

**Public Comment**  
**On**  
**Proposed Bridge Industrial Development**  
**May 20, 2023 – May 26, 2023**

## Daniel Nakahara, AICP

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**From:** Rebecca Greene <rhgreene99@gmail.com>  
**Sent:** Sunday, May 21, 2023 6:38 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Article from chicago Sunt times

[EXTERNAL EMAIL]

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BY AL LEWIS - Inside Climate News

### THE WATCHDOGS

Illinois has been a freight hub since its beginnings, from waterways to rails to interstate highways to modern intermodal transportation centers to an unprecedented proliferation of warehouses to satisfy the demands of online shoppers.

Increasingly, warehouses crop up beside neighborhoods, exposing people living nearby to exhaust fumes from starting, stopping and idling trucks. And these diesel plumes carry a host of potential health threats to the public, including low birthrates, respiratory illnesses, even dementia.

These are the findings of a recent report from the Environmental Defense Fund, an advocacy group that, using proximity-mapping technology, found that about 15 million people live within a half mile of a warehouse in 10 states it examined, including more than 1 million children under 5 years old.

“As corporations taught consumers to expect just-in-time products and home delivery, warehouse growth in the U.S. has exploded, and companies are building warehouses closer and closer to communities,” Aileen Nowlan, the study’s author, wrote. “Warehouses are now crowded beside homes, schools, parks and community centers in more parts of the country than ever before.

Each warehouse generates hundreds, if not thousands, of truck trips each day.”

The problem is especially acute in Illinois as a freight-handling, crossroads transportation hub where the study showed nearly 2 million people, including 138,000 children under 5, live within a half mile of a warehouse.

“This is the place where all the railroads meet,” said Brian Urbaszewski, director of environmental health programs for the Respiratory Health Association in Chicago. “This is where transfers take place. There are a lot of containers coming from the East and West coasts to here and being reshuffled and resent, some on trains, but alot regionally, 500 miles in every direction on trucks.”

The advent of fast, doorstep deliveries brings nitrous oxide and other pollutants closer to more people’s homes than ever.

“It’s a horrible combination,” Urbaszewski said.

Fine particulate matter from diesel exhaust can seep deep into the lungs and from there into the bloodstream and throughout the body. Studies have linked these pollutants to increases in asthma, respiratory hospitalizations, chronic obstructive pulmonary disease, heart attacks, premature births and preventable deaths.

“There’s a whole laundry list of things,” Urbaszewski said, “and the more science moves forward, the more we find problems that we had not seen before. We also learn that a lot of the effects can be tracked to lower and lower concentrations of this stuff.”

Unhealthy pollution in Joliet, Elwood

The Environmental Defense Fund tallied 17,600 warehouses in the 10 states it examined, 2,401 in Illinois, with the homes of Black, Latino, Asian and American Indian people disproportionately affected.

Nowlan links this to “legacies of redlining and other discriminatory policies, new and existing distribution facilities, and the roads that serve them are more likely to be located in proximity to communities of color and areas of low wealth.”

The pattern of unequal warehouse distribution holds across all states, the study found, but in Illinois, the disproportionality is double what would be expected given the state’s population. The same was found to be true for Colorado and Massachusetts.

A Chicago-area advocacy group, Warehouse Workers for Justice, calls it environmental racism. Last month, the group released a report showing air pollution at unhealthy levels at intermodal facilities in Joliet and Elwood. The group said it monitored air quality in four lower-income areas and found particulates smaller than 2.5 micrometers — about 3% the diameter of a human hair. It said it found levels of this PM2.5 pollution exceeding standards set by the World Health Organization and the U.S. Environmental Protection Agency. According to WHO, PM2.5 pollution causes about 7 million preventable deaths a year.

Warehouse Workers for Justice found that the diesel-spewing truck traffic that warehouses bring to an area can be overwhelming. One of the study's participants counted more than 1,000 trucks passing through a Joliet intersection in two hours.

"In exchange for jobs, low-paying jobs at that, our land, air and water are polluted," wrote Angela Ortiz, a leader of the group who formerly worked for Amazon.

The Environmental Defense Fund wants more monitoring using emerging technologies.

"Innovation in monitoring technologies can shine a light on warehouse emissions," its report said. "Satellites are already observing warehouse emissions, and satellite imaging will soon offer more temporal resolution."

It also recommended creating a free, regularly updated national database of current and proposed warehouses including "warehouse location, arterial roads, number of loading docks, expected truck trips, ownership and secured lenders. Leaders should also require disclosure of proposed warehouses, with projected truck traffic and emissions expected." Challenges to 'electrifying

everything' Illinois is moving ahead in pushing for what would be a key solution: the evolution of America's transportation systems toward zero-emission vehicles. In March, the Illinois Commerce Commission approved "beneficial electrification" plans from Commonwealth Edison and Ameren, the state's two largest utilities, that direct the power generators toward such goals as environmental justice and vehicle grid integration.

Illinois also has enacted the Climate and Equitable Jobs Act, which Gov. J.B. Pritzker signed in 2021. Among the programs that law includes, it commits millions of dollars over the next decade to promote electric vehicles, including medium- and heavy-duty trucks.

"There are a lot of elements trying to come together," said Larissa Koehler, a senior attorney with the EDF and director of vehicle electrification for the group. "But I think Illinois can do more."

Illinois and other states could adopt clean-air standards set by the EPA, Koehler said, or the tougher standards set by California. Koehler said she'd like to see Illinois adopt California's Advanced Clean Trucks rule, which sets manufacturers' sales requirements for zero-emission vehicles, as well as the state's "Low-NOx" rule, which aims to

curb nitrogen oxide emissions.

Koehler said much of the pushback she faces when lobbying for tougher standards comes from the Truck and Engine Manufacturers Association, which has raised concerns about electricvehicle technology and the infrastructure needed to support it.

Asked about the group's report, Jed Mandel, president of EMA, points to his organization's cooperation in the transition to zero-emission vehicles.

"Truck and engine manufacturers have successfully worked with EPA...and are dedicated to a zero-emission future," Mandel wrote in response to questions. "EMA member companies have invested billions of dollars to develop and manufacture zeroemission vehicles and are working to transition the country's commercial trucking fleet to ZEVs."

He said the group also is collaborating with communities in which truck traffic is highest, saying, "These communities, which have long struggled with higher levels of pollution, should be prioritized during infrastructure development."

Koehler said she hopes the EDF report will focus attention on the aims of community advocacy groups that have been highlighting dangers from truck traffic for years.

"This has been a continuing problem," she said. "And it's going to get worse." Inside Climate News

Sent from my iPhone

## Daniel Nakahara, AICP

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**From:** CANDACE POTEMPA <cjpotempa@me.com>  
**Sent:** Sunday, May 21, 2023 7:41 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Opposition to Bridge Industrial Proposal

[EXTERNAL EMAIL]

Hello,

I wish to add my voice in opposition to the current Bridge Industrial proposal for the old Baxter campus. While I understand that the tax revenue may be valuable to the village bottom line, it would be absolutely detrimental to the quality of living in every other way. Property values, safety, and environmental health will all reduce - as will home prices and subsequently real estate taxes and other revenue sources. I would like to see that land annexed, but I believe development into a second down-town area would put the land to such better use. Let's add more stores and restaurants (similar to how Lake Forest, Long Grove, and other suburbs have a couple downtown hubs). A development focused on people and socialization would enhance the space and offer so much greater opportunity. Please please look for this type of proposal and reject the one from Bridge Industrial on the table today.

Thank you very much,  
Candace Potempa

520 Longfellow Ave, Deerfield  
cjpotempa@mac.com

## Daniel Nakahara, AICP

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**From:** CANDACE POTEMPA <cjpotempa@me.com>  
**Sent:** Sunday, May 21, 2023 7:41 PM  
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**Cc:** Daniel Nakahara, AICP  
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Thank you very much,  
Candace Potempa

520 Longfellow Ave, Deerfield  
cjpotempa@mac.com

## Daniel Nakahara, AICP

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**From:** Mark A. Yaffe <markyaffe@gmail.com>  
**Sent:** Sunday, May 21, 2023 9:56 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Award winning 100 acre redevelopments

[EXTERNAL EMAIL]

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Dear Deerfield Planning Commission,

Let's start to think about what could be possible with leadership, vision, and commitment to community.

I found this with a simple Google search for "Award winning 100 acre redevelopments."

Appreciate how the developer is focused on "**enhanc[ing] the overall aesthetic and value of the community.**" Our community too is deserving of a development partner with this focus.

The Baxter property is a canvas - we just need to find the right artist to help develop it into something lasting and special that we are proud of.

"As part of the broader 100-acre project, Propper said in the release that it hopes to **“enhance the overall aesthetic and value of the community.”** **Public spaces would be added for the entire community for live music and other events, including a public plaza, an amphitheater, an outdoor pavilion and a play field. There would be green spaces and community walking trails throughout the property, the developer said.** The apartment complex would surround “The Lake at Tesson Ridge,” a water feature that would feature common areas and trails."

**"Sustainability is a goal of the project,** and the developer will reuse the footprint of the MetLife buildings when possible, especially for the apartment complex. Other paved areas will return to green space or be made into walking trails or single-family housing, the developer said."

# Mixed-use development proposed for 100 acres of MetLife's campus

Public spaces, pavilion and amphitheater are in the plan



Above is a rendering of the 100-acre proposed redevelopment 'Tesson Ridge,' consisting of more than 100 single-family homes and villas, a 210-unit apartment complex and 8 acres of commercial sites.

By [Gloria Lloyd](#), News Editor  
April 26, 2021

Source:

<https://callnewspapers.com/mixed-use-development-proposed-for-100-acres-of-metlifes-campus/?fbclid=IwAR2NJZlv9S8anLuZHMxLH58VJN6Q1W3A8ednzIuhxuIuJbPafIi1Q-IMIP4>

<https://www.tessonridge.com>

Mark A. Yaffe, MD

## Daniel Nakahara, AICP

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**From:** Wendy Brudnicki <wbrudni@gmail.com>  
**Sent:** Monday, May 22, 2023 6:00 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Baxter/Bridge rezoning

[EXTERNAL EMAIL]

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Before going into all the reasons I am against the:

### **Rezoning from R-1 Single-Family Residence District to I-2 Limited Industrial District; a Text Amendment to the I-2 Limited Industrial District to Allow a Motor Freight Terminal...**

I researched why zoning was originally created in the United States. **Zoning codes were initially created to [protect public health](#)**—for example, to stop residents from getting sick from living too close to factories.

**It was also created to protect neighborhoods and was also used nefariously for racial and economic segregation.**

Changing the zoning in this instance will most likely be deleterious to not only the health of residents of Deerfield, but also affect our quality of life and property values. If property values are lowered there will be less tax revenue.

Accepting this proposition from Bridge seems short sighted, unenlightened, and regressive. It will not only destroy hundreds of trees, an architecturally historic building, it will have a negative effect on the air we breathe, which is especially unfair to developing children.

While other suburbs are worried about climate change and are putting in nature reserves, Deerfield wants to destroy architecture and trees and put in a trucking warehouse center when there are others already nearby.

My husband grew up in a new home in Melrose Park built by Winston builders in the 1950's, the same builder who built our home and many more in Deerfield. It was a lovely suburb until they let in industrial development so the taxes could be low. It changed dramatically. North Avenue is filled with trucks just like Lake Cook probably would become. It is hard to believe as a boy he used to ride his bike down North Ave as it would be way too dangerous now. There are too many trucks!

Presently there is a shortage of housing. And housing, unlike businesses, do not come and leave like Takeda, and other companies who may have been given tax breaks.

My husband and I have lived here since 1987 and the Village has been outstanding in so many ways. After living in Houston for 8 years **where there was no zoning**, I appreciate all the parks and the protected neighborhoods. Changing the zoning would endanger our quality of life, our health, and our property values, and Deerfield's reputation.

I am really puzzled that the Planning Commission and Mayor would even consider this proposal. It seems to me the risks for everyone far outweigh any economic benefit. Who really benefits from this proposal?

I was unable to attend the meeting in May and will not be able to attend the meeting in June, but I wanted my voice heard.

Sincerely,

Wendy Brudnicki  
1355 Dartmouth Ln  
Deerfield, IL 60015

## Daniel Nakahara, AICP

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**From:** Harry Steindler <hsteindler@michaelsilver.com>  
**Sent:** Monday, May 22, 2023 10:03 AM  
**To:** mhouseer@bridgeindustrial.com  
**Cc:** Plan Commission Comment; Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Clarification

[EXTERNAL EMAIL]

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Mr. Houser – I am a tenant in Parkway North office complex and a Deerfield resident (I live in Clavinia). Please clarify for me how many truck bays are planned for each of the two buildings in your planned Deerfield development.

Thank you!

Harry

### Harry Steindler, CPA

Partner

[hsteindler@michaelsilver.com](mailto:hsteindler@michaelsilver.com)

**Main:** 847.982.0333

**Direct:** 847.213.2106

**Cell:** 312.968.0123

[Send Me Files Securely Through Share Safe](#)



#### Headquarters – Mailing Address

9 Parkway North, Suite 300, Deerfield, IL 60015

[www.michaelsilver.com](http://www.michaelsilver.com)



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## Daniel Nakahara, AICP

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**From:** Michele Bloom <moog54@aol.com>  
**Sent:** Tuesday, May 23, 2023 6:56 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Say No to Bridge

[EXTERNAL EMAIL]

Deerfield Planning Commission,

We searched for a ranch home in 60015 for 2 years and last year we found our “forever” home. After 8 months of renovations we finally moved in on May 10th. We call it our “forever” home, because at our age, we are seniors, it is the last home we will ever own. We will never move again.

We chose Thorngate for the proximity to our family, the ambiance and the vibe of not only our property but the surrounding area. Beautiful, peaceful with minimal traffic- I am distressed to an abnormal level that after all the time and expense we put into this decision that the very reason we moved here will be destroyed.

And the destruction is immense- just travel south on 294 and exit at Willow, there lies our future and it’s horrific. My children and grandchildren live in Deerfield and I frequent EVERY one of the ball fields, parks and schools in the area several times a week.

I cannot fathom the children breathing in the toxic air this project will produce.

Reject the Bridge/Baxter project- it doesn’t benefit anyone but the developer that is flipping the property- it is horribly wrong, so do the right thing.

Respectfully, Michele & Michael Bloom.

## Daniel Nakahara, AICP

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**From:** Mark Blumenthal <mjblumenthal@comcast.net>  
**Sent:** Tuesday, May 23, 2023 9:57 PM  
**To:** Plan Commission Comment  
**Cc:** Jeffery Ryckaert, AICP; Daniel Nakahara, AICP  
**Subject:** Baxter-Bridge

[EXTERNAL EMAIL]

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To Deerfield Village Planning Commission,

At the May 11 meeting, the Bridge presentation did not address some basic questions that are of concern to the Deerfield Community:

**Maximum number of Trucks Per Day:** Based on the number of docks, the design, and the square footage of the facility, what is the **potential maximum number of trucks** that could be serviced by the Freight Terminal per day? We need a *real number* based on available data from all existing Freight Terminals across the county.

**Trucks waiting to unload and then reload their Trucks:** Based on the *potential maximum number of trucks*, where will the idling trucks wait to unload and then reload their trucks? There are no industrial streets in Deerfield and the Freight Terminal parking lot would not be large enough to hold hundreds of idling trucks.

**Trucks waiting in line on the street:** The Bridge traffic study did not address the traffic issues from trucks waiting in line on Saunders to enter the Freight Terminal. If the line of Trucks backs up from Saunders (entering from the north) onto Deerfield Road or Lake Cook Road (entering from the South), what impact on traffic would occur? Does this have the potential to impact the school buses, fire, police, ambulances, and everyone else trying to get to work or on with their life? How far **east** on Deerfield Road or Lake Cook could be impacted?

**Labor Shortage.** In Deerfield and all of the surrounding communities, there is a labor shortage of unskilled workers of the type that would work in the Freight Terminal. This is obvious to all of us who shop at the grocery store or are told to be patient at our area restaurants because they cannot hire enough staff. What will happen to all of our local businesses if the Freight Terminal pays hire wages and steals all their staff?

**Crime:** Based on the massive size of this Freight Terminal, I would assume that there would be millions of dollars of goods at this facility. In other communities across the county, is their data to support that this Freight Terminal will not be a **magnet for criminals** entering our community?

**Fire and Police:** Does Deerfield fire and police have the resources to protect this Freight Terminal? How long, in heavy traffic, would it take for the Deerfield fire department to reach the facility? Does the fire department have the training and equipment to fight a fire at a Freight Terminal?

**Flammable and Hazardous materials:** To the best of my knowledge there are no legal restrictions on Flammable or Hazardous materials being transported and stored at the proposed Freight Terminal. Even if Deerfield passed a law to restrict against Flammable and Hazardous materials, how would Deerfield enforce this law?

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

Thank you for reading this email and for hopefully getting all of us answers to these questions.

Respectively,

Mark Blumenthal

## Daniel Nakahara, AICP

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**From:** Dale Edlefson <de9550@gmail.com>  
**Sent:** Tuesday, May 23, 2023 11:07 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Proposed Bridge/Baxter Development

[EXTERNAL EMAIL]

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Greetings.

First, thank you for volunteering your time to serve the residents of Deerfield. We very much appreciate your efforts.

We are residents of the Clavinia neighborhood. We moved to Deerfield to be near our one-year-old granddaughter. I wish to express some opinions regarding the development of the former Baxter campus.

1. **Traffic.** The pressure on Sanders Road would be tremendous, especially considering the development of a similar facility at the former Allstate property which is a short distance south. I realize that there was a lot of traffic before when these office complexes were operational, but there is a big difference between passenger cars and tractor/trailers. I anticipate that intersections at Sanders and Lake Cook and Sanders and Deerfield Road would be a big problem.

Big trucks are not allowed on Deerfield streets without a permit. With 600 semis per day using the facility, how would this regulation be enforced?

2. **Pollution.** Six hundred semis per day would create an ocean of harmful pollutants. Citizens especially in danger are the elderly, pregnant women, and those with existing respiratory issues. Personally, I am currently in treatment for a possibly cancerous lesion in my lung.

I understand that Bridge has promised that no hazardous material will go through the facility. Will they be able to adequately control their tenants regarding all of the materials that are moving in and out of the facility? Also, there are plenty of materials that are harmful to health that are not considered hazardous. I don't like to think of my granddaughter growing up in this kind of environment. Again, realize that a similar facility is planned for the former Allstate campus.

3. **Municipal Services.** It is my understanding that one of the reasons Bridge wants Deerfield to annex the part of the property that is currently unincorporated Lake County is to have access to Deerfield services. Is the Deerfield Fire Department equipped to handle a fire at the huge warehouses that are planned?

4. **Land Use.** The fact is that we are at a crossroads. Since COVID in 2020, there is a move to people working from home. I have read that 95% of Allstate home office employees are working from home. The company has made a large investment in equipment to accommodate their employees. As a result, large office buildings are becoming obsolete. At the same time, on-line shopping is increasing, creating the need for large warehouse/shipping facilities. Baxter is surrounded by residential development. This is not the place for one of the warehouse complexes. Rather, it should be in a more commercial area. We spend the winter in Tucson, AZ. There are two huge Amazon warehouses there, but they are near the airport, far from any residential areas.

I have listed a few of the negative aspects of a decision to allow this warehouse/trucking facility to be built in our residential community. I don't know of nor have I heard any positive impact that would result.

There is currently a shortage of housing in our area. Real estate agents are frustrated by the lack of inventory. Wouldn't it make much more sense for Baxter to sell the property to a residential developer? Houses would sell immediately.

Thank you for your consideration, and again, we appreciate your time and efforts.

Dale and Lynn Edlefson  
1648 Central Avenue

## Daniel Nakahara, AICP

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**From:** Amy Berger <berger.home@yahoo.com>  
**Sent:** Wednesday, May 24, 2023 1:06 PM  
**To:** Plan Commission Comment  
**Cc:** Mayor Dan Shapiro; Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] June 8 at 7:30 Meeting

[EXTERNAL EMAIL]

Hi I just saw that the location has not changed for the June 8th meeting regarding the proposed rezoning of the Baxter property. The acoustics are terrible in the gym. I sat close to the courts on the bleachers ant they last meeting and truly, heard maybe every 4th word. I would imagine that a public hearing requires the public to be able to hear the meeting. I hope the Village would move the meeting into the auditorium or another space so that Deerfield residents can hear the meeting.

Thanks in advance.

Amy Berger  
45 Shenandoah Rd  
Deerfield, IL 60015

Sent from my iPad

## Daniel Nakahara, AICP

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**From:** Brian Cloch <bcloch@clochmgmt.com>  
**Sent:** Wednesday, May 24, 2023 5:35 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge project

[EXTERNAL EMAIL]

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Some helpful information provided by a non for-profit group that has studied the impact of truck depots to the environment. Hard to imagine that Deerfield would even consider any project like this.

<https://globalcleanair.org/files/2023/04/EDF-Proximity-Mapping-2023.pdf?fbclid=IwAR29p5pGPDSrjLmQsqm0QWGEOHkDhVnrDiom8FFJg0c0bWQ2nReFgZ5F- M>

Brian Cloch  
847-309-6000

## Daniel Nakahara, AICP

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**From:** Nicole Cooper <ncooper614@gmail.com>  
**Sent:** Wednesday, May 24, 2023 10:07 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Monday May 22- Hit and Run

[EXTERNAL EMAIL]

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Hello, I wanted to email and let you know my concerns for more semi-truck traffic in Deerfield. Tonight my husband and I went out for our usual after dinner dog walk. We were walking down Park ave nearing Hazel and the bells and lights started to go off along with the train safety gates starting to go down. There was an Amtrak train making its way down the tracks heading northbound. My husband and I saw a semi truck commit to the decision of going across the tracks as the gates were going down! Needless to say, the safety arms on both sides of the gates hit the truck and broke. The truck never stopped to make sure everything and everyone on the tracks were ok. There were 2 other pedestrians on the other corner who witnessed this as well. We were so shocked that the truck just kept going. My husband called the police and tried to chase down the truck to get the license plate but the truck sped off and went north on Waukegan.

This is a giant safety risk for so many reasons. The Amtrak came barreling through and just missed the arm of the gate that was on the southbound track. I can't even imagine where that would have flown off to if the train hit that (someone's front window?) Why is Deerfield not enforcing the no truck policy on Deerfield road to allow this to happen? We have an average of a truck every couple weeks getting stuck under the bridge underpass on Deerfield road. This is damaging to the bridge structure that holds thousands of tons of weight from the trains that use those tracks hundreds of times a week. How many times does a truck need to hit this and cause enough damage to cause a major catastrophe?

There is no need for more trucks in Deerfield. It's only going to cause more and more problems that the current police and fire departments can not handle.

A concerned citizen,  
Nicole Cooper  
1019 park ave

## Daniel Nakahara, AICP

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**From:** Alexander Heifetz <alexander.heifetz@gmail.com>  
**Sent:** Wednesday, May 24, 2023 1:40 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] concerns about Baxter/Bridge development

[EXTERNAL EMAIL]

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Dear Plan Commission,

I would like to raise the following concerns related to proposed Baxter/Bridge warehouse development:

1. At the Baxter/Bridge hearing on May 11, members of the Plan Commission asked Bridge if they ever launched a warehouse this close to residential area, to which Bridge answered yes. But this is the wrong question to ask. The right question to ask of Bridge is if they ever \*requested rezoning\* to launch a warehouse this close to a residential area. Bridge warehouses in Waukegan and Libertyville discussed at the hearing meeting on May 11 were all built in specially designated industrial park areas, and next to other warehouses.

2. The proposed Bridge construction project is perhaps the largest in the history of Deerfield. The only comparison is the Kitchen of Sarah Lee plant Deerfield, which was the world's largest bakery with 576,000 sq. ft. of space. The bakery plant was constructed on 52 acres of land in Deerfield in 1960, and eventually demolished in 1990. To my knowledge, the plant was replaced with residential development, where no rezoning was required.

Baxter has 10 buildings on the campus with a total area of all floors 646,000 sq. ft. The combined size of Bridge warehouses (Buildings B & C) is 1.125 million sq. ft. This is almost twice the area of all Baxter office spaces. The dimensions of the largest Bridge "Building C" are 1550ft x 570ft x 50ft. For comparison, the dimensions of Sears (Willis) tower, the 3rd tallest building in the US, are 1454ft x 225ft x 225ft. With 896,000 sq. ft. of space, Bridge "Building C" would be the 11th largest warehouse building in North America.

<https://www.damotech.com/blog/top-10-largest-warehouses-in-north-america>

3. Even before we consider pollution from diesel trucks, we need to evaluate the environmental pollution from demolition of Baxter buildings and construction of the Bridge warehouse. Demolition of the Baxter buildings will create vast amounts of dust and debris. In addition, cutting down the trees on Baxter campus will create another plume of wood dust. Ground digging with the earthmoving equipment on 100 acres of land in an area known to have elevated Radon levels could result in increase of radioactive Radon gas levels through creation of new pathways for release of Radon trapped underground.

4. Finally, an important consideration is the amount of CO<sub>2</sub> (Carbon Dioxide), the main greenhouse gas, that will be released during warehouse construction. Concrete manufacturing is known to be one of the largest sources of CO<sub>2</sub> emissions. While the wall panels can be constructed off-site and brought on-site, the floor of the warehouse will be constructed on-site. My estimate is that warehouse construction will result in emission of approximately 10 million pounds of CO<sub>2</sub>.

Typical depth of the industrial warehouse floor is at least 6 inches. This gives the total volume of concrete for the warehouse complex floor as 562,500 ft<sup>3</sup>. Density of concrete is 150lb/ft<sup>3</sup>, so that the total mass of concrete for the warehouse floor construction is 84,375,000 lb. Manufacturing of 9.75lb of concrete results in emission of 1lb of CO<sub>2</sub>. Therefore, the total mass of emitted CO<sub>2</sub> will be 8,650,000 lbs of CO<sub>2</sub> or approximately 4,000 metric tons of CO<sub>2</sub>. For

comparison, the City of Chicago emits approximately 40 million metric tons of CO2 per year, so the Bridge warehouse will emit an equivalent of 0.01% of annual Chicago CO2 emissions.

5. Bridge pollution expert made a statement at the hearing that emissions will remain below the EPA limit. However, there are two EPA limits: one for average daily exposure, and another one for average annual exposure to toxic gases. EPA daily exposure limit is higher than the annual limit. For a 24/7 warehouse, average daily and annual exposures would be the same. Which limit is the Bridge expert referring to?

6. When discussing reduction of pollution levels relative to passenger cars, Bridge pollution expert did not count the number of electric and hybrid cars driving on Saunders Rd. and entering Baxter lane. These cars need to be counted separately from gasoline cars.

Best,

Alex Heifetz  
Riverwoods, IL

## Daniel Nakahara, AICP

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**From:** Peter Shapiro <shapiroh2001@yahoo.com>  
**Sent:** Wednesday, May 24, 2023 12:18 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP  
**Subject:** [PUBLIC COMMENT] Bridge/Baxter comment

[EXTERNAL EMAIL]

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Dear ladies and gentlemen!

I would like to draw your attention to one more factor of the proposed project. If we decide to approve it we should also try to finish the sound deadening wall that was not installed many years ago near We Go Trail street because Walgreens was against (as I remember it). Much has changed since then, but the noise for all surrounding streets has only increased. I consider this point worthy of the most serious consideration.

Sincerely  
Peter Shapiro  
1323 Central Avenue  
Deerfield (since 1991)  
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