loads, drivers then park behind the 500,000-square-foot warehouse and along nearby roads to wait to pick up their empty trailers.

...

When Kevin LeDee picked up a load from a warehouse only 15 minutes away from the FTW1 fulfillment center on a Thursday evening, he thought he was in for an easy night.

He pulled up to the center, which he'd never delivered to before, at 6:30 p.m. and didn't reach the front of the line until just before midnight. It was there that warehouse staff told him he had been waiting at the wrong place — and that he'd have to drive back to the end of the correct line.

At 11:30 a.m. the next morning, LeDee was still seven trucks away from the warehouse entrance. His eyes were bloodshot from the lack of sleep, and he still had hours to go before he could drop off his trailer, pick up another load and drive back to Houston, where he's from.

By noon that day, 32 trucks were waiting to enter the facility. They were getting close to backing up onto the bridge that connects J.J. Lemmon and the frontage road.

"It's like this every day. I'm always driving past here," said David Allen of Arlington, who was waiting to drop off his trailer carrying vacuum cleaners. He arrived Thursday night at 11 p.m. for his Friday 8 a.m. drop-off time.

At 11:30 the next morning, he was only the fifth truck in line, just a couple spots ahead of LeDee. The facility has been one of his destinations the past two years, and he said he always thinks, "I hope I never have to go here again."

Greg mintzias

## Daniel Nakahara, AICP

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**From:** Greg Mintzias <minty99z@gmail.com>  
**Sent:** Saturday, May 13, 2023 5:51 PM  
**To:** Plan Commission Comment  
**Cc:** Jeffery Ryckaert, AICP; Daniel Nakahara, AICP; Mayor Dan Shapiro  
**Subject:** Dangers of 1 exit/entry to Bridge Proposal

[EXTERNAL EMAIL]

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We had multiple commissioners ask about the 1 exit/entry this facility will have on during the meeting on 5/11.

Having 1 exit/entry means that trucks will be on Baxter Parkway (per Bridge expert) to avoid Saunders traffic...but what happens in the event of a major emergency such as the fire below?

- 1) How can the village respond quickly/easily when the main (and only) entry will be blocked? What rules would be in place to allow access at all times?
- 2) Does the village or the surrounding communities have any equipment (or enough equipment) that can reach 50 ft heights these new buildings will have?
- 3) Is there enough room between the largest building and 294 to place emergency equipment to fight a fire or other emergency?
- 4) How would the city and Bridge plan to prevent this?
- 5) Bridge said that they do not allow hazardous material, but what are the city or Bridge penalties to doing so? How often have their tenants violated their rules in the past? Why would the city not want full control over tenants given potential impact to the city itself (health and liability wise)?

None of these followups were addressed or asked.

We need to be much more rigorous in our questioning in this area. The winds would take a lot of the smoke and contaminants towards Deerfield (East-per Bridge expert), not just Riverwoods. This dangerous scenario ,”could lead to lives lost and countless lawsuits against the city, including perhaps commissioners, trustees or board members themselves.

It should keep us all up at night that the city has no control over tenants Bridge brings in, but infinite liability should something happen. It only takes one mistake.

Finally-It’s alarming to see the lack of equivalent concern placed on this topic so far when comparing to the discussions and pushback that took place over entry/exits for Shake Shack and Chick-fil-A, projects having nowhere near the dangers this development can have on the entire community.

Greg Mintzias



Walmart Distribution Center Fire Coverage |  
WTHR 5 p.m. Update | March 16, 2022  
[youtube.com](https://www.youtube.com)

## Daniel Nakahara, AICP

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**From:** Tom and Margi <rice740@aol.com>  
**Sent:** Sunday, May 14, 2023 1:38 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge proposal-NOISE-DF road exit---proximity to Clavinia (it is not all about Thorngate)

[EXTERNAL EMAIL]

---

Dear Planning Commission,

My name is Tom Rice. My family lives at 740 Marcie Court.  
We moved to this home in 1986.  
Our home is located on a cul de sac across the street from Wilmot school.  
The homes on Marcie Court are on the SW intersection of Deerfield and Wilmot Rd.

I'm completely opposed to the entirety of the Baxter Bridge proposal.  
I oppose it for all the reasons so clearly discussed at the meeting ....and I'm sure the multiple e-mails you've received.

I'm focusing on **NOISE**.

At last Week's meeting there was very little discussion of trucks exiting DF road from the Edens Spur.--and the resulting NOISE, pollution, traffic etc.....to DF residents on the **east** side of the tollway.  
Thorngate residents were very focused on trucks leaving the facility (and going left to Lake Cook.)

But all those trucks leaving, first have to **ARRIVE** there.  
I would anticipate many of them will use the Edens spur and exit at DF Road, turn left ,and turn left on Saunders----passing by Thorngate.

The DF road tollway exit is elevated and approximately 200 yards from our homes.  
The noise from these trucks stopping, idling, and accelerating to go west on DF road will be horrific.  
**(...and don't forget the trucks entering the tollway going north at Lake Cook and accelerating through 18 gears to hit highway speed!- right next to Clavinia)**

**Please remember the residents of west DF on the east side of the tollway (Clavinia) - not just how the development affects Thorngate.**  
**These homes are physically closer to the development than is Thorngate.**

As I recall from the meeting,the only question to Bridge about noise was asked by Chairman Bromberg at the very end of the meeting.  
As I recall- Bridge had no answer.

For the first 10 years we lived in DF there was a toll plaza just south of DF road.  
Every vehicle had to stop from highway speed,pay the toll, and then accelerate to highway speed.

The noise from semi trucks air braking to stop-and accelerating through numerous gears to accelerate was awful!

**I lived it.** I know first hand how **LOUD** it is.

Please **DO NOT** approve Bridge's request.

Thanks,  
Tom Rice  
224-636-2207

## Daniel Nakahara, AICP

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**From:** Russ Romanelli <asr51cd@yahoo.com>  
**Sent:** Saturday, May 13, 2023 12:23 PM  
**To:** Plan Commission Comment; LISA Boucher  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Public Hearing

[EXTERNAL EMAIL]

---

I attended the Baxter/Bridge public hearing this past Thursday. I sat about in the middle of the gymnasium and i have reasonably good hearing. I was only able to hear about 50%of what was said. I know you are doing your best, but I hope something can be done to improve this situation by the next hearing date.

Thanks in advance

Russell Romanelli

## Daniel Nakahara, AICP

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**From:** Kevin Snow <kevin@lucicreative.com>  
**Sent:** Saturday, May 13, 2023 8:21 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] ADA and closed captioning

[EXTERNAL EMAIL]

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Morning. I attended the plan commission meeting at DHS earlier this week and was really disappointed in the audio. I'm sure you've heard many complaints and will be rectifying the situation next meeting.

What I'm writing about is the fact that the live streaming has no closed captioning! How is this acceptable? I'm hearing impaired and count on my local government to make public meetings accessible..

Where do I go to push this issue forward? There are many software based options out there for both CC and live transcription that would not create any "undue hardship" on the village.

I'm sure this is an oversight but it feels like the current situation falls short of both the the letter and intent of the ADA. If Closed Captioning had been provided in the streaming or the projections in the gym I would have been included in the meeting, or had "Equal Access".

I would be more than happy to assist the village if needed to achieve this necessary improvement.

Thanks.

Kevin Snow  
847-542-4154  
1026 Sheridan ave  
Deerfield

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## Daniel Nakahara, AICP

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**From:** Deanna Spear <deanna78@gmail.com>  
**Sent:** Saturday, May 13, 2023 12:31 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] No trucks...Obviously

[EXTERNAL EMAIL]

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Hi there,

I wanted to share my feelings about the proposal for the Baxter facility.

My family of four moved to Deerfield from Chicago last summer. We love the city but ultimately decided to raise our young children somewhere with less noise & pollution and more trees. Since moving we've enjoyed visiting local parks and forest preserves, as well as all the trees and plants in our own backyard. **The clean air and natural beauty is the primary reason we chose Deerfield.** It seemed like a welcoming place that prioritized children. That is what appealed to us, in spite of what it lacks (restaurants, adult activities, etc).

If this proposal passes **we will absolutely leave Deerfield.** I when it becomes a noisy, polluted place, where our children can't go to elementary school without breathing exhaust & hearing the rumble of trucks, **there's nothing keeping us here.** I'm sure many of the other young families considering moving here will feel the same. **This will decisively change the nature of Deerfield-**its values, vibes and character. I can't imagine who would think this is a reasonable idea. It's **entirely counter to the values Deerfield has claimed to represent.** The fact that I have to waste my time to respond to such an inane proposal is infuriating.

Deanna Spear

**From:** Amy Berger <[berger.home@yahoo.com](mailto:berger.home@yahoo.com)>  
**Sent:** Saturday, May 13, 2023 12:02 PM  
**To:** Deerfield Village Board <[villageboard@deerfield.il.us](mailto:villageboard@deerfield.il.us)>  
**Subject:** Baxter Property Proposal

[EXTERNAL EMAIL]

Hi -

I am emailing you to express my complete and total opposition to the proposed annexation and rezoning of the Baxter property. As a life long Deerfield resident (excluding college and law school years), I moved back to Deerfield to raise my family in the community that I know and love. This proposed rezoning and annexation will fundamentally change Deerfield and will deeply impact our health, safety and our home values.

I attended the meeting last night and sadly was able to hear very little. I respectfully ask that the Village be attentive to acoustics for the next meeting. Although I opposed what I had heard and read in the proposal prior to the meeting, I attended the meeting with an open mind. What I could hear of the meeting quite frankly shocked me. Bridge cavalierly brushing off what we, the residents, care about deeply in our community: our health, our neighbors, and our safety. The fact that the Bridge owner did not even try to engage with anyone in the community prior to this proposal, the fact that the traffic study took place during the holidays, the fact that Bridge condescendingly dismissed air pollution concerns because the pollution will blow east over the rest of the Deerfield community, the fact that they plan to tear down over 700 trees, the fact that Bridge did not consider a southern entrance and has no way to enforce trucks that trucks head south (seems like that would fall on the Deerfield police), the list goes on and on and that is only what I was able to hear. Bridge was ill prepared and did not present any positive for the community. The only entities that seems to be profiting is Bridge and Baxter, not us, the residents and our neighbors.

Moreover, although the Park District seemed to be a bait and switch, I can tell you I would NEVER take my children to a field surrounded by the corrupt trucking industry. Even if I was willing to fight the trucks to get there, my children's safety is much more important and that is unsafe on so many levels.

The Villages's duty is to the residents of Deerfield, not Baxter and not Bridge and ask that you oppose this resigning and annexation.

Respectfully yours,

Amy Berger  
45 Shenandoah Rd  
Deerfield, IL 60015

Sent from my iPad

**From:** Brian Klerman <[bklerman@gmail.com](mailto:bklerman@gmail.com)>  
**Sent:** Sunday, May 14, 2023 5:50 PM  
**To:** Mayor Dan Shapiro <[dshapiro@deerfield.il.us](mailto:dshapiro@deerfield.il.us)>  
**Subject:** Baxter/Bridge

**[EXTERNAL EMAIL]**

---

Hello,

I am sure that you have been getting many emails from concerned Deerfield residents like myself. Thus, I will keep it short since at this point it must feel like you're reading the same complaints over and over.

My concerns are many and I feel well founded. To name a few, I am worried that going thru with the Bridge project would create various types of pollution, decrease property values, increase traffic congestion and be a long term detriment to our community. There are other problems as well, but I want to keep this short.

It appears that the overwhelming majority of Deerfield residents are against this project. I urge you to do the right thing and do whatever is in your power to not let this proceed. Please listen to the voices and wishes of those who elected you.

Thank you,  
Brian Klerman  
1259 Woodland Drive, Deerfield.

## Daniel Nakahara, AICP

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**From:** maraemeyer@comcast.net  
**Sent:** Sunday, May 14, 2023 6:13 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] re: proposed Baxter/Bridge project

[EXTERNAL EMAIL]

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Hello Commission,

As a resident of Deerfield, I am curious as to the cost to Deerfield Residents of this proposed project and also the benefits. I understand, from reading the proposal, that much of this is speculative. I also understand the Residents of Thorngate have no say in this matter as they are not residents of Deerfield. However, there are certain responsibilities that all of us in Deerfield must be transparent, thorough, and honest.

This is not changing a sign on Waukegan road, entertaining a new restaurant or business asking for permission to build in Deerfield. This plan has implications for when Walgreens sells their property, or how Barnes and Noble is thought to have no impact leaving our Village.

These are big decisions which has implications for all of us. I have read the proposal and have questions that rumors seem to be taking hold. For instance, Trucks in and out of the proposed facility will be told to use Rt. 41, exit and travel down Lake Cook Road to access the facility. Another is that the Commission has ignored the Architectural value of the Baxter buildings. There are quite a few, which should be addressed to the Residents of Deerfield.

Btw, there are funds available by the State to create an access road from the tollway. Did you know that? There are many questions that professionals can answer, not the volunteer membership of the Planning Commission.

I await your response.

Respectfully,

Mara E. Meyer  
1540 Central Ave.  
Deerfield, IL  
847-431-0767 Cell

Resident of Deerfield – 36 years.

## Daniel Nakahara, AICP

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**From:** Marc Pressley <jmp2web@yahoo.com>  
**Sent:** Sunday, May 14, 2023 3:11 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter/Bridge Proposal

[EXTERNAL EMAIL]

---

I am a Deerfield resident, and I work in the Parkway North office complex adjacent to the Baxter property. According to the mayor's own business website, his firm has represented a developer in at least one similar situation. The page, "Zoning Approvals Won for Industrial Client," can be found at <https://www.shapiroassociateslaw.com/zoning-approvals-won-for-industrial-client>.

To quote the page directly, "Shapiro & Associates secured a special use for heavy motor vehicle repair, a special use for a truck freight terminal, and a variance to accommodate truck parking and nearby storm water detention. In doing so we were also able to help our client secure approval for an adjacent surface parking lot which will provide 84 semi-truck/trailer parking stalls and 75 standard parking stalls on a 3.4-acre parcel. In all, the building will be converted from a long-standing single-use building to a six-tenant, multi-use industrial building including a warehouse distribution facility, logistics centers and truck maintenance area."

As the mayor has previous firsthand experience with this scenario, I'm curious whether he's aware of any impacts to the surrounding community that may have been noted since publishing this story in September of 2019. That's nearly four years (although the majority of it falls during the pandemic) of potential data to use in informing both the public and the planning commission. Or perhaps the mayor's experience with other such clients may help shed light on what to expect should this proposal be approved.

This proposal, regardless of what one may think of it, will have an impact on both Deerfield and Riverwoods. After hearing directly from Bridge Industrial last Thursday, my own concerns about the use of the property, traffic, pollution, and other issues remain unabated. Hopefully there will be enough expertise on hand next time that we no longer will hear the phrase, "I'm not an expert on...."

Also, I'd like to add to the litany of complaints about the sound reinforcement in the Deerfield HS gym. I was about halfway back in the left seating section, and between the microphone issues and the air blowers in the gym, I probably heard about half of what was said. I'd certainly hope that the June 8 meeting will find some way to mitigate that.

Sincerely,  
James M. Pressley

## Daniel Nakahara, AICP

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**From:** Personal <pamela@pamelathompson.com>  
**Sent:** Sunday, May 14, 2023 10:15 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Question about fueling for trucks i

[EXTERNAL EMAIL]

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Thank you for all your great questions at the meeting on 5-11.

I have a question I think is imperative that we get the answer to. Where is Bridge planning for the trucks to refuel before traveling? Just thinking about the limited amount of gas stations in that area and if they are planning on building fueling stations within their complexes to service the trucks rather than them filling up locally. If so, that would be another environmental consideration having fueling areas within the complex so close to schools, neighborhoods and green spaces. How would that also add to the pollution that would already be added from having trucks idling and traveling in large numbers back and forth 24/7.

Please advise if you have information on this and if not, if you can ask this.

Thanks.

Pamela Thompson  
417 Willow Avenue Deerfield

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Dear Village of Deerfield,  
My name is Layla Yaffe.  
I am nine years old  
and I am in 3rd grade at South  
Park. I am writing this  
because I do not want  
the contract through.  
I love to go to the  
fresh air and how I have  
my neighborhood. Thank you  
for your time. beautiful

Sincerely,  
Layla Yaffe,  
60015 ☺

## Daniel Nakahara, AICP

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**From:** Adam F. <chemik77@hotmail.com>  
**Sent:** Monday, May 15, 2023 3:24 PM  
**To:** Plan Commission Comment  
**Cc:** Deerfield Village Board; Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] My opposition to Baxter/Bridge!

[EXTERNAL EMAIL]

---

Dear Plan Commission,

My name is Adam Fronczak, a Deerfield resident of 12+ years with wife and 3 kids attending Walden and Shepard Schools.

I recently attended a townhall hearing on proposed Baxter/Bridge development and **would like to voice my strong oppositions to this proposal.**

Such reckless development not only creates unnecessary safety hazard to 60015 area, but also contributes to noise, pollution and in long-run decreased property values and overall population loss. What defines and brings people to Deerfield is our community and excellent schools, and with this truck-monstrosity in your backyard you will see exact the opposite.

I listened to Bridge lawyers and their paid consultants, and arguments they presented were misleading, biased, crafted and lacked balanced scientific backing.

Just few to mention:

- for question on whether pollution will increase the response was "they are withing EPA limits" - they conveniently omitted that pollution WILL INDEED increase, just stated that they are "within" limits without stating which limits and if all of them were considered?
- their response on wind blowing only one way - laughable!
- Eliminating 700 mature trees to plant 1000 small ones, which would take 40 years to mature is insulting from eco perspective.

I will also mention that their representatives were quite condescending and assumed attendees were not smart enough to "understand the data" and provided "dummy tables" instead with leading conclusions. To me, that is unacceptable.

The village commission was correct asking for "before" and "after" assessments on similar past projects, and it's clear they had not done, nor they have any intention of doing it. Why would they? If objectively done, the results would not be in their favor, I assure you.

As for MY expertise, I have masters of science in chemistry degree with 20+ years of experience in pharma/biotech, plus 2 years working in EPA testing lab.

I see "lawyers" pushing agenda vs presenting balanced scientific arguments.

There's so much potential for the Baxter site. You could turn this into a mixed residential/light-commercial. Build residential townhomes, a beer-garden and wine-lounge around the pond with jogging/biking trail, so much innovative potential that would bring in new tax revenue, attract new residents and keep them happy.

Do not let this beautiful area turn into another "Elgin-O'Hare diesel polluting truck stop"

Respectfully,

Adam Fronczak

Maplewood Park Area  
Deerfield, IL

## Daniel Nakahara, AICP

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**From:** Alexander Heifetz <alexander.heifetz@gmail.com>  
**Sent:** Monday, May 15, 2023 10:38 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Fwd: concerns regarding industrial development at Baxter campus

[EXTERNAL EMAIL]

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Dear Plan Commission members,

Following the May 11 hearing meeting where the Plan Commission chair Mr. Al Bromberg asked the Bridge petitioner if the warehouse is expected to be commercially viable, I started reading available information on the trends in warehousing industry.

In particular, after reading the National Industrial Report published in Commercial Edge on April 26, 2023, I have doubts about commercial viability of the proposed Bridge development.

<https://www.commercialedge.com/blog/national-industrial-report/>

According to this report, the national vacancy rate for industrial warehouses is 3.9%. The vacancy rate in Chicago is 4.4%. This is far from the top of the list of major metropolitan areas (below top 15). Some of the lowest national vacancy rates in the Midwest, with Columbus at 1.2% and Indianapolis at 2.4%. At the same time, new construction in Chicago is 26 Million Sq. Ft. This is by far the highest number in the Midwest, and almost the same number as for the Inland Empire in CA, which has one of the lowest national vacancy rates of 1.7%.

Focusing specifically on our local area, the 20mi stretch along I-294 between Rt 120 in Waukegan and Willow in Glenview already has seen significant warehouse construction recently. With already completed warehouses, and warehouses under development (not including Deerfield), nearly every exit from I-294 between Rt. 120 and Willow Rd will have a warehouse with at least 400K Sq. Ft., with total warehouse space close to 5Million Sq. Ft.

In my estimate, almost 3Million Sq. Ft. of total space have been built along I-94 in Waukegan on Rt. 120 and Libertyville on Rt. 176. These were built and leased before or during COVID (latest one added in 2020). In post-COVID time, there are 1.8Million Sq. Ft. total space completed just now or under construction in Northbrook near Lake Cook Rd. exit from I-294 and in Glenview near Willow Rd. exit from I-294. With over 1M Sq. Ft. of space proposed in Deerfield, this would make the combined warehousing space in Deerfield/Northbrook/Glenview nearly the same as in Waukegan/Libertyville.

To describe in details, the Bridge North warehouse with 1 Million Sq. Ft. in Waukegan on Rt. 120 built in 2020 still has a vacancy for 16K Sq. Ft. The largest customer at that location is Amazon with 500K Sq. Ft. sorting center. Bridge built another 600K warehouse distribution center in 2017 for Amazon in the same location. The total size of the industrial complex in Waukegan is estimated to be 2.5Million Sq. Ft.

Another warehouse complex with 400K Sq. Ft. of space was built by Bridge in 2015 near Rt. 176 exit from I-94 in Libertyville, about 5mi south of the complex in Waukegan.

A new warehouse with almost 500K Sq. Ft. has been constructed in 2023 on Commercial Ln. in Northbrook, near Lake Cook Rd. exit from I-294, 10mi south of the Libertyville complex. The signs say the warehouse is available to lease. And there is ongoing development at the former Allstate campus on Sanders Rd. close Willow exit from I-294 in Glenview to construct a 1.3 Million Sq. Ft. warehouse complex, about 5mi south of Lake Cook Rd.

All of this suggests the possibility of oversupply of warehouse space. I would encourage the Plan Commission to question Bridge about this possibility.

Best,  
Alex Heifetz  
Riverwoods, IL

## Daniel Nakahara, AICP

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**From:** Alexander Heifetz <alexander.heifetz@gmail.com>  
**Sent:** Monday, May 15, 2023 6:05 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] concerns about Baxter/Bridge warehouse proposal

[EXTERNAL EMAIL]

---

Dear Plan Commission,

Following the May 11 public hearing on the Baxter/Bridge proposal, I would like to ask if the proposal is aligned with Village of Deerfield Sustainability Commission objectives.

Is the Bridge proposal consistent with the Sustainability Commission Idling Education Project?

<https://www.deerfield.il.us/328/Idling-Education-Project>

I recall a Bridge representative commenting that at least some of the 150 trucks parked inside the complex will be idling. What about trucks that will be waiting to make left turns at the streetlight? We should also factor in pollution from accelerating trucks. I anticipate that trucks will be driving at speeds below posted limits and constantly accelerating on Saunders and Lake Cook because of multiple street lights and turns along the way.

Is the Bridge proposal consistent with the Sustainability Commission Greenhouse Gas Reduction objective? In particular, the Village Board adopted the objective of reducing transportation emissions by 55% by 2030.

<https://www.deerfield.il.us/826/Greenhouse-Gas-Reduction-Ad-Hoc-Working->

I recall that the Bridge expert mentioned anticipated reduction in Carbon Monoxide (not a greenhouse gas to my knowledge), increase in Nitrogen Oxides (greenhouse gases), and increase in particulates. There was no comment about Carbon Dioxide, a greenhouse gas, which to my knowledge diesel trucks emit in larger quantities than gasoline passenger cars do. When considering emission reduction relative to Baxter traffic, did Bridge experts count separately electric and hybrid cars entering Baxter? I would like to see the numbers on Carbon Monoxide reduction and Nitrogen Oxides increases. To my knowledge, relative increases in Nitrogen Oxides and particulates are substantially larger than relative decreases in Carbon Monoxide.

Regards,  
Alex Heifetz  
Riverwoods, IL

## Daniel Nakahara, AICP

---

**From:** Tom and Janna Hudson <tchudson7@yahoo.com>  
**Sent:** Monday, May 15, 2023 5:56 PM  
**To:** Deerfield Village Board; Plan Commission Comment; Mayor Dan Shapiro  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter / Bridge Proposal Comments  
**Attachments:** Baxter Bridge Proposal letter from Tom.docx

[EXTERNAL EMAIL]

---

To: Deerfield Planning Commission  
Village of Deerfield Trustees  
Mayor Daniel Shapiro

I do NOT approve of the Baxter/Bridge proposal.

Problems with this proposal include increased traffic and road congestion, air pollution problems, community safety, and a substantial increase in noise generated by 600 trucks per day!

I am also concerned with the decreased Deerfield property values which will affect hundreds of home owners (please factor this decreased tax revenue when you are considering the financial implications of the proposal).

Do the right thing for Deerfield.

NO to Baxter/Bridge!

Dr. Thomas Hudson

780 Marcie Ct.

Deerfield, IL 60015

## Daniel Nakahara, AICP

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**From:** Tom and Janna Hudson <tchudson7@yahoo.com>  
**Sent:** Monday, May 15, 2023 6:04 PM  
**To:** Plan Commission Comment; Deerfield Village Board; Mayor Dan Shapiro  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Letter concerning the Baxter Bridge / Proposal  
**Attachments:** Deerfield Planning Commission Baxter Bridge.docx

[EXTERNAL EMAIL]

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To: Deerfield Planning Commission  
Village of Deerfield Trustees  
Mayor Daniel Shapiro

I am writing to convey to you **my strong disapproval of the Baxter / Bridge proposal**. Please do not allow this rezoning and transaction to take place.

### **DO NOT ALLOW THIS INDUSTRIAL TRUCKING COMPLEX TO BE BUILT IN OUR WONDERFUL DEERFIELD RESIDENTIAL COMMUNITY!**

As a resident, concerned citizen, and property owner in Deerfield, there are many concerns of how this proposal would negatively affect our community.

1. **Safety** – Trucks everywhere! Increased danger to drivers, pedestrians, bicyclists, children, and pets!
2. **Traffic** – Congested roads and dangerous traffic patterns will greatly impact our area. Considering every direction that the trucks will be coming and going, not only Sanders, Lake Cook and Deerfield roads will be impacted, but **Wilmot Rd. (with two Elementary Schools)** will also see truck traffic. Even if they are not legally allowed, trucks will find their way onto Wilmot Road which is not built to handle the heavy loads. More trucks everywhere means that more trucks will find their way to **getting stuck under and damaging the railroad bridge over Deerfield Road**. Trucks traveling north off of the I-94N Edens Spur would have to exit at Deerfield Rd., and this ramp is only a few hundred yards from many Deerfield homes (tremendous increased noise, pollution, etc.)!

Trucks traveling from the complex and into Chicago would either have to **(1)** use the Deerfield Rd. onramp and then dangerously attempt to cross four lanes of I-94 high speed traffic to access the Eden's Spur, or **(2)** use the Lake Cook onramp to I-294S and then on to I-90E which will add extra

time and distance to their journey and will thus be less desirable for the truckers, or **(3)** use a route going south on Sanders, east on Lake Cook, north **on Wilmot Rd.**, east on Deerfield Rd. to the I-94S onramp to cross the four lanes of high speed traffic to access the Eden's Spur, or **(4)** will go east on Lake Cook through Deerfield to access US 41S, thereby creating incredible increased traffic congestion and road wear through our town. These are all undesirable!

3. **Noise** – Over 600 trucks per day, 24/7, will drastically increase the noise levels. Imagine the greatly increased noise levels of the loud upshifting, downshifting, idling and braking noises of this large quantity of trucks. Have you been near a truck stop recently? Perhaps a field trip is in order...
4. **Air Quality** – What are the effects of the air quality with an increase of 600 trucks per day? This is a residential area that is home to thousands and there are at least three nearby schools that are impacted by the air quality.
5. **Property Values** – Hundreds of property values will be sure to suffer, which will not only negatively affect home owners, but will in turn decrease the Deerfield tax base, probably offsetting any proposed gain in tax revenue from Bridge.
6. **Aesthetic Appeal of our Community** – Industrial trucking complexes are not appealing.
7. **Road Wear** – What are the road repair cost implications? Who will pay? Increased repairs and frequent construction zones mean increased congestion.
8. **Decreased desirability of living in Deerfield** – Who wants to live near an industrial trucking complex with 277 truck docking bays and 24/7 truck traffic? This is not why any of us moved to Deerfield!

**Where are the impact studies? Will you seek impartial impact studies that are not paid for by Baxter or Bridge?**

Please consider alternative solutions for this property that will be an asset rather than a detriment to Deerfield.

As the representatives of our beautiful community, **PLEASE LISTEN TO THE CONCERNS OF THOUSANDS OF DEERFIELD RESIDENTS.**

**NO TO THE BAXTER / BRIDGE PROPOSAL!!!**

Sincerely,

Janna Hudson

780 Marcie Ct.

Deerfield, IL 60015

**From:** Alyssa Arnol Kaufman <[alyssaarnol@gmail.com](mailto:alyssaarnol@gmail.com)>  
**Sent:** Monday, May 15, 2023 9:57 AM  
**To:** Deerfield Village Board <[villageboard@deerfield.il.us](mailto:villageboard@deerfield.il.us)>  
**Subject:** New Bridge Project - Significant Concerns

**[EXTERNAL EMAIL]**

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Dear Mayor Shapiro and Trustees,

I hope this message finds you all well. My name is Alyssa Kaufman and I'm a new resident of Deerfield. I'm writing on behalf of many concerned neighbors regarding the proposed Bridge manufacturing and shipping warehouse at the old Baxter campus.

While we appreciate the potential economic benefits that new development can bring, we are deeply worried about the impacts this specific project could have on our community. We foresee increased traffic congestion, especially from an estimated 600 semi-trucks per day, contributing to air pollution and risking the safety of our roads. We are particularly concerned about the proximity of this increase in traffic and pollution to our children's schools.

In addition, we fear the potential decrease in property values that could stem from the proposed development. We have all invested in our homes and chosen Deerfield for its residential character, safety, and quality of life. We believe this project could jeopardize those qualities that make our community special.

Most especially, I am deeply concerned about the pollution impact for me and my family. I live east of the project and have a young child with a new baby on the way. In the meeting, it was shared that any air pollution would naturally blow east, which directly affects my family. This feels unacceptable.

We are reaching out to you as our elected representatives to voice these concerns. We understand that Trustees Berg, Jacoby, and Seiden's terms are set to expire this year, and we want to make it clear that our votes in the upcoming elections will be heavily influenced by how our current representatives handle this issue.

We urge you to take our concerns into consideration and to act in the best interest of the Deerfield residents you represent. We believe there are alternative solutions that can bring economic growth without compromising the character and safety of our community.

Thank you for your service to our community and for your attention to this important matter. We look forward to hearing your thoughts and to seeing how you plan to address these concerns.

Best regards,

Alyssa Kaufman

## Daniel Nakahara, AICP

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**From:** Alyssa Arnol Kaufman <alyssaarnol@gmail.com>  
**Sent:** Monday, May 15, 2023 9:58 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Significant Concerns over Baxter

[EXTERNAL EMAIL]

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Dear Chair Bromberg and esteemed members of the Plan Commission,

My name is [Your Name], and I am a concerned resident of Deerfield. I am reaching out on behalf of myself and a number of my fellow neighbors regarding the proposed Bridge manufacturing and shipping warehouse project at the old Baxter campus.

As the body responsible for conducting public hearings and making recommendations on all land use petitions filed with the village, we respectfully request that you carefully consider the significant concerns we have about this project.

The proposed development, while potentially advantageous in economic terms, raises serious questions about the impact on our community. We are particularly concerned about the increased traffic from an estimated 600 semi-trucks per day, which we fear will lead to increased congestion and air pollution. This is especially troubling given the proximity to our children's schools.

Furthermore, we worry about the potential depreciation of property values that could result from such a large-scale industrial development. As residents, we have chosen Deerfield for its residential character, safety, and quality of life, and we fear that this development could compromise those qualities.

Most especially, my family and I are deeply concerned about the pollution impact for me and my family. I live east of the project and have a young child with a new baby on the way. In the meeting, it was shared that any air pollution would naturally blow east, which directly affects my family. This feels unacceptable.

As the Plan Commission considers its standards, the Comprehensive Plan, the petitioner's proposal, and public input, we ask that you weigh our concerns heavily. We believe that our community's future and the integrity of our neighborhood depend on careful, thoughtful planning.

Thank you for your dedication to our community and for your consideration of our concerns. We look forward to hearing your thoughts on this matter and to seeing how you plan to address these issues in your recommendations to the Board of Trustees.

Best regards,

Alyssa Kaufman

## Daniel Nakahara, AICP

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**From:** Sheryl Comcast <skm1095@comcast.net>  
**Sent:** Monday, May 15, 2023 5:38 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Disapprove strongly of Baxter/Bridge project

[EXTERNAL EMAIL]

Dear commission committee or chairperson:

As a 38 year resident of west Deerfield(in original Laurel Hill subdivision) off of Lake -Cook and Pine I have learned to try to deal with the noise of the traffic on the highway and tollway.

I also realize my property values could

Be sharply effected by this project if it would be allowed to happen. If I hadnt considered the lack of industrial warehouse space as a positive ... I may have moved to Elk Grove Village or Bensenville.

More realistically is the need to consider the additional traffic and danger of these trucks so near to and driving through my residential neighborhood.

I rarely get involved in these kind of matters but this one hs really struck a "fighting "cord in me.

I plan on being g at the meeting on June 8th to support the protest of Deerfield making this terrible mistake.

Respectful and disgruntled,

Sheryl Morton

1215 Laurel Avenue

Deerfield,IL 60015

847 829-1097

Sent from my iPhone

## Daniel Nakahara, AICP

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**From:** Lindsey Pompizzi <lbirdwell@gmail.com>  
**Sent:** Monday, May 15, 2023 1:06 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Fwd: Proposed redevelopment plan of the Baxter property

[EXTERNAL EMAIL]

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Deerfield Planning Commission Representatives,

I attended the 5/11 planning commission meeting to hear directly from the Bridge team regarding the proposed redevelopment plans of the Baxter property. I can understand the committee's frustration with the strong reactions from the attendees but what you heard is passion from a community that is extremely concerned with the proposed plans and fears it is going to severely impact our everyday lives.

During the presentation I ignored the horrible white noise and constant side chatter to give Bridge my full attention. What I heard solidified my view that this is NOT in the best interest of our community. In fact, the individual people of this community DO NOT benefit from this proposal at all; the only beneficiaries are corporations (Bridge and Baxter) which translates to corporate profits at the detriment of Deerfield and surrounding communities.

I implore the Planning Commission to PLEASE listen to your constituents who have CHOSEN to live in Deerfield as it exists today. We are not an industrial neighborhood despite our proximity to the tollway. We are mothers, fathers, children, retirees that chose to purchase homes or rent in Deerfield to escape the exact type of development that is knocking on our door. Many people would not have made the same decision if this redevelopment had already occurred.

Your response and potential support for this project will show more support for Bridge, a corporation who is motivated entirely for their self-interest and has zero regards for the Deerfield community, rather than your neighbors, the people that live here and serve in the community to make this an amazing place to live.

**My Alternative Recommendation: Lets work with Baxter to collectly deliver what Deerfield and our surrounding communities need!**

- I empathize with Baxter's position; they want to sell a space they no longer need
- So far the only viable option is industrial redevelopment
- I IMPLORE Deerfield to reach out to our neighboring communities planning commissions to come together, speak with Baxter, determine what our communities need and actively work to make that a reality
- Take all future industrial warehouse proposals off the table and DRIVE OUR OWN DESTINY while supporting Baxter as they bid adieu to their legacy campus and move forward

Below are my reasons for why I am opposed to the development plans. I SINCERELY hope that the planning commission listens to our voices and opposes the re-development / moves to prevent future efforts as well.

**1. The Community is very loudly saying NO; please, please listen to our valid rationale and support us!**

- The 7 member planning commission is in the driver's seat, we put our fate in your hands
- Please represent the interest of the RESIDENTS of your community vs. Bridge (corporation with no interest in the Deerfield community outside of monetary gain)

2. **Bridge is an industrial developer who has limited control on what actually happens once they lease the space**
  - The reps will say whatever they need to say in order to approve the development however they will be removed from the day to day operations
  - Any issues will funnel through the lessee, who is removed from this entire approval process and will have no sympathy to our community concerns
  - Bridge's leases would have to be iron clad by addressing every single issue the community pointed out which is highly unlikely to occur in practice
  - Very specifically this means controlling the truck routes; trucks will turn right and Deerfield Road will be impacted
    - Is Deerfield prepared to station police presence 24/7 to enforce no right turns out of the property and issue citations?
3. **Bridge has no obligation to retain the property for the foreseeable future and we shouldn't take their word or promises at face value**
  - The representatives commented that they would like to continue owning the property in the future but there is no obligation
  - I'm sure when Baxter built the property they couldn't imagine one day relocating from their corporate headquarters as a result of changing work patterns
  - Bridge could find themselves in the same position down the line and we have no idea what company would step in to take over the massive warehouse in our backyard
    - If they sale goes through and residents makes operations difficult due to constant complaints
    - Bridge may find it more hassle than it's worth and sell so we cannot take their word on future operations
4. **This redevelopment does not provide any value to the residents of Deerfield; the only parties that profit are corporations**
  - Why are we putting an industrial warehouse in our backyard when there is only a negative consequence to our daily lives?
  - Property values WILL decrease
  - Taxes will NOT decrease
  - Deerfield will receive tax revenue but will need to allocate more resources to service the newly annexed property
  - The cons far outweigh the pros as the only pro's; only pro is an economic value proposition as the expense of people's quality of life
5. **The loss of ~700 healthy trees**
  - This world continues to destroy its natural resources in the name of progress / corporate profits
  - I drove by the Baxter property two weeks before this was announced and while driving I said out loud, 'wow, this is really beautiful'
  - Please protect this property and all the local wildlife that calls it home
  - Wildlife continues to lose one day at a time and we have to fight to preserve their right to coexist
6. **Increased pollution due to volume of trucks (make, model unknown and won't be known until tenants identified)**
  - There is an increase in pollution which wasn't disputed by Bridge
  - It's shameful that their counter argument was directed at Thorngate residents by saying, 'hey, it won't impact you because the wind takes the pollution east'
    - That mentality is like someone dumping 100 cans of paint in the trash and stating t it won't impact their property because it's going to the landfill
  - The community is saying no, we don't want this for our children
  - We did not choose to live in a industrial zone and relocated from the city to, among other things, breathe cleaner air and be able to get around town quickly and more efficiently
7. **The inclusion of a 'recreation area' is an insult to our intelligence**
  - I imagine when Bridge designed the space they asked what they could do to gain more support for the proposal and someone said, 'Oh, just throw in a recreational facility for the park district'

- This is like someone taking you to a nice dinner before breaking up with you; this is a tactic and we see right through it
- NO ONE wants their kids to play on an outdoor turf next to a trucking center
  - If we are this upset about traffic and pollution, why would anyone realistically use the space?
- Please don't get distracted by this pathetic attempt to garner support; we know this is a ploy and hope it is given zero merit in your consideration
- Please Note:
  - The original proposal was to economically benefit by leasing the land to the Deerfield Park District
  - Bridge pivoted ONLY when it became apparent the community was pushing back
  - This is not out of the kindness of their heart; it's to 'sweeten' the deal with the village

**8. The entire property is NOT zoned for industrial**

- I heard Bridge's attorney loud and clear; 2/3 (I believe) of the property is in unincorporated Lake County and their proposed use is allowed
- However, 1/3 of the property is NOT (thank goodness)
- That 1/3 allows us to emphatically say NO to this type of development.
- It's not allowed because the founders, original constituents, whatever parties that designed the great village of Deerfield knew this was in not in the best interest of our community

Thank you for allowing me to send in my concerns, I look forward to addressing the commission live in 6/8.

~Lindsey Pompizzi, Deerfield Resident since 2020

----- Forwarded message -----

From: **Lindsey Pompizzi** <[lbirdwell@gmail.com](mailto:lbirdwell@gmail.com)>

Date: Mon, Apr 24, 2023 at 12:32 PM

Subject: Proposed redevelopment plan of the Baxter property

To: <[plancommissioncomment@deerfield.il.us](mailto:plancommissioncomment@deerfield.il.us)>

To the Deerfield Planning Commission,

I just became aware of the proposed redevelopment plans of the Baxter property. I joined many of my fellow Deerfield residents in objecting to these plans as it is not in the best interest of our beloved community. What I appreciate the most about our community is that we are predominantly residential without the city clogged, congested streets. You can drive around enjoying lots of green space that serves as a home to the creatures that continue to lose the land they depend on for survival.

The proposed plans will not have a positive impact on its residents and I truly hope this group listens to and acts in accordance with its tax paying residents who do not wish to see this type of business in our community.

Lastly, the lack of attention to trucks that continue hitting the bridge over Deerfield road is very sad. There seem to be a handful of simple solutions that will help alleviate the issue. The lack of solving that problem is just another reason why adding over 600 trucks a day is a horrible idea that I truly hope will be squashed.

~Lindsey Pompizzi

## Daniel Nakahara, AICP

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**From:** Lisa Rosen <lisa.rosen57@gmail.com>  
**Sent:** Monday, May 15, 2023 10:45 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Say no to Bridge Proposal

### [EXTERNAL EMAIL]

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To those that we have elected, you have taken an oath to listen to your constituents and do what is in our best interest. You have close to 5,000 residents Saying NO TO THE BRIDGE proposal. This isn't a squabble or some rumors we are hearing, this is our lives at stake. I am asking you to take a stand against the Bridge Proposal. Work with the State of Illinois to have a ban on Truck Freight Terminals in areas that are NOT zoned for that, and also reach out to the Mayor of Deerfield to discuss how this is harming all of Deerfield.

The Village of Deerfield proudly advertises its commitment to the environment with programs, committees, and goals on its website and Facebook page for all to see. They've even worked with the children of D109, Greenhouse Gas Reduction Ad Hoc Group, Sustainability Commission, Green Up Deerfield, Idling Education Project with D109, Goal to Reduce Transportation Emissions by 55% by 2030!, National Wildlife Federation and the Mayor's Monarch Pledge

After sitting in the meeting and hearing from Bridge, I along with close to 5,000 residents of Riverwoods and Deerfield believe this is NOT in our best interest.

1. Bridge is just the developer and "landlord" of the site. Until it is built, they will have no way to confirm who the tenants will be, how many trucks will actually be driving in and out all day long (they only provided "estimates"), what will be inside the trucks (they said they wont allow anything "toxic" but will not have a management office on-site for inspection) or the type of trucks (Semis, Fuel efficient vs not, etc...).
2. According to their site plan proposal, there will be 50 docks attached to the smaller building, 177 docks attached to the larger building for a whopping total of 227 docks.
3. This will be a 24/7 operating business. And, with that operating time there will be NO guards and No fence around the property.
4. The commission asked if Bridge had reached out to the community to discuss this like many do when building (like shake shack) and the answer was No. Yet, Bridge Bridge said they plan on staying and being a partner to 60015. How are you a partner when you have never had a discussion with us.
5. The Village of Deerfield will have no idea who will be coming in and how many trucks will truly be driving in and out of our town 24/7 until this project is complete and the tenants have signed with Bridge.
6. traffic - If you drive on Wilmot Road (including driving to/from South Park and Wilmot Schools) or drive west on Deerfield road, this will have a huge impact in our neighborhood
  - a. Bridge loves this location because trucks can easily drive up from 294 OR 94/Edens . However, this means they will also be using our roads to get back on 294 and trying to take the Deerfield Road/294 S Entrance to jump the spur to head back on the Edens/Kennedy anytime the trucks need to head to Chicago or to all the States east of Illinois.

b. What this means - If the Village of Deerfield allows this project to proceed with setting a law to enforce for no right turns from the Truck exit to Saunders (to jump the spur that way) - which was offered up by one of the Village Board Members as a solution last night- - they will 100 percent be going to Lake Cook -> up Wilmot Road -> to Deerfield Rd -> to the tollway entrance to jump the spur.

c. The Bridge team literally said last night these trucks will use GPS to take the shortest routes needed to get to and from the truck facility to their destinations while “abiding enforced laws”.

d. The spur is an essential roadway coming to and from Chicago and states east of IL. These trucks WILL be using this GPS re-route at all hours of the day and night – driving up Wilmot and turning on Deerfield Rd for the Tollway entrance– to get to their locations if they are travelling to Chicago or states east of Illinois.

e. For our kids who bike up and down Wilmot Road or families who live in this area, the sound, noise, pollution and safety of trucks driving up Wilmot Rd to get to the 294S/Spur entrance at all hours of the day and night should concern us ALL.

7. Pollution - Speaking of pollution, according to the Bridge “Environmental Expert” – there is one piece of GREAT news for all the residents in Thorngate shared with them all last night! Such great news for Thorngate! Why? Because according to this “environmental expert”.....”all the pollution from the truck facility will be heading EAST and away from Riverwoods given the wind direction.” Yep, his exact words.... “All the truck pollution will be blowing EAST”.....yes, this IS GREAT news for Riverwoods and TERRIFYING news for the rest of us who live between 294 and the Deerfield Train Station.

**IS THIS WHERE YOU LIVE? DO YOU WANT YOUR KIDS, FAMILY, FRIENDS AND NEIGHBORS TO HAVE THIS POLLUTION IN THEIR HOMES AND SCHOOLS? ARE YOU OK WITH THIS?**

8. They will be cutting down 900 (!) trees. According to their landscape design “expert”, 200 of them are in poor condition. So it’s only 700 trees in excellent condition they will be replacing 😞. While this shouldn’t be the reason that gets you most angry about them coming into town, it’s one more way they are trying to turn Deerfield into Truckfield. Do you know the process I had to go through to cut down 1 DYING tree in my front yard? That process took longer than this process

The emissions comparison between the tollway and the Bridge complex must be based on total running engine time, NOT the number of vehicles. It takes a truck less than 30 seconds to pass the Baxter property at 60 miles an hour. The reported 16,000 daily trucks on the tollway therefore generate emissions for only 8000 minutes each day. The 600 Bridge trucks each idling for 15 minutes produce emissions for 9000 minutes per day! That more than doubles the current exposure time! Given that idling truck emissions can be TWENTY TIMES worse than a truck traveling at 60mph, the increase of daily toxic pollutants in our air would be staggering!!! This is a LOW estimate.

There are stories of trucks waiting in line for hours or all night. Trucks traveling, in their own created stop and go traffic on Deerfield, Saunders, Lake cook, and Wilmot are the worst polluters of all.

Most of it will be concentrated during the school day!

It's ok though. The Bridge expert said the pollution increases would be negligible.

Our very health is under assault!

This should not be a referendum on whether Deerfield accepts this proposal but rather, how do we prevent them from going to Lake County?

Stop the madness.

Say NO to Bridge!!!

To put this into perspective what bridge wants to build would allow for 21.5 FOOTBALL FIELDS INSIDE THEIR WAREHOUSES!!!!



Take a stand today and say NO to Bridge

## Daniel Nakahara, AICP

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**From:** Leah Siegel <leahkraig@gmail.com>  
**Sent:** Monday, May 15, 2023 1:40 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Veto the Bridge Proposal

[EXTERNAL EMAIL]

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To Whom it May Concern,

As somebody who lives in this neighborhood, I want to share what I heard last night from Bridge that should concern every one of us who live in this area too.

1) Background on Proposal – What we know and will not know until project is complete:

a. Bridge is just the developer and “landlord” of the site. Until it is built, they will have no way to confirm who the tenants will be, how many trucks will actually be driving in and out all day long (they only provided “estimates”), what will be inside the trucks (they said they wont allow anything “toxic” but will not have a management office on-site for inspection) or the type of trucks (Semis, Fuel efficient vs not, etc...).

According to their site plan proposal, will be 50 docks attached to the smaller building, 177 docks attached to the larger building for a whopping total of 227 docks. But good news... they only "estimate 125 Truck Stalls will be used at any one given time"....and yes, they do want this to be a 24/7 operating business. (Please start doing the math...)

b. What this means – The Village of Deerfield will have no idea who will be coming in and how many trucks will truly be driving in and out of our town 24/7 until this project is complete and the tenants have signed with Bridge.

2) Traffic - If you drive on Wilmot Road (including driving to/from South Park and Wilmot Schools) or drive west on Deerfield road, this will have a huge impact in our neighborhood

a. Bridge loves this location because trucks can easily drive up from 294 OR 94/Edens . However, this means they will also be using our roads to get back on 294 and trying to take the Deerfield Road/294 S Entrance to jump the spur to head back on the Edens/Kennedy anytime the trucks need to head to Chicago or to all the States east of Illinois.

b. What this means - If the Village of Deerfield allows this project to proceed with setting a law to enforce for no right turns from the Truck exit to Saunders (to jump the spur that way) - which was offered up by one of the Village Board Members as a solution last night- - they will 100 percent be going to Lake Cook -> up Wilmot Road -> to Deerfield Rd -> to the tollway entrance to jump the spur.

c. The Bridge team literally said last night these trucks will use GPS to take the shortest routes needed to get to and from the truck facility to their destinations while “abiding enforced laws”.

d. The spur is an essential roadway coming to and from Chicago and states east of IL. These trucks WILL be using this GPS re-route at all hours of the day and night – driving up Wilmot and turning on Deerfield Rd for the Tollway entrance– to get to their locations if they are travelling to Chicago or states east of Illinois.

e. For our kids who bike up and down Wilmot Road or families who live in this area, the sound, noise, pollution and safety of trucks driving up Wilmot Rd to get to the 294S/Spur entrance at all hours of the day and night should concern us ALL.

3) Pollution - Speaking of pollution, according to the Bridge “Environmental Expert” – there is one piece of GREAT news for all the residents in Thorngate shared with them all last night! Such great news for Thorngate! Why? Because according to this “environmental expert” .....”all the pollution from the truck facility will be heading EAST and away from Riverwoods given the wind direction.” Yep, his exact words.... “All the truck pollution will be blowing EAST”.....yes, this IS GREAT news for Riverwoods and TERRIFYING news for the rest of us who live between 294 and the Deerfield Train Station.

4) Plus, as the local Lorax of my own neighborhood, it made me really sad to hear they will be cutting down 900 (!) trees. Yes, according to their landscape design “expert”, 200 of them are in poor condition. So it’s only (!) 700 trees in excellent condition they will be replacing 😞. While this shouldn’t be the reason that gets you most angry about them coming into town, it’s one more way they are trying to turn Deerfield into Truckfield....(Best sign of the night I saw BTW in the crowd....).

This proposal is terrifying and I hope the Village of Deerfield puts a stop to this before our town is overrun by trucks and pollution.

Thanks,  
Leah Siegel.

## Daniel Nakahara, AICP

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**From:** Aimee Balfour <aimroby@gmail.com>  
**Sent:** Wednesday, May 17, 2023 4:07 PM  
**To:** Mayor Dan Shapiro; Deerfield Village Board; Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge/Baxter plan

[EXTERNAL EMAIL]

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Dear Mayor Shapiro and the Village Board,

On June 6, the Village Board approved a Climate Action Report from the Greenhouse Gas Reduction Ad Hoc Working Group to reduce emissions by 45% by 2030 and become carbon neutral by 2050. This does not align at all with the proposed Bridge/Baxter to obliterate a large green space, rezone for heavy industry, allow 600+ diesel trucks into our small community, 24 hours a day, 7 days a week. We are not a large industrial area--we are a small village of only about 20,000 residents. How can you even conceive of this plan being appropriate for our village, our children, or our environment?

What are the actual benefits we would receive? To date, I have seen no concrete benefits identified for the residents of Deerfield other than hypothetical tax dollars, which will likely be written off as is the case with many large companies. Honestly, even if there were tangible benefits, none of them would outweigh protecting the health and safety of your family and neighbors.

Would you want your children growing up and going to school so close to a heavily industrialized area? I don't. That's exactly why we chose Deerfield when we moved to the suburbs from the City of Chicago. We sought a quiet, residential area with many green spaces, room for our daughter to grow and play, the benefit of great schools, and a neighborhood where she can breathe clean air. By even entertaining this proposal, you are putting our entire community at risk to increased pollution, severe increases in traffic, increased asthma and other serious illnesses, and a severe decline in property values, at a minimum. Deerfield cannot move forward with the proposed sale and redevelopment by Bridge; it is simply not in the best interests of our community.

--

Aimee Balfour  
[aimroby@gmail.com](mailto:aimroby@gmail.com)  
248.877.7796

## Daniel Nakahara, AICP

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**From:** Lisa Rosen <lisa.rosen57@gmail.com>  
**Sent:** Wednesday, May 17, 2023 9:07 AM  
**To:** Mayor Dan Shapiro  
**Cc:** Plan Commission Comment; Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] A response to the mayors message

[EXTERNAL EMAIL]

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A response to the Mayor's Message on Baxter/Bridge Development:

Mayor Shapiro - Thank you for your Mayor's Message (link here) commenting on the process. In your note you said "Bridge's proposal has received a great deal of attention on various platforms and nearly 600 people from our community and Riverwoods attended the May 11 public hearing." I am quite surprised to hear you call out Riverwoods and "our community" as two separate entities.

We see ourselves as 60015United. The Public schools do not see us as Riverwoods and Deerfield, they see us as DPS109 or District 113. Our taxes go to the local schools that we are a part of. AYSO and DYBA do not see us as Riverwoods or Deerfield, they see us as players together on a team.

Our places of worship don't see us as 2 different communities, they see us as congregants. Why is it that you said Riverwoods and our community - do you not see us as one?

We are 60015United coming together in our concerns as you stated them in your letter impact on traffic, air quality and property values, among others.

We are United, don't divide us.

Sincerely,  
Lisa Rosen  
60015

## Daniel Nakahara, AICP

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**From:** Kevin Beauseigneur <kevbeaus@gmail.com>  
**Sent:** Thursday, May 18, 2023 3:16 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] The health of Deerfield and its neighbors.

[EXTERNAL EMAIL]

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Plan Commission,

An interesting and somewhat frightening post recently from a local physician regarding the proposed Baxter site and some very real threats to the resident population of Deerfield and its neighboring communities.

Yet just one added item to consider among many as to why the proposal being entertained by the Plan Commission is nothing short of a community killer, rendering our village a ghost of it's former self.

Please read the post and please consider it wisely.

I have been trying to have conversations with people who are not necessarily in favor of the Bridge/Baxter development but let's say not as passionately opposed as I am. One thing that keeps coming up is an incomplete understanding of why and how this project will create air pollution that will lead to a significantly increased risk of negative health effects so I figured I would try to explain further.

As Bridge's expert said during the meeting there are 3 predominant pollutants found in vehicle emissions: nitrogen oxide, carbon monoxide and particulates which include soot and dirt. What they left out is that of these three, particulates are far more dangerous to our health than the other two. This is because some particulates produced by combustion are tiny, 2.5 microns in width, and aptly referred to as PM 2.5. These are small enough to bypass the hairs in your nostrils and all other mechanisms our body has to keep things out, and lodge themselves in our bronchioles, blood vessels, etc. The harm caused by this is dose dependent- the more PM 2.5 you breathe in the higher your health risks. Kids exposed to more pm 2.5 have higher rates of asthma and this is well-documented in many studies. If you want evidence ask me and I am happy to send you studies. If you want to research on your own look into the Inland Empire of California or just google "PM 2.5 asthma."

Bridge's expert actually said during the meeting (at the one hour and 49 minute mark) that their study indicates this project "will result in a net decrease of carbon monoxide and a **net increase in nitrogen oxide and particulate emissions.**" – It will increase- this is not up for debate even by Bridge. This is likely because these trucks produce 20x the emissions that passenger vehicles produce. They also pointed out that "emissions from the site are subject to dispersion, a weather station in Northbrook shows that winds infrequently blow west, they typically blow east." Because PM 2.5 is so small it can actually travel for miles so the building of any of these warehouses has an effect on all of us but the closer you are the more PM 2.5 you will inhale.

There are 3 public schools less than 3,000 ft east of the proposed site. All children who go to these schools will have an increase in the amount of PM 2.5 they inhale.

Bridge's expert also tried to claim that since there is a freeway here we are already exposed to emissions and it will be difficult to tell if there is an increase in air pollution. This is not true. Here is a link to a study that actually tried to answer this exact question at a travel station in Knoxville,

TN [http://acs.engr.utk.edu/publications/2007\\_MILLER\\_2\\_JTRB.pdf](http://acs.engr.utk.edu/publications/2007_MILLER_2_JTRB.pdf). They found that since diesel trucks spend a significant amount of time idling and the emissions produced while idling are much higher than during highway driving, this particular travel station became a PM 2.5 hotspot. They concluded “planners should be more concerned about the impact of large travel centers with hundreds of idling diesel trucks, rather than emissions of diesel trucks traveling free-flowing Interstates. In this study, the average PM2.5 concentration at the ramp site attributable to idling trucks was 3.8 µg/m<sup>3</sup>, whereas the concentration attributable to exhaust emissions from vehicles on the Interstate was only 1.0 µg/m<sup>3</sup>. This result is based on a delta PM2.5 of 4.8 µg/m<sup>3</sup> with 80% of emissions from idling trucks and 20% from vehicles on the Interstate”

Bridge is envisioning 150 docking stations for trucks to load and unload at any given time and they also admitted that trucks will sometimes idle but they did not quantify how long trucks idle and Deerfield has no rules regarding idling. This is a 24 hour facility. It would not be a stretch for there to be many hours of idling vehicles each day and night – particularly in winter when it is below zero. Also PM 2.5 has been shown to travel farther in cold weather.

As a pediatrician I spend my days advocating for the health of my patients. I do not want to see worsened health outcomes in our community.

Thank you,

Kevin Beauseigneur

## Daniel Nakahara, AICP

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**From:** Corey Cohen <cgutwillig@gmail.com>  
**Sent:** Thursday, May 18, 2023 3:29 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Follow up to Bridge Proposal May 11- still opposed  
**Attachments:** IMG\_1688.HEIC

[EXTERNAL EMAIL]

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Dear Planning Commission,

Thank you for taking into account our concerns in your questions directed at Bridge Industrial. I'm reaching out as I have some outstanding questions and concerns as a follow up to what Bridge proposed.

Before getting into it, simply stating a fact, based on Bridge's panel of experts' lack of preparation and vague answers, I was offended thinking they either take us all for idiots or think it was more of a formality and the deal is already done. Either way, both highly offensive.

I will bullet out the rest for brevity:

It was interesting to hear that, as we all know, the Park District cannot afford to lease their proposed rec center. Instead, they are offering to build an outdoor turf field. We live in Illinois, we do not need an outdoor space that will only be used 4 months out of the year. Plus, I do not want my kids playing near semi-trucks.

Their lawyer stated they want this municipality but implied they don't need it. On the contrary, I believe they do. What is protocol for them petitioning the re-zoning nature of this land to unincorporated Lake County? If it's currently zoned for office space and light industrial, they can't use the land for what they want. They are clearly stating they want Deerfield to rezone and use our city resources. Can we say for certain how that affects us as tax payers?

The appraiser and real estate expert said that Baxter land use only affects views from 9 homes on Castle Pines in Riverwoods. That is nonsense- it affects anyone traveling on Saunders who has to see or experience traffic with semi-trucks. This includes the Chabad, the nursery school, Center for Enriched Living and more.

The picture that the real estate guy showed comparing a warehouse that Bridge did near residential (See attached) is way smaller than what they are proposing and doesn't share the same street as the residential neighborhood. It's not an apples to apples comparison at all!

You asked about ensuring that you approve the tenants if this moves forward, I doubt they will let this happen but if they do, I worry about the "light manufacturing." I would hope that you do not approve of anything toxic that could leak into the air or is flammable and has the potential for fire.

If this moves forward, I would propose we negotiate to comply with city ordinances so it is not a 24/7 facility and has to be secured. The fact that they were not going to have security is appalling. You cannot propose a 24/7 facility without security.

Bridge said that this industrial complex will create jobs and commerce-- for who? How does this aid commerce? Where are these workers eating within our town- we don't have much in the way to offer them.

If you prevent trucks from turning right to get to Deerfield Rd. What's to prevent them from turning left onto Wilmot to get to Deerfield rd onto 94? This development presumes the trucks only need access to 294.

Doesn't this proposal go against Deerfield's NO idling project and reducing carbon emissions and greenhouse gas?

I understand Deerfield wants the taxes that come with the Bridge proposal, but isn't there a better use for this land that doesn't endanger wildlife and people? Something that raises the profile of Deerfield?

Thank you for taking the time to listen to a few more concerns that were raised after listening to Bridge.

Corey Cohen

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Corey G Cohen  
cell: 847.651.8999

**Deerfield/Riverwoods/Northbrook Neighbors** we need your help **ASAP...**

Are you all aware of the proposed redevelopment of the Baxter property? They are contracted to sell the property to a large distribution/ logistics company. At first thought, it might seem like this is not a Deerfield problem, but it is. This has the potential to affect our children, our wildlife, the air we breathe, the roads we travel, and the overall feel of a community we love.

Let's educate ourselves and oppose this development for the future of mankind, our community, our children and nature. Here's how you can help:

1. **Sign this petition** to voice your opposition to this development:  
<https://chnq.it/yJyvBNTN>



*Eileen Klein*

2. **Email the Deerfield Village Planning Commission by this Friday, April 21**

- a. Help them understand how your family, the school your kids go to, and the community will be impacted by:
  - i. Air Pollution - Wind conditions on any given day will impact anybody who lives within 2.5 miles of this complex
  - ii. Noise Pollution
  - iii. Traffic - potential influx of **600+** trucks **daily** into and out of our community
  - iii. Safety concerns
- b. Encourage the Village to set up new ordinances and enforce policies that will significantly reduce truck traffic and truck emissions in our community.

3. **Attend the Plan Commission meeting on Thursday, 4/27 @ 7:30pm Deerfield Village Hall** and all future meetings

This is NOT just about those who live in Thorngate. This will have far reaching consequences, well past Saunders Road.

**Deerfield Village Planning Commission**

- a. General email - [plancommissioncomment@deerfield.il.us](mailto:plancommissioncomment@deerfield.il.us)
- b. Jeff Ryckaert - [jryckaert@deerfield.il.us](mailto:jryckaert@deerfield.il.us)
- c. Dan Nakahara - [dnakahara@deerfield.il.us](mailto:dnakahara@deerfield.il.us)
- d. Al Bromberg, Chair
- e. Lisa Crist
- f. Jennifer Goldstone
- g. Bill Keefe
- h. Sara Lubezny
- i. Blake Schulman
- j. Kenneth Stolman

## Daniel Nakahara, AICP

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**From:** Jessica Munzing <jessmzing@yahoo.com>  
**Sent:** Thursday, May 18, 2023 6:09 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] No to Baxter

[EXTERNAL EMAIL]

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Hi. Consider this my vote. AGAINST Baxter corporate. NOT in Deerfield or surrounding FAMILY areas!

No to Baxter

[Sent from Yahoo Mail on Android](#)

## Daniel Nakahara, AICP

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**From:** cipi23us@gmail.com  
**Sent:** Thursday, May 18, 2023 4:13 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** Opposition to Bridge Industrial

[EXTERNAL EMAIL]

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This message is to express my strong opposition to Bridge Industrial. As so many residents I'm very concerned about both the damage the project itself will do, and the disdain Village employees and elected reps. continuously show toward residents' wishes.

Ciprian Sabau



Virus-free. [www.avg.com](http://www.avg.com)

## Daniel Nakahara, AICP

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**From:** Noreen Segal <noreen.segal@gmail.com>  
**Sent:** Thursday, May 18, 2023 11:23 AM  
**To:** Plan Commission Comment; Mayor Dan Shapiro  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Proposed Baxter / Bridge Industrial Development

[EXTERNAL EMAIL]

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Mr. Mayor and The Deerfield Plan Commission:

This is a follow-up to a previous email submitted to the Plan Commission and responds, in part, to the application and presentation made by Bridge at the May 11 public hearing, as well as to Mr. Shapiro's "Mayor's Message on Baxter/Bridge Development" posted on May 16.

We of course respect the public hearing process and are in no way asking the Village to render a decision prior to completion of that process. That said, it is not unreasonable for constituents to ask, and in some cases demand, that their elected representatives make their position publicly known. In this case, that is all people have been asking - and it's really a very simple question with a yes or no answer: "Do you favor industrial developments and uses of this nature in the Village of Deerfield?" The Mayor's non-responsive answer to a question nobody asked unfortunately speaks volumes. And while Bridge has every right to go through the process, as one who is familiar with the process it is almost certainly true that Bridge would not have gone this far and/or spent such a significant amount of time and money toward this project and the process unless it had been continuously receiving - and continues to receive - positive feedback and support from the Village itself. It is therefore not a giant leap in logic to conclude that, for whatever reason, the Mayor and many of our other Village trustees and representatives are in favor of the proposed development.

In a community as highly educated as ours, where literally every person thinks they are - and very well may be - the smartest person in the room, it is not unexpected that people would hold very divergent views, and therefore there is nothing inherently "wrong" with the Mayor or anyone else at the Village being in favor of the project, notwithstanding the many and well-stated concerns of others. That said, even if our elected officials - and in the case of the Plan Commission, unelected volunteers - tend to agree with the positions put forth by Bridge and their experts on May 11, many of which fly in the face of common sense (i.e., traffic will actually be reduced and property values will increase), or even if they are not concerned with the likely consequences of the development (e.g., "don't worry the extra emissions won't blow into Thorngate because they will blow the other way into Deerfield"), there is one thing they cannot ignore. The vast majority of our "Community" (and, unlike the Mayor, I include Riverwoods in my definition) does not want this industrial development to happen in any form and, as a result, our Mayor and the Village have an express duty to listen to their highly educated and informed constituents. To act otherwise in this situation, would be an egregious act of patronization.

I therefore again urge the Plan Commission to, following the appropriate process, reject this and any similar or scaled down industrial proposal.

Thank you for your time.

Noreen Segal  
1560 Oakwood Place  
Deerfield

## Daniel Nakahara, AICP

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**From:** Dana Shiery <shieryda@yahoo.com>  
**Sent:** Thursday, May 18, 2023 12:37 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge/Baxter proposal

[EXTERNAL EMAIL]

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Hello,

I urge you to vote "No" on the Bridge proposal for industrial development of the Baxter property. Here are some reason why I feel that this development is detrimental to our community:

First, the proposal as it was presented at the public meeting on May 11 calls for the removal of 900 mature trees along the property. The removal of these trees would result in a negative environmental impact upon the community, as they help with the absorption of carbon dioxide (CO<sub>2</sub>), which is then stored and released back into the atmosphere as oxygen. In fact, I've read that 1 acre of mature trees absorb the amount of CO<sub>2</sub> "produced by a car driven 26,000 miles", and that "during 1 year, a mature tree will absorb more than 48 pounds of CO<sub>2</sub> from the atmosphere."

Also, Deerfield Village has a "Tree Preservation Ordinance" that I urge to you research and consider during the Bridge proposal meetings. To allow the destruction/removal of so many trees at the Baxter property would be contrary to the Village's efforts.

Please refer to the Climate Action Report adopted by the Village. Any industrial developments in our community would be contrary to the proposals and promises already established in this report:

<https://www.deerfield.il.us/DocumentCenter/View/3138/Climate-Action-Report-2022---FINAL?bidId=>

Bridge proposes to replant several trees at the property, but it would take at least 30 years to grow to maturity to achieve the same air-filtering results as the trees currently living at that site. They can promise all of the "green" plans they want, but who's to say whether or not they will actually follow through on their promises? They can't even dictate who will eventually lease or utilize that property (or enforce the green measures they are promising).

Another reason to reject this proposed industrial development is that the property values of the homes in close proximity to the Baxter site will be negatively-impacted. The gentleman who presented the home sales near another Bridge property at the May 11 meeting was very quick to discuss the 5 or 6 homes that sold, but I feel that if you research the home values before and after the development of that site, that most, if not all, were sold at a lower price than the original purchase price. Prospective home owners do not want to move to an area that could be deemed as unsafe (either from increased semi-truck traffic noise, speed or pollution).

Deerfield does not currently have the resources (police/fire) to patrol or enforce the truck traffic that would inevitably come from the Bridge proposal. Traffic accidents (or other potential fire or safety hazards at the depot from trucks or from the facility itself) would almost certainly increase exponentially if this facility were to be built.

The negative impact (as well as the cost to repair) on the roadways would be quite significant, as well. Increased traffic from both cars and semi-trucks entering/exiting the facility would severely degrade the roadways in Deerfield, Riverwoods, Northbrook and other communities near this proposed facility. Lake Cook Road near Northbrook Court is already deteriorating drastically (can you imagine 300+ semi-trucks travelling in both directions each day along this route?), and the damage would be exacerbated by the increased traffic. The traffic and roadway destruction would be severely increased along Deerfield Road, as well.

Please, for the health, happiness and safety of our community, do NOT vote in favor of the Bridge proposal at the Baxter property. Once one industrial facility moves into our community, I fear that others will follow. We cannot allow this to happen.

Thank you,

Dana Shiery

## Daniel Nakahara, AICP

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**From:** Diana Trew <dianatrew@hotmail.com>  
**Sent:** Thursday, May 18, 2023 1:48 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Concerns Regarding Bridge Proposal

### [EXTERNAL EMAIL]

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I have additional concerns regarding the expected air pollution from the proposed development. I feel some important points were not addressed and there is not enough understanding regarding why this development would have substantial negative health effects in our community.

As Bridge's expert said during the meeting there are 3 predominant pollutants found in vehicle emissions: nitrogen oxide, carbon monoxide and particulates which include soot and dirt. What they left out is that of these three, particulates are far more dangerous to our health than the other two. This is because some particulates produced by combustion are tiny, 2.5 microns in width, and aptly referred to as PM 2.5. These are small enough to bypass the hairs in your nostrils and all other mechanisms our body has to keep things out, and lodge themselves in our bronchioles, blood vessels, etc. The harm caused by this is dose dependent- the more PM 2.5 you breathe in the higher your health risks. Kids exposed to more pm 2.5 have higher rates of asthma and this is well-documented in many studies. If you want evidence ask me and I am happy to send you multiple studies. If you want to research on your own look into the Inland Empire of California or just google "PM 2.5 asthma."

Bridge's expert actually said during the meeting (at the one hour and 49 minute mark) that their study indicates this project "will result in a net decrease of carbon monoxide and a net increase in nitrogen oxide and particulate emissions." – It will increase- this is not up for debate even by Bridge. This is likely because these trucks produce 20x the emissions that passenger vehicles produce. They also pointed out that "emissions from the site are subject to dispersion, a weather station in Northbrook shows that winds infrequently blow west, they typically blow east." Because PM 2.5 is so small it can actually travel for miles so the building of any of these warehouses has an effect on all of us but the closer you are the more PM 2.5 you will inhale.

There are 3 public schools less than 3,000 ft east of the proposed site. All children who go to these schools will have an increase in the amount of PM 2.5 they inhale.

Bridge's expert also tried to claim that since there is a freeway here we are already exposed to emissions and it will be difficult to tell if there is an increase in air pollution. This is not true. Here is a link to a study that actually tried to answer this exact question at a travel station in Knoxville, TN [http://acs.engr.utk.edu/publications/2007\\_MILLER\\_2\\_JTRB.pdf](http://acs.engr.utk.edu/publications/2007_MILLER_2_JTRB.pdf). They found that since diesel trucks spend a significant amount of time idling and the emissions produced while idling are much higher than during highway driving, this particular travel station became a PM 2.5 hotspot. They concluded "planners should be more concerned about the impact of large travel centers with hundreds of idling diesel trucks, rather than emissions of diesel trucks traveling free-flowing Interstates. In this study, the average PM2.5 concentration at the ramp site attributable to idling trucks was 3.8 µg/m3, whereas the concentration attributable to exhaust emissions from vehicles on the Interstate was only 1.0 µg/m3. This result is based on a delta PM2.5 of 4.8 µg/m3 with 80% of emissions from idling trucks and 20% from vehicles on the Interstate"

Bridge is envisioning 150 docking stations for trucks to load and unload at any given time and they also admitted that trucks will sometimes idle but they did not quantify how long trucks idle and Deerfield has no rules regarding idling. This is a 24 hour facility. It would not be a stretch for there to be many hours of idling vehicles each day and night – particularly in winter when it is below zero. Also PM 2.5 has been shown to travel farther in cold weather.

As a pediatrician I spend my days advocating for the health of my patients. I do not want to see worsened health outcomes in our community. Please protect our community

Best,

Diana Trew, MD

## Daniel Nakahara, AICP

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**From:** Elmer <elmervelasco@gmail.com>  
**Sent:** Thursday, May 18, 2023 3:37 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter site

[EXTERNAL EMAIL]

Hello, Plan Commission-

I'm sure you have received many emails and phone calls expressing opposition to the Baxter site development.

I share all of the concerns around traffic, noise, pollution and safety.

I'd like to add that as an immigrant to this wonderful country. I've worked very hard to leave communities afflicted by all of the mentioned problems brought about by large industrial sites. I want to raise my children in the safe environment that Deerfield provides.

Please don't allow industrial development ruin what this community currently is.

Thank you,

Elmer Velasco

1224 Hackberry Rd

Sent from my iPhone

## Daniel Nakahara, AICP

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**From:** inventyou (null) <inventyou@aol.com>  
**Sent:** Friday, May 19, 2023 12:12 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge

[EXTERNAL EMAIL]

I work in the logistics business. Truck drivers are mandated by to follow the law which is electronically recorded. This is why you see trucks sitting on the side of the road or In parking lots. How many drivers will be sitting / sleeping in their cabs (tractor trailers) in the Baxter / Bridge parking lot on a cold winters night because, by law and electronically monitored, with their engine running?

The DOT 14-hour rule details how long commercial drivers can work during a 24-hour period. The rule dictates that drivers must fit all of their driving time for the day into a 14-hour shift. They must then take a mandatory 10 hours off-duty period after the 14 consecutive hours on duty. Jan 16, 2023

Sent from my iPhone