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PUBLIC HEARING BEFORE THE
PLAN COMMISSION OF THE VILLAGE OF ELWOOD

IN RE:

DEER RUN INDUSTRIAL PARK

Report of Proceedings had in the above-entitled

matter, at 101 N. Chicago Street, Elwood, Illinois, on

January 25, 2000, at 7:00 p.m.

PRESENT FOR THE PLAN COMMISSION:

John Hancock, Chairman
Floyd Garrett
Doug Jenco
Jodi Kirincich
Jim Bosonetta
Don Lapaglia
Sherry Noel
Edward Graham, Attorney
David Silverman, Attorney

PRESENT FOR CENTERPOINT PROPERTIES:

Michael Mullins
Paul Fisher
James Ford
Ken Shepro, Attorney

2 1 MR. HANCOCK: Welcome everybody to the special meeting
2 of plan commission tonight. I'm John Hancock, chairman of the
3 plan commission. And I like to introduce the other plan
4 commission members. At the far side of the other table, Jim
5 Bosonetta, Jodi Kirincich, Sherry Noel, Doug Jenco, Floyd
6 Garrett. Next to me is Don Lapaglia. Village Clerk here is
7 Pat Buchenau. Mr. Silverman. Ed Graham, Village attorney.
8 We have our Village planner, Rod Tonelli. And village
9 engineer, Darcie Gabrisko.

10 I like to the thank the church for allowing us to
11 have our hearing here tonight. Always take care of us when we
12 need more room like this. The purpose of the tonight's
13 meeting is to discuss the proposed land uses and development
14 concept that CenterPoint has for the former industrial
15 property and the Steffes property, which will be known as Deer
16 Run Industrial Park, consists of approximately 22 hundred
17 acres. And the discussion tonight will be limited basically
18 to the purpose we are here for, discuss the development
19 proposed, related zoning issues, things like that.

20 Some of you may be interested in this tax
21 increment financing. We are not here to discuss that tonight.
22 And with that, I would entertain a motion to open the public
23 hearing portion.

24 MR. LAPAGLIA: I will motion.

1 MR. GARRETT: Second.

2 (Motion passes.)

3 MR. HANCOCK: Since we have three issues involved here
4 in their application, one is approval of concept plan, which
5 includes basically the layout of their development. You know,
6 where the buildings are going to be located, intermodal
7 facility, road layout, that kind of things. Then there are
8 two other issues. We have a map amendment, which would change
9 the zoning of that parcel. Presently it's in county
10 agricultural, would change that to a new zoning district to be
11 created, I-4 industrial district, which will be created
12 specifically for a large project like that. And in
13 conjunction with that, that will require a text amendment to
14 our zoning ordinance which creates that I-4 district. And
15 since this is such a large project with so many issues here
16 involved, I entertain a motion that we consolidate all those
17 three issues into this one hearing rather than have three
18 separate hearings on those issues.

19 MR. LAPAGLIA: Motion.

20 MR. GARRETT: I will second.

21 MR. HANCOCK: Voice vote.

22 (Motion passes.)

23 MR. HANCOCK: With that, I think I will turn it over to
24 Ken Shepro from CenterPoint, and he will give us a

1 presentation of exactly what their intended project involves.

2 MR. SHEPRO: Thank you, Mr. Chairman. Good evening,
3 members of the Elwood Plan Commission, Mayor Clementi,
4 Chairman Strawn, and many distinguished guests, and ladies and
5 gentlemen. My name is Kenneth Shepro. I am pleased to be
6 here tonight as the attorney for CenterPoint Properties Trust
7 to present with our team CenterPoint's proposal for the Deer
8 Run Industrial Park, a 21-hundred acre state-of-the-art
9 intermodal rail facility and light industrial park. For the
10 past several years various proposals have been floated for
11 this site. For the past 12 months, centerPoint's team has
12 worked to develop a plan worthy of your consideration and
13 sufficient to meet the unique challenges posed by the dual
14 obstacles of a Superfund site and closed military
15 installation.

16 We have met with officials of the United States
17 Army, both of our U.S. senators, your congressman, Governor
18 Ryan and his staff, members of the general assembly on both
19 sides of the aisle, to obtain our their support for our
20 project. We have met with Rick Kwasneski and his team at the
21 Joliet Arsenal Development Authority. We have met with your
22 mayor, and your elected officials here in Elwood, and your
23 attorneys and consultants.

24 We know that over this past year there had been

1 rumors and much speculation about our plans. Some information
2 has gotten out, much has not. Some of the information that
3 has gotten out is not always accurate. Above all, though, we
4 know that you and the citizens of Elwood have questions, many
5 questions about us, our project, and what it will mean for the
6 future of your village and the region.

3
7 Tonight we are here to an answer as many of those
8 questions as we possibly can. Tonight is our first
9 opportunity at a public hearing to present our plan and to ask
10 for your support. For although there has been unprecedented
11 interest and enthusiasm and support for the Deer Run project
12 at every level of government, in the end, it is your support
13 that matters most. This is your village, and your decision.
14 We hope as you hear our presentation tonight and consider the
15 materials that we have previously submitted to you and
16 commissioners and to your staff, you will be able to give us
17 your support and favorable recommendation to the village board
18 when this process is concluded tonight and in the days to
19 come.

20 Tonight we are specifically asking for your
21 favorable action and recommendation on three items. First we
22 have asked the Village to establish, as the Chairman already
23 indicated, a new industrial zoning district classification, an
24 I-4 district, under your zoning ordinance, specifically

1 designed for large-scale planned development. We believe the
2 unique nature and size of Deer Run Park demonstrates the need
3 for a special zoning district, and we have submitted to you
4 and your staff a text amendment that implements that request.

5 Second, we have requested rezoning of the 18
6 hundred acre Joliet Arsenal site and the 355 acre Steffes farm
7 to that new I-4 industrial district upon annexation to the
8 Village. Our annexation petitions, including one signed by
9 the United States Army itself, are on file with the Village,
10 and our negotiations with the Village and their Counsel on our
11 annexation agreement on ongoing.

12 Third, we ask your support and approval for
13 our conceptual plan for Deer Run. As you will hear tonight,
14 unlike many developments where the proposal is virtually
15 complete before it comes to you, the nature of the Deer Run
16 site, the staggering problems that the site has created and
17 sheer scale of the project means that tonight we cannot
18 present to you a final plan. One manifestation of the
19 tremendous risk that CenterPoint will undertake itself, is the
20 stark fact that we do not have one tenant for the park.

21 Several years and several hundred million dollars
22 will have to go into the site before CenterPoint makes one
23 penny. But what we do have is a plan to guarantee a
24 state-of-the-art facility, carefully crafted to ensure that

1 the residential areas of the village are insulated from
2 development by large setbacks and buffered landscape areas.

3 We have a formal presentation to make to you
4 tonight and then our team will be pleased to answer your
5 questions. At the outset, I have got a number of exhibits,
6 Mr. Chairman, and I provided you and the commissioners with a
7 list of those exhibits. They basically relate to the notices
8 of the hearing, the certified mailings, and I think with your
9 permission, rather than encumber the time with reading them, I
10 would just tender the originals and ask that they be made part
11 of your hearing record.

12 MR. HANCOCK: I will have to interrupt you for a
13 second. The police advised us there is a black Lexus parked
14 outside, license number YC 1396, which is too far out in the
15 road and they would like it moved. Whoever belongs to that
16 vehicle.

17 (Pause.)

18 MR. HANCOCK: Okay, Ken. Sorry about that.

19 MR. SHEPRO: As the chairman has indicated, one point
20 of our proposal which is not before this commission tonight is
21 discussion of tax increment financing. There will be by law,
22 if that proposal is formally submitted to the village board,
23 there will be both a joint review board, which is a public
24 meeting convened to discuss it, and a public hearing held by

1 the Village board before anything can happen. Those of you
2 tonight may have questions about that, I can certainly say on
3 behalf of CenterPoint, that you will have an opportunity to
4 ask those questions, there will be a public hearing and
5 meeting, several in fact, on that. Tonight focusing our
6 request on the request for the zoning and the concept plan
7 approval.

8 What I like to do at the outset is to introduce
9 to you CenterPoint's principal officers and our team of
10 consultants. Mike Mullins is our chief operating officer of
11 CenterPoint. Paul Fisher, our chief financial officer. Jim
12 Ford, vice president of land and rail development. George
13 Longmeyer is our consultant. George has 25 years experience
14 as manager of the Village of Schaumburg and Hoffman Estates,
15 and is also the executive director the DuPage County Emergency
16 Communications System.

4 17 We also have Richard Carlson, the former
18 IEPA director for the State of Illinois and CenterPoint's
19 environmental consultant. Jennifer Philipiak, Christopher
20 Burke Engineering, an environmental resource specialist and
21 ecological wetland consultant. Kevin Breslin, one of my
22 esteemed co-counsel from Katz, Randall, Weinburg and Richmond,
23 who has worked closely with the army and the other federal
24 agencies on the land transfer and related issues. From

1 TranSSystems, I have Mark Walbrum, their vice president and
2 project director, and his colleague, Marty Ross, TranSystem
3 chief traffic engineer. I hope I haven't left anybody out.

4 Finally I also want to acknowledge Rick
5 Kwasneski, the executive director of the Joliet Arsenal
6 Development Authority. JADA has brought this project to us
7 and has been a source of advice and support throughout the
8 past year and partner in difficult negotiations with the U.S.
9 Army on the terms of the environmental work on the arsenal.
10 You will hear more about them in the joint efforts as the
11 evening progresses. I talked long enough and turn the
12 presentation to our chief operating officer, Mike Mullins.

13 MR. MULLINS: I intended and hoping the slides will go
14 well as planned. My name is Mike Mullins, chief operating
15 officers of CenterPoint Properties. I have kind of been the
16 trailblazer on this deal, and while Ken thinks only at this a
17 year, I believe my calendar is close to 19 months since Rick
18 Kwasneski and I started on the project.

19 CenterPoint Properties is based in Oak Brook. We
20 employ hundred five people. I believe that's our current
21 count. And all of us live and work in the metropolitan
22 Chicago area. All decisions are made locally. We're not a
23 subsidiary of some larger company, not the new guys from
24 Dallas. We're local guys.

1 CenterPoint currently owns, leases and manages
2 approximately three million square feet of industrial
3 buildings. That's all we do. We are not in the high-rise
4 building business, not the shopping center development
5 business. Our business are the industrial buildings, many of
6 which you probably seen if you travel around the metro and
7 Chicago area, very similar to the sort of product you might
8 see along I-55 in Bolingbrook. We have a total market
9 capitalization of currently about one point two five billion
10 dollars. And we are publicly traded on the New York Stock
11 Exchange. We hope to make you a couple shareholders. What's
12 our trading symbol? CNE. Please, if you like, an investor
13 kit, we can arrange that as well.

14 CNE project, and I think we're a unique
15 company, one of the few companies I am aware of that would be
16 capable of doing a project of this size. And given the size
17 of a project of this complexity, as I have said to the JADA
18 officials, some of the Village father's of Elwood before, I
19 haven't seen a lot of guys nipping at my heels to tackle this
20 project, given the Superfund site and all the other fun parts
21 that go with this deal. Something else that makes us kind of
22 unique, CenterPoint is not in the business of subdividing
23 property and selling this off in dribs and drabs and pieces.
24 It is our goal to own, if possible, one hundred percent of

1 this project and to hold it for the next 30 years. We are
2 charged by our shareholders, given moneys each year to go out
3 and invest. We believe we can build 16, 17 million square
4 feet of industrial space and an intermodal, and it would our
5 plan to own, lease and manage all of that for as long as I am
6 around, and I'm 45, so I've got 20 years left to go at least.
7 I hope.

8 These are examples as some of our facilities.
9 Upper left-hand corner is our new headquarters. The building
10 itself makes a statement. That was a former Xerox
11 manufacturing plant we bought, went through an \$18 million
12 environmental cleanup, and we converted into our headquarters.
13 We like working on brownfield sites and converting them into
14 something good. Which obviously this project has a lot of.

15 We have -- that's a facility built for Dan Foss I
16 believe in Racine, Wisconsin. This is a General Tire
17 distribution center out here in Naperville. The building
18 labled B2 is actually British Airways' new facility at O'Hare
19 Airport. We have built one million square feet of air cargo
20 facilities on O'Hare, first time the airport has ever opened
21 up to a private developer and a public/private partnership
22 with the city of Chicago. Singing to the choir here.

23 I know you are all fully aware that the Joliet
24 Arsenal was closed in 1976, eliminating eight thousand jobs.

1 Today the site still sits dormant, no taxes being paid and
2 very, very little if any jobs out on this site today. Because
3 of its location, again, given this piece of property, while it
4 has some problems associated with it, given its unique
5 location, between 53 and 55, just south of Route 80, between
6 the Union Pacific Railroad and the BNSF, we think this is a
7 terrific opportunity, maybe one that can't be duplicated
8 anywhere else in America. We think this is a great
9 opportunity, which is why we are here.

10 Use the laser pen without blinding anybody. I
11 won't let my children use them, but they all want them. Shot
12 myself in the hand. Again, the parcel, I just refresh
13 everyone's memory, the area outlined in red is the Medewin.
14 The area outlined in green is the new Abraham Lincoln
15 Cemetary. Area outlined in black is 18 hundred one acres, I
16 believe that's latest count, that's the JADA parcel. And what
17 we have already acquired in a separate transaction is a 355
18 acre farm to the east of the JADA parcel, commonly known as
19 the Steffes farm. Which would bring our entire development up
20 to 2,200 acres.

21 Again, I mentioned, this is an opportunity, we
22 think this could be a national model for what can be done with
23 a dormant, shuttered, environmentally tainted Superfund site,
24 that can be converted into a clean, modern industrial park,

1 and an intermodal center which this area, the greater Chicago
2 market, is desperately short on intermodal space, and it
3 appears to us this is the wave of the future. Pressing the
4 wrong button on here. Paul, I guess this is, I will let you
5 step up here.

6 MR. FISHER: I have to comment a bit on some obstacles
7 we face in developing the site. Get into quite a bit of
8 detail on the plan. When Mike raised this with me, we took a
9 look at this and said tremendous potential here. It poses
10 also substantial challenges. CenterPoint is known for
11 tackling some of the toughest industrial rehabs in the region.
12 But this site in particular presents particular problems for
13 anybody that wants to do something here. In particular, the
14 site is a Superfund site. I don't think you have to be very
15 knowledge about environmental law, when you hear that word,
16 "Superfund", it's actually pretty dreaded in real estate
17 circles. My job at the company is to motivate or find money
18 to do projects like this. Very, very difficult to find any
19 capital to develop a Superfund site. Even making the case
20 it's been remediated. We worked for a year, with Rich
21 Carlson's help, and the balance of our lawyers and consultants
22 in negotiating, or attempting to negotiate, a suitable
23 agreement with the army. But the fact it carries the
24 Superfund moniker is a substantial challenge for us to execute

1 this transaction.

2 I think more importantly, we're talking a very
3 raw development situation here. Typically when we do land
4 development, there is already water and sewer, street access,
5 there is a suitable truck access, with very important
6 industrial development. Here we are talking a vast land area,
7 as you know, and virtually is nothing there that is required
8 for a typical industrial development of this size. In
9 addition, take years and millions, hundreds of millions of
10 dollars to ready the site for our first construction project
11 to put a tenant on the site.

12 So the lack of infrastructure is a major
13 impediment to us in finding capital to do that job. I think
14 when you couple these factors, the environmental factor, the
15 lack of infrastructure, this is a relatively novel approach.
16 While there has been plenty of development up the I-55
17 corridor, really new to this location, there is a tremendous
18 amount of financial risk here. While we are committed to
19 moving forward with the plan that you are going to hear about
20 tonight, we have taken this to all levels of government, and
21 need assistance from everybody in addition to hundreds of
22 millions of dollars of own capital to make this work.

23 MR. SHEPRO: Now that you heard a little bit about
24 CenterPoint and the barriers to development, what we like to

1 do now is to have Mike and Jim Ford walk you through some of
2 the specific details of our site plan, and the way in which we
3 propose to have the facility developed.

4 MR. MULLINS: I will try this without the microphone.
5 Not sure I could point and do this at the same time. Again,
6 to kind of site things, again, here is the Arsenal Road
7 interchange. Arsenal Road/Baseline Road. Essentially the way
8 our development works is the area to the west of Baseline --
9 sorry, these colors are bleeding through. This area in
10 yellow, wrapping around, this would all be rail related uses,
11 this is in fact the intermodal. This is an easement that goes
12 through the Medewin and slits to head north for continuing
13 rail traffic onward into Chicago. Or south for trail traffic
14 heading back out to the western United States, ultimately
15 California. The areas in green will remain in green.

16 We have got a site up close to Jackson Creek,
17 which will be a green space. We have got protected wetlands
18 in our intermodal that we have designed around the wetlands,
19 and also showing new green buffer or conservation areas where
20 our development abuts the town and abuts the cemetery. I
21 guess what I am not saying here, this is difficult to show
22 you, this area, broad band showing you in here would be again
23 the industrial park, and finally, there is an area down here,
24 which we are denoting would be a commercial area. The

1 commercial area would probably consist of some hotel uses,
2 possibly some office center sort of uses, and I am presuming
3 restaurants, that would all want to be able to provide
4 services for our tenants in the park.

5 I already mentioned to you again, again, the
6 master plan here is to develop approximately 17 million square
7 feet of clean, light manufacturing and distribution warehouse
8 space. The point here is that our buildings tend to be
9 generic in nature. I like to model the product you might
10 already see along I-55 in the Bolingbrook area. A building,
11 put up a 400 thousand square foot building, that could be a
12 paper distributor center for ten years, and when that plant
13 moves out, could be a television distribution center. What I
14 am trying to say, we are not into heavy industrial business.
15 Our shareholders would not allow us to own a plant such as the
16 Mobil plant, or the Stepan Chemical plant, or BASF. I don't
17 have any problem with any of those people, they are not
18 generic in nature. These are fully enclosed buildings,
19 typically precast concrete construction.

20 And again, obviously, our plan is to build the
21 intermodal. Our development plans include down the line a
22 power plant, a water treatment and sewer facility, which will
23 probably be developed by the city of Elwood and JADA. And
24 again, hotels, restaurants and the commercial sites we talked

1 about. I like to, ask to make this slide particularly big,
2 because rumors still exist, and I want to just say
3 emphatically, we have no plans for a landfill, we have no
4 plans for a quarry. Not now, not in the future, not ever.
5 It's not part of our development.

6 I think you went backwards. Again, as I alluded
7 to earlier, there is terrific demand right now for intermodal
8 capacity around the metropolitan Chicago area. Some of the
9 major railroads that, you can probably look at our site and
10 say you have Union Pacific on side and BNSF on the other.
11 Union Pacific is at or near at their Global 1 and Global 2
12 Intermodal in the Chicago area. The BNSF is at or near
13 capacity in Cicero, at Corwith, and their newest operation in
14 Willow Springs is almost full already as well.

15 The potential customers for the industrial park
16 include several of our existing tenants. As the largest
17 landlord in town, we have already engaged in serious
18 conversations with many of our existing tenant base that has a
19 desire to move down the I-55 corridor into this community,
20 particularly if the intermodal happens. That is, I guess if
21 you are building a shopping center, you all know, an anchor
22 tenant, the intermodal is an anchor tenant for this town.
23 Light manufacturers, food processors, warehouses, major lumber
24 companies, several paper companies, injection molders, auto

1 distributors, and lots of logistics firms.

2 This is a conceptual drawing of what the
3 industrial park would look like. Again just to site things
4 for you, the intermodal would begin here and continue over to
5 here, but this shows a theoretical layout of a lot of the
6 large distribution centers with truck ports, detention ponds
7 for the buildings, we require. Get closer to town, smaller
8 buildings, and finally working down to the commercial area
9 over here.

10 AUDIENCE MEMBER: Would you indicate on that where
11 Diagonal Road runs through there?

12 MR. MULLINS: Sure. That is Diagonal Road. That's the
13 current, I guess would go just like that. . Jim, I think we are
14 done.

15 MR. FORD: I want to take two minutes and explain about
16 the intermodal facility. Some of the folks in the room not
17 understand what actually is. Intermodal facility is really a
18 transfer station. Intermodal, obviously, word derivative that
19 allows two forms of transportation to be involved. In other
20 words, having a train come in, unloading that train, and
21 putting on trucks or other types of transportation, to be
22 taken to another location.

23 A lot of the transfers that you might see
24 occurring at this intermodal facility would be truck to rail

1 transfer, or rail directly back to another rail transfer to go
2 to another location. As technology and time has evolved over
3 the past decades, an intermodal facility, compared to what it
4 used to be, has become a much more clean, state-of-the-art
5 facility. Railroads with their engineers and consultants have
6 obviously done quite a bit of work on making locomotives and
7 rail car operation much cleaner and easier facilitated
8 operation.

9 To move on to give you an idea of how big the
10 transportation industry in general is trying to get trucks off
11 the highways and put it back onto rail, so that obviously a
12 lot of safety concerns and roadway concerns of rebuilding, the
13 Chicago area transportation study group did some projections,
14 and obviously as you can see up here, by the year 2020, the
15 metropolitan Chicago area will require more than four thousand
16 additional acres of these intermodal type facilities to handle
17 the demand and capacities that they are talking about.

18 Obviously all driven up and down the highways in
19 the State of Illinois and know there is a lot of work that
20 needs to be done to fix a lot of them, so the concept of the
21 transportation people in general is to try to get a lot of the
22 trucks off the highways, put them back on rail, as seen back
23 in the '50s, '60s and '70s, and obviously try to refix and
24 revamp the roadway systems in general. Obviously the bottom

1 note there, by the year 2020 the industry could be more than
2 \$25 million a year business for this Chicago economy.

3 Here is a picture that really just gives you a
4 kind of a brief outlook of a state-of-the-art type facility.
5 As you can see, lot of rail lines coming in and out and cargo
6 and boxes, that are shipped and taken off and put on trucks
7 and on other railroads and other trains. But as you can see,
8 a lot of concrete covered areas as well as asphalt covered
9 areas. You are not dealing with a lot of dirt and dust. You
10 have impervious surfaces that are covered. Pretty much a
11 square, a straight forward facility, area for staging trucks
12 and trailers, but the rail -- railroad trains come in, they're
13 sorted and unloaded, and then the cargo boxes move on.

14 MR. MULLINS: Put out, Jim, this is difficult to tell,
15 given the angle of the picture, there is actually a train in
16 one of the intermodal chutes. The train is loaded with
17 containers, like you can see over here. There is an overhead
18 running crane that runs down it, the locomotive is up here,
19 takes the containers off, puts them on the ground, where
20 actually put onto another train, maybe going elsewhere in the
21 country, or alternative they can go back out by truck, and
22 deliveries made the same way. Trains coming in from the
23 north, again, would be broken up, taken out by truck or put on
24 rail again for moving these containers elsewhere around the

1 country.

2 MR. FORD: In understanding an intermodal facility, is
3 what is typical in boxex and cargoes are the goods that we
4 wear every day, clothes, home products, non-perishable foods,
5 that type of stuff is actually what is loaded in and out of
6 the containers. You're not dealing with harardous waste,
7 you're not dealing with chemicals, those things of that nature
8 are not what an intermodal is about. It's really
9 container-type boxes, that are picked off the train, put on a
10 truck to go to Wal-Mart or whatever might be a final
11 destination point.

12 MR. MULLINS: Again, the power plant component of our
13 project, it is our goal to have a power plant on-site that we
14 can supply our tenants with an adventageous power rate as
15 alternative to one put our by Commonwealth Edison. We have
16 met with probably a dozen power companies. We are getting
17 pretty far along with one company in particular. It would be
18 our goal to proceed with this company, hopefully formalize an
19 agreement sometime this the summer. Again, this would be a
20 clean, gas burning cogenic plant. The problem will be, if we
21 are successful in continuing our project, the power plant, I
22 think given the timing to design it and construct it, may not
23 be on line for two to four years. Our needs are more
24 immediate than that. So what we would probably do in the

1 short-term, put in a substation and try to bundle our
2 purchasing power and negotiate a deal with ComED until we can
3 get the new plant up and operational.

4 Again on the water treatment and sewer facility
5 plant, we do not own the water rights. The water rights for
6 the JADA parcel of the -- of this project are still controlled
7 by JADA. And JADA and the Village of Elwood I believe are
8 working closely together to build a new water plant and a
9 sewage treatment plant, and I think that we plan to be your
10 biggest customer. And hopefully make the financing of that
11 project for JADA and for the Village of Elwood easier. We
12 have given our level of commitment to the service you are
13 going to provide us.

14 Hotels and restaurants, again, we have been in
15 discussions with a national hotel operator. And there seems
16 to be great interest in opening two, possibly three different
17 levels of hotel to service the business park. The -- we were
18 somewhat surprised, because we thought for sure we could get
19 one, but trying to service different levels, go after anywhere
20 from the executive down to the really to try to get
21 contractors that may be working here on site during the
22 project. And again, we have got great interest in that.

23 On the restaurant front, again, we have yet to
24 really fan out, but I have a great deal of belief we will have

1 every fast food franchise out there in America will want to
2 have a presence on our site given the amount of people that I
3 think will be working in this park.

4 This is the basic transportation improvements.
5 Again, I have our transportation engineers here answer
6 questions after the meeting. But again, we are talking about
7 the complete redevelopment of the Arsenal interchange and new
8 traffic signalization, a grade separation where the BNSF
9 tracks pass the -- along Arsenal Road right now. New traffic
10 signal at Baseline. Baseline Road being improved all the way
11 down to the southern perimeter of our property. Then again
12 new east/west access roads.

13 One thing I like to also clear up, there will be
14 no truck traffic leaving the park and coming into the Village
15 of Elwood. Our conversations with the Village have always
16 been that the truck -- the traffic heading towards the Village
17 will be limited to vehicular traffic and/or small trucks, like
18 a Fed Ex sort of truck or UPS size truck. I'm not sure of the
19 proper designation of that. Five tons or less, somewhere
20 along those lines. Jim, I will let you describe what you are
21 seeing here. This is a cross section of the rail yard.

22 MR. FORD: This is a cross section of the intermodal
23 rail yard. I personally live about 200 yards from an
24 intermodal facility, and know how difficult it is, and I know

1 you all lived with it over the years having one of the major
2 railroads running through the middle of town. So in order to
3 ensure that whatever trains and activities, whatever happened
4 in this park, would not disturb or bother anybody, obviously
5 the proximity to town to where the intermodal is going to be,
6 is how far, Mike?

7 MR. MULLINS: Over one-and-a-half miles from the edge
8 of the town until you reach the the intermodal. I think it's
9 actually closer to one and three quarter miles.

10 MR. FORD: As you are dealing with the Union Pacific
11 and the Amtrak trains and the trains through town here, to
12 ensure there is never any disturbance or bother, we've really
13 come up with kind of a preliminary design here that will really
14 tries to step down and segregate the rail operations from
15 either sight or sound that all of you in your daily lives and
16 home lives never would have realized the operation is
17 happening. If I looked out from the edge of town to the fire
18 station and looked down, when this is developed in the
19 conceptual plan here, you will never be able to see a train
20 from the top of the -- the top of the train even from your
21 view of the sight here. As we probably all understand in a
22 berming or a stepping type situation, that also reduces sound.
23 Very important to us to have our engineers put a basic design
24 together that would allow for the fact that neither sight nor

1 sound ever be a disturbance in your lives and the livelihood
2 of the town here.

3 MR. MULLINS: These are the railroad cars as if
4 situated heading north/south. This is the Village of Elwood
5 would be one and three quarters miles to the east. But the
6 elevation of the railroad cars are what, approximately 30 feet
7 beneath?

8 MR. FORD: So the existing grade's probably 30 feet
9 beneath, for example, the level of the fire station. Again, I
10 think you have seen this.

11 MR. FORD: This is really a blow-up of the area around
12 the town. As Mike alluded to earlier, one of the things what
13 we are planning on doing berming, which is really a landscaped
14 berm area around all type of --

15 MR. MULLINS: This is the area Jim is talking about.
16 All being bermed.

17 MR. FORD: Those that do live on the edge over there,
18 toward the fire station, are going to have a nice landscape
19 design in your backyard and not see a building or parking lot
20 facing your backyard.

21 MR. SHEPRO: Jim, could you talk about the conservation
22 area that's shown on the last diagram?

23 MR. FORD: Within the rail area there, one of the
24 obviously concerns is in developing the property here, we do

1 have have some minimal, but they are out there, wetlands in
2 doing development. Some of you, and probably most of you
3 know, you are allowed obviously different rules and
4 regulations in working with wetland, and one of the areas that
5 we are planning on doing is a conservation area that mitigates
6 the wetlands into a common area that obviously will keep the
7 integrity and those wetlands up to standards. Won't be
8 scattered throughout the site, they will concentrated in one
9 area and maintained through a regular program as years go on
10 there.

11 AUDIENCE MEMBER: You mentioned that bermed area on the
12 west side of town, also on the south side town?

13 MR. FORD: Wraps around the south. Wherever our
14 property around the town abuts, anywhere our property abuts
15 the town, landscaped berm.

16 AUDIENCE MEMBER: How tall?

17 MR. FORD: Ten feet is what was planned so far for now.

18 MR. HANCOCK: Hold your questions until the
19 presentation is done. All of you have ask whatever is on your
20 mind.

21 MR. MULLINS: Again, this is kind of a -- actually back
22 one slide. This is a further blow-up of the area. We were
23 dedicating to the Village of Elwood, this is approximately
24 13 point 2 or 13 point 3 acres. Three acres which would be

1 the area of the new city hall, and the balance would be a park
2 area. And again, you can see this berm area is shown to be
3 created in an area of approximately 80 feet wide. This is
4 that sort, to answer the gentleman's question, not sure who
5 asked that, wrapping around the south side and the west side
6 and the north. Ken, give it back to Ken Shepro.

7 MR. SHEPRO: Just to elaborate a little bit on this
8 last diagram. One of the things that we have been in
9 discussions with about the Village is the possibility that,
10 you and the Village may decide that this is an appropriate
11 location for a new village hall. We know that hasn't been
12 decided. We have indicated that we are willing to make this
13 available. That's the fire station, just to put in
14 perspective, just across Mississippi Street from the proposed
15 site.

16 We also wanted to be able to demonstrate on a
17 more graphic level the depth of the setbacks. Couple of
18 months ago, one of your attorneys mentioned to me that I ought
19 to go drive by a location in Joliet and take a look at some of
20 the industrial buildings that were about from here to that
21 curtain separated from the residential areas. And we want to
22 very strongly make the point that there is going to be a very
23 large setback. We have got basically a 480 foot setback from
24 a -- actually then a road here, there is a further road width

1 from the nearest industrial building to any residential area.
2 And then in this area, the park. This is actually usable
3 land. This is not wetlands, this is not a swamp, this is
4 potentially usable park land for the village to use as it sees
5 fit.

6 This is obviously a conceptual layout. And we
7 are really looking ultimately to you commissioners and to the
8 village board, and your consultants, as to how you want to do
9 that. And again, I understand that one of the briefs that you
10 have from the Village board is to consider the issue whether
11 this is the appropriate location for the Village hall or not.
12 We are willing to cooperate in your decision in that regard.

13 One of the things that we believe that we need to
14 demonstrate to you and the citizenry is that our proposal is
15 consistent with the village's long range comprehensive plan.
16 We have followed your recent processes, as the Village has
17 adopted a new comprehensive plan. And we believe that our
18 plan in fact is consistent with what the plan calls for. And
19 here, just generally, you have labeled this area west of town
20 as the southwest industrial sector. Again, more detailed land
21 use. This is labeled, and it's a little hard to read here,
22 labeled as the area near town, the farm, and we have
23 designated as the industrial park is designated office,
24 research, light industrial. Larger area over here, which

1 would be the intermodal yard, is indicated as moderate
2 industrial manufacturing. Again, we believe that what we are
3 proposing is entirely consistent with the planning efforts
4 that you and advisors have already undertaken.

5 Again, as Jim Ford mentioned earlier, there are
6 fairly minimal wetlands and environmentally sensitive areas
7 on-site. Except for the one area that Mike showed you earlier
8 where we are permanently setting it aside and reserving it,
9 most of the rest of these are small potholes of one acre or
10 less, which we are allowed under environmental regulations to
11 mitigate, which we are going to do along this area of along
12 Route 53.

13 Finally in terms of the existing land use, big
14 white spot here, and as you can see, agricultural vacant. We
15 are hopefully proposing to color that in with something that
16 will provide substantially to the tax base for the village and
17 the region.

18 Obviously a question that is on everybody's mind
19 when a development of this magnitude comes forth is what the
20 impacts of this will be on the community. We feel strongly
21 that the Village, through its control over the annexation
22 process and its control over water and sewer capacity, is in a
23 position to control its own destiny as to what happens. One
24 of the wonderful things about Illinois municipal law, it is

1 entirely within the discretion of a municipality whether to
2 annex other property. And obviously, when you control the
3 access to water and sewer, you control effectively what a
4 developer or residential developer has to do when it comes to
5 you and says we want to do this, that and the other. You are
6 in the position of able to manage your own growth, to have it
7 if you want it, to not have it if you don't want it. Again,
8 there is no residential component to this development. Our
9 deed with the army will provide that there can be no
10 residential development ever on the portion of the site that
11 is the former Joliet Ammunition Plant.

12 Our proposal to the Village obviously does not
13 include any residential component in the Steffes farm area.
14 Thus there will not be any direct housing impact between the
15 minor factors that will accelerate growth trends that already
16 exist. Again, residential development will occur in this area
17 and this village at your discretion, not at the discretion of
18 some outsider.

19 Touching briefly, obviously there will be impacts
20 from our development. It's a major change for this town. We
21 believe that the increases that we will create in the local
22 tax base and other revenue opportunities that will be
23 available from this development, will be available to offset
24 the impacts on the Village, schools and other taxing bodies.

1 Much of the growth in this area is already projected to occur.
2 The planners all say that, the demographers all say that. The
3 issue we think is will that growth occur with a new industrial
4 and commercial tax base or without it?

5 The traffic plan that TranSystem has designed,
6 and I should say, this has been done in conjunction with the
7 State of Illinois, the development -- Illinois Department of
8 Transportation there really has been assembled an almost
9 unprecedented project team with the state and involved with
10 your local officials in determining how to upgrade the
11 transportation area, how to pay for those improvements. As
12 was alluded to during Jim and Mike's presentation of the plan,
13 a great deal of the transportation improvements that are
14 necessary for this project are off-site in every sense of the
15 word. Not only are they off the site of the intermodal yard
16 and the industrial park, they are not even within the village,
17 and for the foreseeable future they won't be. We need to have
18 the cooperation of the state, the county, and the federal
19 government to accomplish those. And our work with the
20 Department of Conservation or Commerce and Community Affairs,,
21 and the Illinois Department of Transportation, has given us a
22 very favorable feeling that the support on all levels to do
23 these upgrades will be in place. Among the benefits that Mike
24 touched upon are in fact grade separations every place where

1 there is now a grade crossing. We think that will be
2 important in improving traffic circulation throughout the
3 area.

4 There are going to be obviously a lot of new
5 public roads. How are they going to be maintained without the
6 expense falling on the citizens of the Village? Essentially
7 they are going to be paid for by the tenants of the industrial
8 park. There are a number of ways that will happen. One is
9 through our own maintenance assessments for the common areas
10 of our park; and the second is that we have proposed to the
11 Village that we would agree to an establishment of special
12 service area, which is basically a special taxing district
13 that taxes only the owners of real estate within the special
14 service area. So if the industrial park is made a special
15 service area, it will be real estate taxes only on us which
16 will go to maintain, replace, repair, plow and so forth the
17 roads within the park.

18 Again, we have emphasized, truck traffic through
19 both our transportation planning as well as your own ability
20 to pass ordinances which will keep truck traffic away from the
21 downtown village will avoid congestion and noise impacts.
22 With the help of George Longmeyer and his 25 years of
23 experience in village management, we have examined the
24 question of demand on the Village for administrative services

1 as a result of this growth. Obviously with the level of
2 construction that we foresee, the level of development, there
3 will be need for an increase in many aspects of Village
4 staffing, building permits, engineering review, that sort of
5 thing. Again, the proposal of CenterPoint is to ensure that
6 that burden will not fall on the taxpayers of the Village, we
7 are prepared to either assist the Village in providing
8 additional personnel or to simply pay on the turnkey basis for
9 outside review. So that there is no net expense to the
10 village.

11 Police and fire. The railroads generally have
12 their own security forces. We have agreed, I shouldn't say we
13 have agreed, in discussions with the fire district, we have
14 indicated we would be willing to enter into a contract with
15 the fire district on a fee-for-service basis, again, to ensure
16 that the -- there is no additional burden that falls upon the
17 taxpayers of the fire district. Police, the same thing. We
18 are prepared to employ private security forces, or we are
19 prepared to enter into appropriate agreement with the Village
20 that would in effect provide for Village police services on
21 the same contract basis. Again to ensure that there is no
22 additional burden falling on the taxpayers of the Village.

23 Public utility plant expansion, as Mike and Jim
24 alluded to, will be covered by a variety of financing

1 techniques that are still in negotiations. We anticipate
2 there will be state assistance and participation. We imagine
3 there will be special service areas, and as an added benefit
4 of this, we believe that the revampment and expansion of the
5 existing sewage treatment plant will result in the ability of
6 the village to offer additional opportunities, should it
7 wish to, in the development area, as well as expanding and
8 improving the level of service to you, the existing residents.

9 We already indicated the site is going to be
10 carefully buffered, landscaped, with a various substantial
11 setbacks to ensure that both the cemetary and the residential
12 areas are screened from surrounding industrial use. Paul.

2
13 MR. FISHER: You heard our plan, and we want to
14 emphasize that we feel the need to act quickly here. Today we
15 have actually marked the, at this expansion that we are
16 currently in is the longest since World War II. So we had
17 tremendous run for nine years. We think the capital markets
18 are available to us now to help us pay the substantial bills
19 to make this park happen. We think that users are out there,
20 love to come this site if able to get the infrastructure in
21 place.

22 Jim talked about the demand for intermodal
23 facilities in Chicago. We think the moon, sun and the stars
24 are in alignment. If we can seize this opportunity together

1 and make this reality, it will be tremendous for everybody.
2 We obviously need your support. We are delighted to have this
3 opportunity with the plan commission to talk about this and to
4 present and to discuss our plans for the park.

5 The problem with any project like this is windows
6 open and windows close. And one of the things we are
7 concerned about obviously is if we do take advantage of this,
8 particularly the railroads are all searching for a facility
9 such as this. The line, for example, that we mentioned east
10 of the site and west of the site, these lines stretch from
11 here to California. Plenty of open lands on those railroad
12 lines. And while this site makes tremendous sense for the
13 railroads, if we can't satisfy their desire by building the
14 facility here, obviously they will look for places elsewhere.
15 Should we not get this going while the expansion is available
16 to us, obviously it will afford these railroads an opportunity
17 to look at those sites and investigate them.

18 Over the past year and-a-half, Mike has indicated
19 we have been at this better than a year and-a-half. We have
20 mustered a tremendous support for the project. We have worked
21 with the Department of Army, the federal government, worked
22 with our U.S. senators, tendered for the record letters of
23 support from our congressional delegation, worked aggressively
24 with the governor and his staffers, with your elected

1 representatives here, to make it a reality. Everybody has
2 been supportive of this project, because we see it fills a
3 vital need for the economy of the region, and as well provides
4 significant benefits for the local economy.

5 We think, as Mike mentioned, the army is clear on
6 this, this is a model base closing. To make a dynamite plant,
7 and for some of the old timers here, remember what a
8 tremendously dangerous facility it was, and convert this into
9 a very clean, modern industrial facility is something that the
10 army is proud of and would like feature in its work with other
11 plant closings around the country. I think all this has come
12 together, would seem to indicate support from IDOT, DECA, in
13 excess of \$50 million. We are working actively to secure
14 other federal assistance to make this a reality.

15 I think it's important to note, in closing, that
16 this has in fact tremendous benefits for the local economy.
17 First of all as I mentioned, it will take a Superfund site and
18 turn it into a clean, modern industrial park. I don't think
19 any of us would ever want to live by a Superfund site as you
20 have done, and this offers an immediate opportunity to
21 transform that into something very useful and productive. It
22 creates a tremendous tax base. I don't know how many
23 communities in Illinois are in the unenviable position of not
24 having a site like this. I think Elwood has something very

1 unique here, create a tax base for the long term health and
2 prosperity of the region.

3 We are working through a number of creative
4 ideas to maximize other tax revenues to support public
5 initiative. I think most importantly, the project offers an
6 opportunity for substantial job creation. Our forecast shows
7 that during the construction phase alone it would create
8 28 thousand union construction jobs. I can certainly remember
9 a time before this current expansion when jobs were a scarce
10 commodity. With this underway, jobs won't be a problem in the
11 region. And finally, after the park is completed, we will
12 restore an eight thousand person permanent job base, which is
13 about the arsenal employed when open. We thank you for your
14 time this evening. And we hope that the commissioners will
15 support our efforts and move the project forward. Thank you.

16 MR. SHEPRO: You heard a little bit from us with
17 respect to how we feel our plan is consistent with your
18 comprehensive plan. I would also like to ask Rick Kwasneski,
19 the executive director of JADA, to tell you just a little bit
20 how we, and hopefully he, believe that our proposal is also
21 consistent with the plans that JADA has created for the site.

22 MR. KWASNESKI: Thank you, Ken. And I will be brief.
23 I know that everybody has been sitting here for about an hour
24 or so. Basically about 18 months ago, as Mike alluded to, we

1 started the process of diligently working with the army, and I
2 think until we really started working with the army, didn't
3 realize how many armies there were. We've ahd everywhere from
4 Ft. McCoy to Washington, D.C. and all over, trying to make
5 sure that we put together the best possible agreement for the
6 State of Illinois and JADA and ultimately for CenterPoint and
7 the residents in the area of Elwood. What we tried to do is
8 put together a deed, and another attachment which is called a
9 memorandum of agreement, which guarantees the army is going to
10 clean up the property in the specified period of time that
11 will allow for development. Obviously everyone knows it's a
12 Superfund site, \$86 million potential clean-up, it's over a
13 ten-year period. We want to make sure that gets moved along
14 very quickly and cleaned up and so development can happen and
15 cleaned up for the area residents.

16 On another note, the JADA board did commission a
17 study by the University of Illinois to put together a
18 strategic plan for this area. Primarily the development plan
19 that CenterPoint does have meets those expectations that the
20 University of Illinois had done for JADA. And it also
21 envisions exactly what was proposed back in 1995 when another
22 study was done by the citizens group that was put together,
23 and the Will County Center for Economic Development, that
24 identifies the primary use of the majority of the park to be

1 used for an intermodal facility and other industrial park
2 uses.

3 Just as a side note, I think from a comfort level
4 from JADA's perspective, CenterPoint is a good master
5 developer for the site. We feel very comfortable they aren't
6 going to come in and build a facility and sell the facility.
7 We believe they are in it for the long run, and every step of
8 the way that we've worked with CenterPoint in regards to the
9 Veteran's Cemetary and Medewin Tallgrass Prairie, now I
10 believe with the Village, we believe they will put forth their
11 best effort to work out a good agreement for the Village of
12 Elwood and their residents.

13 Also as part of our mandate, we are to encourage,
14 and quite frankly to encourage a great deal, that CenterPoint
15 deal with the Village of Elwood in annexation of the Deer Run
16 Industrial Park. As part of that, our board stands behind the
17 encouragement to have CenterPoint annex the park to the
18 Village of Elwood. And with that, turn it back over to Ken.

19 MR. SHEPRO: The really boring part of the presentation
20 I'm afraid is that part of our presentation is also to request
21 the plan commission's support for a text amendment to the
22 zoning ordinance. I'm not going to walk you through all of
23 that, but just to emphasize some of the highlights what we
24 have proposed, which still is in negotiation and review by the

1 Village.

2 As we mentioned earlier, asking for a new
3 industrial zoning district. Broadly speaking, what we are
4 proposing based on input from the Village is to have that
5 covered in kind of three subdistricts: An intermodal sort of
6 category that would be the farthest away from the Village,
7 which would not in any circumstance go east of Baseline Road;
8 a middle category, which would be the industrial park and the
9 commercial; and then what we call category C, would be another
10 name for it might be the residential protection zone, where
11 there would be elevated landscape requirements, elevated
12 setbacks, elevated berming and screening requirements. That's
13 essentially the framework that we are proposing and which we
14 would hope will be acceptable to you commissioners and to the
15 Village as we work through that.

16 We are asking for approval of our plan in
17 conceptual form, with a category of uses that are permitted,
18 recognizing that we are not in a position to say today there
19 will be one hotel or two hotels or three hotels, but we are
20 asking for the flexibility to have those uses subject to
21 meeting the requirements of your other ordinances. We are
22 fully prepared to meet, for example, all of the requirements
23 of your storm water management ordinances and the subdivision
24 regulations.

4 1 We hope that you got a sense tonight of the
2 enthusiasm that CenterPoint's executives and indeed our whole
3 team feel for this project. What we are asking tonight for
4 the plan commission is, and we are not asking you to vote on
5 this tonight, we recognize that there is a good deal more work
6 and study that needs to be done before we can move to that
7 step. We are hopeful that you are willing to give us some
8 encouragement and to move this on to a more detailed review of
9 our text amendment process and possibly continue at least that
10 hearing to another date. We are also here, our whole team are
11 here and ready and delighted to answer any questions that
12 commissioners or the members of the audience have about our
13 plan. Obviously in the time tonight, we can't have everybody
14 get up and make a presentation, or you probably all leave.
15 Here to answer your specific questions.

16 We thank all of you for your attention, and as
17 Paul said, we look forward and ask for your support in this
18 exciting project. Thank you.

19 MR. HANCOCK: Let's do exactly that. Open up the
20 questions. Please announce your name for our court reporter,
21 you can pick whoever you like.

22 MS. ROLLWITZ: My name is Claire Rollwitz, and I like
23 to know, are there going to be stages for this development?
24 And over what period of time will this take?

1 MR. MULLINS: Stages, yes. The intermodal, as an
2 example, the master plan would be, everyone wants to know when
3 is this project completed. I can't tell you that without
4 knowing when it will start. If we were successful in
5 receiving all the necessary approvals from the Village of
6 Elwood, the first phase of the intermodal, we hope to have up
7 and operational in approximately 24 months from when we
8 commence construction.

9 The business park is 17 million square feet, is
10 about ten years worth of construction activities. That's
11 based on doing one point six million square feet a year. And
12 obviously you have two years of infrastructure before that.
13 So the model would be the business park built out over the
14 next 12 years, with two years of infrastructure before put the
15 first building up.

16 MS. ROLLWITZ: You have two stages of this?

17 MR. MULLINS: No matter what you do, the intermodal
18 being constructed while doing the basic infrastructure, then
19 you can construct a building, then at least ten years of
20 building construction is what we anticipate. The intermodal,
21 actually the first phase of it gets built out over four to
22 five years.

23 MR. JAKLICH: Mark Jaklich. I have a question about
24 the rail service that comes from the east side of the project,

1 you got two turns coming in, two switches coming from the
2 project to the east?

3 MR. WALBRUM: It come in from the east.

4 MR. JAKLICH: Are those high speed turns coming in?

5 MR. WALBRUM: No, there will be a siding, a
6 deceleration siding, drop off the mainline speed to about 45
7 miles an hour and take the turns on the wide out and 30 miles
8 an hour.

9 MR. JAKLICH: So there won't be any mainline switching
10 off the siding to the --

11 MR. WALBRUM: No, mainline operations unaffected by the
12 trains entering and leaving the area.

13 MR. JAKLICH: How far from the city limits of town
14 heading south is that first switch on the first --

15 MR. WALBRUM: Seven thousand feet, little over a mile
16 and a quarter. Substantially south of Blodgett where it
17 begins.

18 MR. JAKLICH: The switch that comes in off of the
19 southbound trains?

20 MR. WALBRUM: This yard is primarily configured to deal
21 with trains coming from north from the western part of
22 Illinois and going back in that direction. There is very
23 little need, very short deceleration track on the north side.

24 MR. JAKLICH: But you have a switch that enters in from

1 the north?

2 MR. WALBRUM: Yes, it will be back in by the tracks by
3 Arsenal Road.

4 MR. JAKLICH: How far from the city limits is that
5 switch going to be located to the south?

6 MR. WALBRUM: City limits of Elwood?

7 MR. JAKLICH: Yes.

8 MR. WALBRUM: About quarter of a mile. This track is
9 way to the -- talking about -- sorry.

10 MR. JAKLICH: That's why I wanted the slide up before.

11 MR. WALBRUM: Excuse me, I was talking about these two
12 on the west. Over this side. The two switches that come into
13 here have a very short deceleration track enters by Hoff Road
14 and by Mississippi and turns directly back into the UP line.

15 MR. JAKLICH: How far from Chicago and South Street
16 corner is the switch going to be to the south?

17 MR. WALBRUM: This switch here?

18 MR. JAKLICH: How far from the corner South and Chicago
19 is that switch going to be located down that line to the
20 south?

21 MR. WALBRUM: I don't have an exact number. Get back
22 to you on it.

23 MR. JAKLICH: You have the conservation zone. This is
24 your switch in through here.

1 MR. WALBRUM: It switches right here. Right through
2 it.

3 MR. JAKLICH: You have 480 minimum buffer zone from the
4 residences back here to the --

5 MR. WALBRUM: Correct.

6 MR. JAKLICH: So 480 feet doesn't exist on this line
7 here?

8 MR. MULLINS: The below 7K --

9 MR. JAKLICH: Help if I got the correct.

10 MR. MULLINS: I am not sure that's going to do it
11 either.

12 (Pause.)

13 MR. JAKLICH: There it is. This is the corner of
14 Chicago and South. How far is that switch from that corner?

15 MR. WALBRUM: About 40 feet.

16 MR. JAKLICH: 40 feet?

17 MR. WALBRUM: South of the south --

18 MR. JAKLICH: 40 feet from the corner of South and
19 Chicago?

20 MR. WALBRUM: Are you talking about the track? Or the
21 switch?

22 MR. JAKLICH: The switch? How far back?

23 MR. WALBRUM: The switch is not on the property. It's
24 on the railroad.

1 MR. JAKLICH: I know that. How far -- 40 feet from my
2 back to that switch? Where is your 480 feet --

3 MR. WALBRUM: The switch is on the railroad.

4 MR. JAKLICH: 130 feet from that corner. You will have
5 a switch 40 feet from the corner?

6 MR. WALBRUM: It immediately turns as you can see on
7 the plan. Levels out across.

8 MR. JAKLICH: This is a 40-foot buffer zone between the
9 tracks?

10 MR. WALBRUM: Actually 80 feet. This is actually a
11 hundred feet.

12 MR. MULLINS: The slide that we showed, showed the
13 distance, this buffer here as being 480 feet. 80 foot berming
14 area and 400 feet beyond to the park. What we are saying,
15 there is conservation areas all around town. The 480 foot
16 dimension was that. I mean this is obviously much more than
17 480 feet. This is probably 480 feet again. The specific
18 question you are asking is how far is it from a switch to a
19 particular residence?

20 MR. JAKLICH: From these residences along the south
21 side of South Street to that track, how far is it?

22 MR. WALBRUM: Oh, that's about 180, 200 feet.

23 MR. JAKLICH: How much difference on grade? How much
24 difference in elevation?

1 MR. WALBRUM: I think, though, the real question is how
2 many trains are going to use that.

3 MR. JAKLICH: No, no, no.

4 MR. WALBRUM: 99 percent of the rail traffic enters
5 from a mile and-a-half away. Very few, actually on the
6 current plan, no train uses that connection.

7 MR. JAKLICH: Then you don't need it.

8 MR. WALBRUM: That's right.

9 MR. JAKLICH: Why put it in?

10 MR. WALBRUM: The switch it there in case of emergency,
11 and also the Union Pacific wants to switch this train here.
12 You are talking less than one train a day, two or three a week
13 use that connection. Intermodal yard does not service that
14 way. None of the intermodal traffic going up and down that
15 track, it all goes up and down BNSF way down here -- based way
16 down here. It's not part of that.

17 MR. JAKLICH: Does this show the hundred foot city
18 property on this map?

19 MR. WALBRUM: That's the city property.

20 MR. JAKLICH: From that city property line --

21 MR. WALBRUM: These are hundred foot.

22 MR. JAKLICH: Talking 80, maybe 60 feet? Where is the
23 scale?

24 MR. MULLINS: I am sorry, the exact question is how far

1 is it?

2 MR. JAKLICH: Right. Was there any switch, am I going
3 to have to listen to the train cars slammin' and bammin' like
4 EJ&E, 140 feet?

5 MR. WALBRUM: The railroad track coming and entering
6 from this direction here. No switching activity back here, no
7 railroad activity here, other than an occasional twice a week
8 get a switch engine out here.

9 MR. HANCOCK: Let's wrap this question up. We have a
10 lot of other questions.

11 MR. MULLINS: Can I just finish? Gentleman asked me
12 what is a conservation area, does that just mean some area
13 that is designated for some future use? No, it doesn't.
14 Wetlands conservation area, creating new wetlands, we are
15 creating new wetlands to compensate for the wetlands that we
16 are interrupting in the development of the industrial park
17 which are not in those wetlands, which are the intermodal,
18 which I talked about.

19 You have the wetlands here, which again, we are
20 working around. You might recall Ken said in his
21 presentation, in the industrial area you have small pockets of
22 wetlands; what we are going to, where we displace those
23 wetlands, we will build a new wetlands conservation area here.

24 MS. PHILIPIAK: That's a conservation easement

1 itself, you can never develop it. Nobody can ever developed
2 it. Protected. It's not the only area they are planning on
3 doing this mitigation. That's just one area where they are
4 considering mitigation. Also possibly working with the Forest
5 Service and helping restore areas.

6 AUDIENCE MEMBER: Another question you haven't answered
7 with, what is the difference in elevation between South Street
8 and that track coming in there? Elevation-wise? Talking 30
9 feet? Nobody see a --

10 MR. FISHER: That's the intermodal. 40 feet below
11 grade.

12 MR. MULLINS: The top of the rail in the intermodal is
13 30 to 40 feet beneath let's say the elevation of the fire
14 station. Now, the specific question you are asking is what is
15 the elevation of the rail at South Street? Same elevation as
16 the main line.

17 MR. JAKLICH: There is no visual buffer between the
18 people that live on South Street and that track runs east to
19 west?

20 MR. MULLINS: 80-foot berm. Going to be a berm on
21 this, right here. 80-foot berm, ten feet high, landscaped.

22 MR. HANCOCK: Move on to another question.

23 MR. SHEPRO: Yes. Somebody new that hasn't had a
24 question.

1 MS. COOK: Terri Cook. That train track, you are
2 putting in a conservation area, but by putting the train
3 tracks in, it's not going to be usable to anyone or enjoy of
4 any value, it's --

5 MR. MULLINS: Conservation area is actually outside the
6 train track. You have got the bermed area, here is the train
7 track, and the conservation area is the area within it.

8 MS. COOK: The other side of the berm is where the
9 track is running?

10 MR. SHEPRO: Yes, you have the berm, then you have the
11 track, then you have the --

12 MR. MULLINS: You have the berm, the green area, then
13 the track, then the conservation area.

14 MS. COOK: How far from the tracks? We live on South
15 Street.

16 MR. MULLINS: Someone scale the difference between the
17 homes and the track .

18 MR. FORD: Talking about the back of the garage or the
19 back of the home?

20 AUDIENCE MEMBER: The letter we got from the company,
21 property is 250 feet from our yard. I want to know where the
22 train tracks are from my yard.

23 MR. SHEPRO: Excuse me, are you referring to the legal
24 notice that we sent you?

1 MS. COOK: Correct.

2 MR. SHEPRO: No. The legal notice said we needed to
3 send a notice of the hearing to anybody that owned property
4 that was within 250 feet of the boundary of our project. That
5 was -- that does not mean that we are telling you we are going
6 to be 250 set back. It just means we have to start at our
7 property line, and under your ordinances, we have to measure
8 250 feet from every perimeter, and anybody within that zone
9 had to get a letter from us saying we are inviting you to this
10 here.

11 MS. COOK: How much more traffic are you estimating on
12 the tracks?

13 MR. FORD: Sporadic.

14 MR. MULLINS: Talking --

15 MS. COOK: On that south -- next to 53.

16 MR. SHEPRO: Mike said one train.

17 MR. FORD: 290 feet from the back of the garage to the
18 edge of the train track in there.

19 MR. MULLINS: People with residences here, back of the
20 garage, 290 feet to the train tracks. I am told maybe a train
21 a day. As it applies to that track.

22 MS. COOK: Behind our house?

23 MR. MULLINS: Right.

24 MS. PERSHEY: My name is Peggy Pershey. And I want to

1 say, acknowledge that it's a big project, and I am glad to see
2 that you are working very hard to make things correct and
3 everything.

4 MR. MULLINS: Thank you.

5 MS. PERSHEY: And there is not going to be any like
6 dirty industry, like big, huge chemical factories and things
7 like that, calms me down. However, as a person who owns
8 property on South Street, I only wish that you could push it
9 south a little. And if you are talking about berms, make sure
10 that when you elevate them, that we don't flood. Maybe use
11 white pines or something that will grow really tall.

12 MR. FISHER: That's the plan.

13 MS. PERSHEY: If it's for sure thing, it's going to be
14 good in so many ways as far as the tax base, I don't want to
15 be completely negative, but I do want to state that I fear my
16 home value and my quality of life. That's all. It really
17 isn't a question, it's a statement of concern. Thank you.

18 MR. MULLINS: I was going to make a comment as to the
19 white pines. One of the things that we had talked about is
20 working with the Medewin to try to plant species that, you
21 know, are local, that will blend with the Medewin and not try
22 to stand out or make a statement. We are trying to fit into
23 the area.

24 MS. PERSHEY: Something big, though. Cottonwoods.

1 MR. MULLINS: I know Frank Kenny was here earlier,
2 maybe he can help us with that. I would like to address your
3 comment about the flooding. You are not the first person to
4 bring it to my attention. We will be very cognizant of that.
5 I know Reverend Reason had a great deal of flooding, nothing
6 to do with our project. But she and I had conversations,
7 again, I think we will try to be particularly sensitive to
8 that that the berming concept works in some sort of a fashion,
9 whether we install manholes or whatever to catch this.
10 Believe me, you are not the first person to call to our
11 attention. Again, we will work with you on that.

12 MR. SHEPRO: Let me emphasize, we will not able to
13 build anything until the Village engineers have reviewed our
14 plans of our engineers, and assured themselves, that is the
15 Village engineers will have to assure themselves and your
16 board that we will in fact not cause any flooding or
17 exacerbate any problems. That's -- it's not just take our
18 word for it. Nobody writes us a blank check. We have to
19 satisfy all of your ordinance requirements.

20 MS. PERSHEY: Thank you.

21 MR. FORD: I would add to that. Our plans have to be
22 reviewed by the State of Illinois and the Army Corp of
23 Engineers prior to any issuances of construction permits for
24 any work in that area. We have to show that no additional

1 flooding and a reduction of any current flooding would occur
2 as a result of any of the construction projects. It has to be
3 looked at very carefully. It's not going to be adding a
4 problem, it's going to be subtracting it.

5 MR. SHEPRO: And we have to do that both as a permanent
6 fact and during construction as well.

7 MS. ROLLWITZ: Claire Rollwitz. Where will the truck
8 traffic route be during construction and where will it be then
9 after construction once traffic -- truck traffic starts moving
10 around?

11 MR. MULLINS: In a nutshell, the truck route is going
12 to be Baseline Road to Arsenal Road heading west. Our traffic
13 studies indicate that 85 percent of all traffic is going to
14 leave, enter and leave the park, from 55 over to Arsenal down
15 to Baseline. When I say 85 percent of all traffic, I would
16 presume that number is even higher when it runs to trucks.
17 Because that would include auto traffic as well. I think that
18 is the designated route. Again, in previous commitments we
19 made, geez, I think over a year ago now to the veterans, at
20 the time we were working, serious meetings with the folks from
21 Abraham Lincoln, again, truck traffic will not be allowed to
22 go out to 53 from our development. Truck traffic excluding a
23 UPS size vehicle or a Fed Ex.

24 MS. PERSHEY: You said five tons or less.

1 MR. MULLINS: I said five tons or less. I am not sure
2 how much a Fed Ex van weighs. So maybe one of my experts can
3 tell you. Van traffic and small step vans.

4 MS. PERSHEY: The truck traffic will not be allowed
5 east to 53?

6 MR. MULLINS: Not through town. It could through
7 Arsenal Road. We don't control the public roads. I am saying
8 through our development going to the east to 53 will not be
9 allowed.

10 MR. HANCOCK: Your name? Ma'am, your name for the
11 court reporter?

12 MS. MISCA: I said Mellissa Misca.

13 MR. HANCOCK: I didn't hear you. Sorry.

14 MS. MISCA: You are saying that 85 percent of the
15 traffic, okay, that the other 15 percent, that's not including
16 the construction worker's cars? And all that traffic?

17 MR. MULLINS: Again, we had a transportation study
18 done. On the truck traffic, I think tell you what the study
19 cites, it's estimated that 85 percent of all traffic, that
20 include trucks and cars, will actually come from the west from
21 Arsenal, Arsenal to Baseline into the park. The other 15
22 percent of traffic, which again we are saying would have to be
23 auto traffic, truck traffic cannot go through town, is the
24 balance. 15 plus the 85.

1 MR. FORD: Majority is down Hoff. Of the 15 percent,
2 12 percent is expected to go down Hoff and turn down 53.
3 That's all private vehicles is expected to go down
4 Mississippi, very small amount of traffic. Construction
5 traffic virtually identical to the permanent traffic. The
6 majority is coming off the interchange of Arsenal Road.

7 MR. SELLERS: David Sellers. I am sorry. He pointed
8 finger at me, I thought I'd just ask the question. David
9 Sellers. S-e-l-l-e-r-s. The question is, did your study,
10 when it was completed, include 28 thousand construction jobs
11 and eight thousand permanent jobs?

12 MR. FORD: It used the figures for the permanent
13 facility. Permanent facility is wrapped up after a period of
14 years, the construction traffic takes place of the permanent,
15 the two even each other side through the cycling. While it's
16 true 20,000 is the number of jobs, not all at the same time,
17 so you don't have an entire slug of traffic from the key
18 aspects of the projects. Again, All of the studies used very
19 sophisticated models used by county and the state, showed the
20 majority of all the traffic, large extent is coming off of
21 Arsenal Road and Baseline.

22 MR. SELLERS: Is that public document? The traffic
23 study?

24 MR. SHEPRO: Yes, it is a public document, submitted as

1 part of the filing and also one of the exhibits we submitted.

2 MR. MULLINS: I also point out, Mr. Sellers, mentioned
3 something, Paul Fisher did a presentation, correct the record,
4 misspoke, 28 thousand jobs. 20 thousand construction jobs and
5 eight thousand permanent jobs. Not 28, plus eight. Other
6 questions?

7 MS. COOK: Terri Cook. With their traffic study, you
8 have on your map here you are going to improve Mississippi
9 Street. What improvements do you plan on making and why?

10 MR. SHEPRO: The Village is going to tell us. The
11 commitment we have made to the village is that the village
12 indicated to us in the early stages of negotiations that they
13 envisioned improvements, to essentially upgrade and beautify
14 Mississippi Street. We are basically made the commitment that
15 we will do that. I think our plan is basically what the
16 Village tells us is their plan. If the Village says we don't
17 want you to do anything, we won't do anything. If the Village
18 says we want you to do this, trees, et cetera, that's what we
19 will do.

20 MR. JAKLICH: Mark Jaklich again. Eight thousand
21 permanent jobs that are going to be created by this
22 development, and we are talking about traffic flow again,
23 saying 15 percent will come on Mississippi from the east
24 traveling to the west?

1 MR. MULLINS: Three percent.

2 MR. JAKLICH: Three percent of eight thousand?

3 MR. SHEPRO: Right.

4 MR. JAKLICH: So you are traveling westerly on

5 Mississippi to which north/south road?

6 MR. FORD: To Illinois Route 53.

7 MR. JAKLICH: From Illinois 53. Westbound through town

8 on Mississippi to which intersection?

9 MR. FORD: To the Illinois 53 intersection, where they

10 are predicting further developments, turn left and head north.

11 MR. JAKLICH: Coming in?

12 MR. FORD: It's going to --

13 MR. JAKLICH: Mississippi west to which north/south?

14 MR. FORD: First main road in the industrial park

15 there. Looking right through here, come in through here and

16 veer off either left or right.

17 MR. JAKLICH: Not anything connected to the existing

18 north/south city streets now?

19 MR. FORD: No.

20 MR. JAKLICH: Entrance is beyond the fire station to

21 the west?

22 MR. FORD: That's correct.

23 MR. JAKLICH: Thank you.

24 MR. MULLINS: Thank you. Any other questions?

1 MR. SPENSIL: Lance Spensil. You say not there is not
2 going to be any additional train traffic going north across
3 Mississippi?

4 MR. FORD: Sure. Living in a community that railroad is
5 a major part of lot of people's lives here, one of the things
6 to historically understand, BNSF has two high speed lines, on
7 the other side, the west, which obviously won't be affected or
8 go through town at all. Just because BNSF owns those tracks,
9 there are other railroads, including the Union Pacific, the
10 Illinois Central, which used to own one of those lines, and a
11 lot of the east coast railroads, Norfolk Southern, others, that
12 have what we call trackage right to the lines over there.

13 So when you are talking about the long intermodal
14 trains that will be coming in and out of this park, which
15 talking about possibly three a day, they will be coming in
16 from the west. This connection here that we have demonstrated
17 up on the board here is what we call industrial switching.
18 Those three trains of the industrial nature on average will be
19 coming in a day, will be coming in from the south, the bottom
20 connection. So from the south, into the park on the north,
21 and in and out. Like Mark said, and there are other reasons,
22 by ICC regulations, for safety and for other aspects, that
23 they may need that connection to the north.

24 When you talk about an industrial train opposed

1 to full intermodal train, an industrial train on average might
2 have five, six boxes that are attached to that train. Not
3 talking about a five thousand foot long train coming in and
4 out of any nature from this side of the park.

5 MR. SPENSIL: So you are talking about containerized
6 freight on a flat train, that are stacked two high?

7 MR. MULLINS: Single or double.

8 MR. SPENSIL: And from the track surface is going to be
9 at the same elevation as the existing north/south line now,
10 which is basically within two or three feet of South Street.
11 So all we are going to see is the top row of containerized
12 freight trains?

13 MR. FORD: When we talk about switching in and out for
14 that type of operation, we will be switching the south track,
15 not the north track.

16 MR. WALBRUM: You may see them, the berming, the
17 ten-foot berming significantly reduces any noise transition.
18 You may not be see the tops of the car --

19 MR. SPENSIL: Not going to park them there?

20 MR. FORD: No, actually going to have a double line in
21 the center on the main part of the park. A double wide with a
22 siding, that allows for any railroad, put the car on the
23 siding, then at night or other times when they do the
24 switching in the industrial park and the intermodal facility

1 is when those boxes actually move in and out.

2 I know we do not have the proper, off the bat, of
3 the actual dimensions talking about of the backyard lines of
4 South Street to the berming. But once again, reiterate that
5 the 80-foot berm start here, run all the way down. Eighty
6 feet wide, ten feet high as of now. It's not set in stone.
7 So we are totally open to ideas and support, especially from
8 the people who live on South Street, as to how to design that
9 and the landscaping of that goes. But that will be run all
10 the I down here and all the way out to the end of our property
11 line out here.

12 MS. MISCA: Melissa Misca. Now this whole project, how
13 are you going to keep people out of it for safety reasons?
14 Going to be like fences?

15 MR. MULLINS: Intermodal would be fenced. The
16 intermodal portion of the project will be fenced in because
17 the railroad's have their own rail police. The industrial
18 park, it would not be our plan to fence it. Most modern
19 industrial parks, the type we develop, trying to make this
20 attractive, well landscaped, a nice business park. Obviously
21 this is your town, if you want to see it all fenced.

22 MS. MISCA: Kids can go up and play, ride up on the
23 berms.

24 MR. MULLINS: I am a father of four kids, we have skate

1 boards and things at our house, so that's possible. I hadn't
2 thought of that. It's like to find out the town's concerns.
3 Candidly, these days, most people don't like fences. Trying
4 to minimize the amount of fences. If you think it's an
5 important and a need to address, we are all ears. That's why
6 we're here. The purpose of the meeting tonight is give you
7 information. These are just our ideas.

8 MS. MISCA: I think the safest should be your number
9 one concern. I have two kids, I don't think that I would want
10 my kids going in there and playing, you know, at all. Pretty
11 or not pretty. Safety is first.

12 MR. MULLINS: I would tell you lot of industrial parks,
13 children playing in the parks.

14 MS. MISCA: That's the thing. Nothing for them to do
15 around here. This is going to be fun, exciting. I grew up in
16 a construction site, it was fun. Take the containers and roll
17 down the hills.

18 MR. MULLINS: That's a different issue. During
19 construction, all the adequate safety measures, developer,
20 contractor, expect to secure the sites, so people don't get
21 harmed. I thought you meant once the finished park was up.
22 It wasn't out plan to make it a fenced off, deeded business
23 park. People tend not to like those. That was not our plan.

24 MR. FISHER: From the construction trades, OSHA is

1 going to regulate this project. More scrutinized than most.
2 As you know, there is a complete fencing system that's
3 presently around the entire arsenal project. That fence will
4 stay up during construction. As to the Steffes farm, as
5 certain activities happen on the Steffes farm, yes, we do have
6 construction fencing and other methods of safety to keep
7 people out of the areas worked on during construction.

8 MS. MISCA: Once it's all done, the fence will come
9 down and it will just be the berms?

10 MR. FORD: Which berms are you referring to? These
11 berms are landscaped in nature. Grass growing, not impervious
12 surfaces you can roll a skateboard down. Natural landscape
13 type of buffer. Another thing that came up. Are we stuck on
14 ten feet as being the high point of the berm? No, lot of this
15 land is either farm land or open land, we have black dirt,
16 kind of unuseful or not a buildable surface for construction.
17 We have a lot of black dirt we need to place somewhere. We
18 can literally, for those, love to get together with the people
19 from South Street and other areas around there, that are
20 concerned that if it's your suggestion that the landscaping or
21 the berming be higher or wider, totally open to all the
22 suggestions.

23 MR. SHEPRO: Let me just say, I have been to meetings,
24 people gotten up and complained about the berms being too

1 high. I don't want to look at a big mountain next to my
2 house. One of the reasons we're here is to get your ideas.
3 If you want a bigger berm, Jim says, we have plenty of dirt.
4 The numbers are staggering about the amount of dirt that --

5 AUDIENCE MEMBER: Anyone stood next to double high
6 containerized rail car, looks up at the top, it's a good 18
7 feet from ground.

8 MR. WALBRUN: You should be aware, though, that none of
9 those on that line, the industries cannot handle the double
10 stack cars. They will just standard height cars, 13 feet six
11 inches high, that will be entering and leaving on that line.

12 AUDIENCE MEMBER: 13 feet 6.

13 MR. MR. WALBRUN: From the rail to the top of the car.

14 MR. FORD: If along South Street, everybody get
15 together, landscape design, obviously it's the village's
16 decision on the type of issues. You know, if the group comes
17 together and say, we want it 15 feet, foot and-a-half over the
18 top of a box car, we are there. Willing to do that.

19 MR. MULLINS: Again, talking about fencing, lot of the
20 communities we go to don't want fencing.

21 MS. COOK: Terri Cook. One question about where the
22 park area, is that a railroad track running alongside of the
23 park?

24 MR. FORD: Down here? Here?

1 MS. COOK: Yes.

2 MR. FORD: No. This is the rail.

3 MS. COOK: The far end?

4 MR. FORD: A road. Just a road.

5 MS. GLASCOCK: Sheila Glascock. I like to know how
6 this is going to affect Maple Hill Cemetery.

7 MR. FORD: That's why I want to go back to the other
8 one. As you can see, right off the edge here.

9 MR. MULLINS: It didn't show.

10 MR. FORD: The main, off Drummond Road, the main road
11 that's going to come in to service the industrial park will be
12 well before Maple Hill. Wherever car, truck traffic, any of
13 that type of stuff, the main road will be either at the
14 intersection of Baseline and Drummond to come into the park
15 for truck or car traffic, from the north, as well as another
16 road being placed before the cemetery, because that's a major
17 concern to us, that we don't affect that. Once again, also
18 going to berm around that, and landscape around the cemetery,
19 understanding it's an ongoing functional cemetery, that the
20 main road to get into the industrial park will be west of the
21 cemetery off the Drummond Road.

22 MR. MULLINS: I believe also on three sides, surrounded
23 the cemetery again with a berm and again a setback area. So
24 that the buildings don't come up to the cemetery.

1 MS. GLASCOCK: Thank you.

2 MR. MULLINS: Sure. Anyone else? Yes, sir.

3 MR. GRABINSKI: -- Grabinski. All the projections
4 about the wetlands, what about the people that own property on
5 South Street, the tracks right behind their house, what about
6 our property value? Any projections what's going to happen
7 with our property values?

8 MR. MULLINS: No, sir. I haven't done a projection on
9 property values on South Street.

10 MR. GRABINSKI: I wouldn't buy a house that had that
11 behind it, you know what I am saying? Long term, when I go to
12 sell, five, six years, whatever the case may be, should I be
13 able to sell it without losing everything I got? You will buy
14 it from us, won't you?

15 MR. FISHER: You are looking at a football field
16 distance.

17 MR. MULLINS: I think one of the things I am hearing
18 out of this meeting is maybe we should try to have a
19 subsequent meeting, maybe in a smaller meeting, with just the
20 residents of South Street. It sounds to me like there is some
21 particular issues that affect South Street.

22 MR. GRABINSKI: It's the closest proximity. Only
23 impact that you haven't provided for.

24 MR. MULLINS: Let us listen.

1 AUDIENCE MEMBER: Also include Lincoln Street on that?

2 MR. FORD: Lincoln is along here? Absolutely.

3 AUDIENCE MEMBER: Don't forget about us.

4 MR. SHEPRO: You have some particular concerns that you
5 can share with us tonight?

6 AUDIENCE MEMBER: No. I think all been brought up.

7 MR. HANCOCK: Keep in mind, too, we are in the very,
8 very beginning stages here. This is just the concept. This
9 is not cast in stone. The streets might be moved and the
10 traffic might be changed and the railroad might be changed a
11 little bit. And there will be plenty of more meetings where
12 this will all be discussed over and over and over again.
13 Before any agreement is finalized, negotiated, agreed to
14 between CenterPoint and the Village. Plenty more times to
15 discuss this.

16 MS. ROLLWITZ: Claire Rollwitz. You mentioned about
17 two public meetings. Will those be the only public meetings
18 that will be prior to the potential approval of this project?
19 Or will those also be --

20 MR. HANCOCK: Two public meetings.

21 MS. ROLLWITZ: He mentioned about two public meetings
22 taking place, the joint review and the public hearing that
23 will come first. Those are the meetings that you mentioned,
24 or more that are public?

1 MR. HANCOCK: This is the public hearing regarding the
2 three issues that I mentioned to you.

3 MR. SILVERMAN: Maybe if I can address that. Those
4 meetings which Mr. Hancock spoke of have to do with the tax
5 increment finance district. There will be a public meeting
6 before the village board. And also will be created what's
7 called a joint review board, which are members --
8 representatives of the various taxing bodies. Those don't
9 have a lot to do with the land use issues here.

10 Probably what you will see is some more public
11 meetings of the plan commission, when they will come back and
12 discuss this again, and also a public hearing before the
13 village board, which is called an annexation agreement. That
14 will be one of the final documents that's approved, and that
15 will include all of the concept plan and all of the zoning
16 issues and that. While there may not be other public hearings
17 on the land use issues, there will be other public meetings
18 where the board discusses this. And also a public hearing on
19 the annexation agreement.

20 MR. SHEPRO: Any other questions?

21 MR. MULLINS: Good night, Melissa.

22 MR. SMITH: Kevin Smith. You spoke about tax base,
23 what kind of revenue is this going to produce?

24 MR. SHEPRO: Well, just to get into it very quickly,

1 among the things we looked at, there is real estate tax, and
2 our projections are, as well the consultants asked to look at
3 it, a full build-out of the park, we are looking at
4 approximately \$27 million a year in tax revenue produced to
5 all of the taxing districts that cover this area.

6 Over and above the real estate tax revenue that
7 will accrue, we have identified what we believe are at least a
8 million and a quarter dollars a year of revenues that could
9 flow directly to the Village of Elwood itself, from just
10 existing taxes that are already in place; utility taxes, the
11 phone bills, the gas and electric bills of the park users,
12 alone, we feel conservatively would add \$300 thousand a year
13 just to the Village treasury. The Village can enact a
14 hotel/motel tax that would apply essentially to the people
15 that stay in the hotels and motels, typically done in
16 Schaumburg and other towns.

17 Again, just conservatively, we feel that even at
18 50 percent occupancy of those hotels and fairly moderate room
19 rates, George and I worked on those numbers, it looks like
20 again there is several hundred thousand dollars a year in
21 revenue that go directly to the Village. Beyond that, we have
22 identified such things as sales tax revenue, if we're able to
23 work with the Village and establish what's called a point of
24 sale for construction materials, if we can arrange to have the

1 construction materials that are actually bought to build the
2 buildings and construct the park, if we can arrange to have
3 those sales originate here in Elwood, that provides
4 conceivably a million dollars or more in revenue, again that
5 would go directly to the Village from all of that. There are
6 others that we can get into and we've worked on a report to
7 the Village which has identified a lot of that.

8 MR. HANCOCK: I think, Ken, I know at least one of our
9 planning members have a question.

10 MR. SHEPRO: We haven't heard anything from them .
11 Standing in front of them all night.

12 MS. NOEL: First question that I had, one of the first
13 questions I have is about Diagonal Road. I don't know what
14 would be the best map to look at. Right now you have Diagonal
15 Road shown as a non-usable road. I guess in my estimation,
16 anybody that travels Brandon Road knows that the quickest way
17 up to Joliet is Brandon Road. We would use it maybe more
18 often than most. But I noticed that during concerts, the
19 police also know that other people use those roads, they have
20 them blocked off. If we were to see if it is a possibility to
21 reopen Diagonal Road, then after the new bridge is built on
22 Brandon, the traffic conceivably coming from 53 to Manhattan
23 or straight down Brandon, could come to the back way instead
24 of going down to Brandon and turn to School, the traffic would

1 be directed to the back and around the back and then into the
2 park. That also then opens up the back area there, north of
3 Drummond, to some possible light industrial, which it does
4 show on the land use plan.

5 MR. FORD: The thought in general, we asked our
6 engineers, because the request was just given to us tonight,
7 but we have our engineers looking into it right away, is that
8 for those residents, you been a long time, realize that
9 Diagonal Road used to run up to Brandon, Chicago Avenue at one
10 point; it was closed because of the county, jurisdictional
11 bodies, obviously, there is lot of dollars needed to repair
12 that road, look into an alternative scheme of restoring that
13 roadway which is north of the school and those activities back
14 to Brandon, which obviously is another option getting up in
15 the Joliet area.

16 So if people chose, especially employees and cars
17 and that type of stuff, chose coming down from Joliet to take
18 Brandon Road down, they would be turning right and off into
19 the industrial park before they ever cross into front of the
20 school or that area at all. So we are going to have our
21 engineers, as part of the follow-up here, to review that and
22 see if that's an option, find out who obviously owns that
23 right-of-way, whether it's the army and the adjacent farm
24 owner, or explore that option of reopening, refixing that

1 roadway as part of the improvements here.

2 MR. HANCOCK: Other questions?

3 MR. HICKEY: You stated in the letter you published in
4 the paper last week, twenty thousand union jobs over the next
5 ten years? How can I be rest assured on that? What --

6 MR. FORD: Rest assured that, first of all, union jobs.

7 MR. HICKEY: Exactly.

8 MR. FORD: CenterPoint's exclusive agreement, anybody,
9 especially from the trades, whoever worked on a CenterPoint
10 project, knows we have an exclusive arrangement for union
11 construction. Our construction manager has been union since
12 founded back 40 years ago. All people involved in this
13 project are strictly union. They have been part of
14 CenterPoint's general requirements, whether doing a small ten
15 thousand foot square foot building or project of this scale.
16 It is assured we have a wrapped up construction agreement with
17 the trades and the unions association before we get started on
18 any portion of the project.

19 MS. NOEL: I have another question. According to your
20 number of, four thousand additional acres of intermodal, how
21 much of that, what kind of percentage are we going to fill of
22 that need here at this park?

23 MR. MULLINS: 15 percent.

24 MR. FORD: 12 to 15 percent

1 MR. MULLINS: Maybe ultimately, seven to 18 percent.
2 Site is not large enough, but I think it's in the best
3 location. It's where it's most heavily needed. Any other
4 questions?

5 MR. SHEPRO: I just want to say to follow up on Mike's
6 suggestion, we will work with the Village to set up a time
7 when we can sit down in smaller groups, here or nearby, with
8 any of you who want to sit down with us and give us your
9 ideas, in a smaller setting. I was going to say more
10 congenial, but this is pretty congenial, so I won't say that.

11 Again, we are going to stick around after this.
12 Unless the Reverend throws us out, and I would remiss if not
13 thank her and the church in allowing us to be here tonight.
14 And we want to thank you all, thank the plan commissioners for
15 your patience and for your questions and your comments, and
16 please be assured that as this process goes forward, we will
17 listen and we have tried to listen tonight, and hopefully work
18 through this together. Thank you, Mr. Chairman, and
19 Commissioners.

20 MR. MULLINS: Thank you. Before we break, say again to
21 the residents of North and Lincoln, South and Lincoln, you
22 know, maybe, if someone can act as a spokesperson, talk to
23 some of the rest residents, maybe give you my card, find out
24 what was convenient for maybe a group of you meet together in

1 the neighborhood in the next week or so and address your
2 issues separately. Thanks very much.

3 MR. HANCOCK: With that in mind, it's getting late
4 here, and we also, as we said many times here, there is a
5 whole lot of work left to do here. And text amendments and
6 everything are still in the works between CenterPoint and
7 Village planner. And with all that in mind, I would entertain
8 a motion to continue this public hearing to our next regular
9 planning commission meeting on February 8th.

10 MR. LAPAGLIA: I will motion.

11 MR. GARRETT: I will second.

12 MR. HANCOCK: All in favor.

13 (Vote and passed.)

14 MR. HANCOCK: Motion to adjourn this meeting.

15 MR. LAPAGLIA: I motion to adjourn.

16 MR. BOSONETTA: Second.

17 MR. HANCOCK: All in favor.

18 (Vote and passed.)

1 STATE OF ILLINOIS)

2 COUNTY OF W I L L)

3
4 I, SUSAN M. RACZAK, C.S.R., a Notary Public in
5 and for the County of Will, State of Illinois, do hereby
6 certify that I recorded stenographically the above public
7 hearing and reduced to typewriting said hearing, and that the
8 foregoing transcript of the said hearing is a true and correct
9 transcript of the proceedings at the time and place previously
10 specified.

11
12
13
14 
GEORGE E. RYDMAN, C.S.R.

BEFORE THE PLAN COMMISSION
VILLAGE OF ELWOOD, ILLINOIS

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Public Hearing, held at the Elwood Community
Church, Elwood, Illinois on Tuesday, February 8, 2000,
at the hour of 7:00 p.m., before JOHN HANCOCK,
Chairman.

BOARD MEMBERS:

- Mr. Douglas Jenco
- Mr. Floyd Garrett
- Mr. Jim Bosonetta
- Ms. Sherry Noel-St. George
- Ms. Jodi Kirincich
- Mr. John Hancock

ALSO PRESENT:

- Ms. Darcie Gabrisko
- Ms. Pat Buchenau, Village Clerk
- Mr. Rodney Tonelli, Director of Planning

1 A P P E A R A N C E S:

2
3 LAW OFFICES OF EDWARD P. GRAHAM, LTD.

4 BY: MR. EDWARD P. GRAHAM

5 112 South Washington Street

6 Naperville, Illinois 60540 .

7 Appeared on behalf of the Plan Commission;

8
9 ALTHEIMER & GRAY

10 BY: MR. KENNETH C. SHEPRO

11 10 South Wacker Drive

12 Chicago, Illinois 60606

13 Appeared on behalf of CenterPoint Development.

1 CHAIRMAN HANCOCK: Welcome everyone to the
2 regular meeting of the plan commission.

3 And I'd like to introduce for those of
4 you who weren't here on the 25th, from the other end,
5 the members are Doug Jenco, Floyd Garrett, Jim
6 Bosonetta, Sherry St. George, Jodi Kirincich, I'm John
7 Hancock, this is the village clerk, Pat Buchenau,
8 village attorney, Ed Graham, village planner, Rod
9 Tonelli and over by her lonesome there is Darcie
10 Gabrisko, village engineer.

11 And for tonight, we'll be reopening the
12 public hearing regarding the development of the Deer
13 Run Industrial Park, which we continued on the 25th,
14 and the discussion will be relating to the
15 applications for text amendment, creating an I-4
16 zoning district, plan amendment granting that
17 district, upon annexation and approval of the concept
18 plan for the development.

19 And this having been said, I need a
20 motion to open, reopen the public hearing.

21 MR. GARRETT: I'll make a motion to reopen
22 the public hearing.

23 MR. JENCO: I'll second.

24 CHAIRMAN HANCOCK: All in favor?

1 MR. GARRETT: Aye.

2 MR. JENCO: Aye.

3 MR. BOSONETTA: Aye.

4 MS. ST. GEORGE: Aye.

5 MS. KIRINCICH: Aye.

6 CHAIRMAN HANCOCK: With that, I think I'll
7 turn it over to Mr. Ken Shepro, attorney for
8 CenterPoint Properties and he'll kind of recap some of
9 what we went through last time.

10 MR. SHEPRO: Thank you, Mr. Chairman and
11 ladies and gentlemen.

12 My name is Ken Shepro, I'm one of the
13 attorneys for CenterPoint, and we're pleased again to
14 be here and to accept the hospitality of Reverend
15 Reisen (phonetic) and the Elwood Community Church for
16 this continued hearing.

17 Our presentation tonight is going to be
18 a lot shorter and a lot more informal than it was the
19 other evening.

20 What we propose to do tonight and I
21 think for the bulk of the audience you've already
22 heard it is to present for the record and to the
23 commission the revisions that we have made to our plan
24 since we were last here on the 25th.

1 These revisions as you have heard
2 reflect input from the plan commission, from the
3 village's staff and also from you, the residents of
4 the village, who have given us your comments and
5 questions at the last hearing.

6 Mr. Chairman, just a very brief matter
7 of housekeeping, we introduced a number of exhibits at
8 the last meeting.

9 We have by my count seven more
10 exhibits, which are just additional certified mail
11 receipts, envelopes, copies of the revised text
12 amendment that we have tendered to the clerk and we
13 would ask that those be made a part of the record.

14 We informally before starting at about
15 10 after seven this evening had an opportunity to meet
16 with the residents of South Street and Lincoln Street,
17 who were here for us to discussion informally some of
18 their thoughts, concerns and to show them what our
19 changes have been.

20 We'll try not to be too repetitive of
21 that.

22 I know many of you commissioners were
23 here, although we had our back to you for most of that
24 presentation, which sort of intended no disrespect.

1 Tonight I'll just introduced briefly
2 again our team that's here tonight, Mike Mullen, the
3 chief operating officer of CenterPoint Properties,
4 Paul Fisher, the chief financial officer and Jim Ford,
5 our vice president for rail and development, and also
6 in the front row is a friend, colleague and hopefully
7 supporter, Russ Neske (phonetic), executive director
8 of the Joliet Arsenal Development Authority.

9 We understand that since our last
10 meeting, you have also had an opportunity to review
11 the proposed text amendment to the zoning ordinance.

12 We have worked with your attorney and
13 your planner on that, and I understand and in fact
14 have seen this evening a further revision of that,
15 which I understand Mr. Tonelli will be taking you
16 through, and we believe that this amendment, too,
17 contains changes too which we will be supporting.

18 At this point, I think I would turn it
19 over to Mike and to Jim to just take everyone through
20 the changes that have been, that we had made to the
21 plan, and we've got sort of two versions of the plan,
22 while we've got the details, which shows how we've
23 made some of the changes, and we've also got what we
24 call sort of a bubble drawing, which is intended to

1 show graphically the outline of the particular zoning
2 district, sub-zoning district.

3 We proposed an I-4, so called new
4 industrial large scale plan development district and
5 the construction that we've worked out with the staff
6 is that there would be a series of subdistricts within
7 the overall park, which I think here they're labelled
8 sort of one, two, three and four. In the text
9 amendment, I think they're called A, B and C.

10 Number one or A would coincide with the
11 rail facility itself.

12 The district's two or B would be
13 industrial park usage, but not rail uses, and then the
14 final area would be what we call the commercial area,
15 which would be, could have some industrial park uses,
16 but would be primarily retail and similar types of
17 uses.

18 There is some overlap as you know from
19 reviewing your ordinance.

20 Some things which are permitted uses in
21 one area would be conditional uses in another.

22 But this plan we think allows
23 conceptually for everyone to understand that certain
24 uses will be confined to certain areas of the park.

1 One other change that I'd like to
2 highlight before Mike and Jim go through their
3 details, in the corner here, and I don't know if you
4 can see it, it's got a red one on the plan, that area
5 currently is not owned by CenterPoint.

6 That's a small out-parcel, that's
7 adjacent to the Steffes (phonetic) farm, that is owned
8 by Geraldine Steffes.

9 We do not by this plan suggest or
10 intend to suggest to you that we are trying to rezone
11 her property.

12 In fact, the legal notice that was
13 published and submitted does not include that property
14 in the proposed text amendment or the proposed
15 annexation.

16 We expect to be in contact with her and
17 her attorney, but we wanted to state for the record
18 that nothing that we're doing will in any way impede
19 the access to that parcel, and certainly we do not
20 propose at this time to zone it.

21 So, with that, I'll turn it over to
22 Mike and Jim to run through the changes to the plan.

23 MR. FORD: Listening to and observing a lot
24 of the input from the plan commission and the

1 residents of Elwood, we spent the last two weeks kind
2 of going back to the drawing board in making quite a
3 bit of changes and listening to everybody's input,
4 every last detail of what was important to you, in not
5 only quality of living, but what was also important
6 from a quality of zoning and other issues that we are
7 here to deal with.

8 We've been through various meetings, a
9 meeting with Rod and the village planner and his staff
10 on what issues were at hand and feel that we've come
11 back with some good ideas and some good concepts in
12 addressing the various issues that were of concern.

13 Probably starting up in the
14 northwestern, northeast corner here, one of the major
15 worries was that the configuration of what we had
16 originally been a straight ride out of Mississippi as
17 it exists now, back to what we know presently as to
18 the intersection of diagonal Mississippi and running
19 the road straight up to the right, to the north, back
20 up to connect with Drummond (phonetic) and back up
21 with your regular route, Drummond to baseline and out
22 of the park.

23 But understanding that, you know, that
24 there still is a lot of car traffic and a lot of

1 residents of Elwood, and those visiting would still
2 want to have access to the village in the downtown
3 area via the same route.

4 We've reconfigured it to be somewhat of
5 an S-curve shape, that would allow Mississippi to run
6 back and meet up with the existing Mississippi, but
7 also on the egress or the driving out of town would
8 run back up to Drummond Road and meet up with the
9 existing Drummond Road and be a straight access out of
10 town.

11 Obviously one of my concerns that we've
12 addressed and looked into is really at a point way
13 before town and way before that access of ensuring
14 that the truck and car traffic is separated, that
15 trucks do not have the access or the capability to
16 come anywhere near this what we consider a really
17 primary and main thoroughfare into town.

18 So, back before the Comm Ed easement,
19 before, well before the cemetery, on Drummond Road, we
20 have drawn up or installed each main industrial road
21 that would turn right off of Drummond, heading south
22 into the industrial park, which would be purely for
23 truck traffic and auto traffic obviously for the
24 industrial park at that point.

1 But from this point on, Drummond Road,
2 there will be a restriction that only allows car
3 traffic, there will not be any truck traffic allowed
4 back --

5 MR. MULLEN: I'm sorry. I don't mean to
6 interrupt you.

7 I believe by car traffic we meant that
8 to be trucks for -- it wouldn't prohibit a Fed Ex
9 truck nor a UPS truck, right?

10 MR. FORD: Obviously if you're going to have
11 a furniture delivery to your home or something, that
12 type of use would be allowed down that road, but as
13 Mike stated if a UPS, Fed Ex or the mailman might want
14 to make a delivery, they're still allowed obviously to
15 do that and continue on with their business.

16 So, that was a major change that we
17 looked into here.

18 Also staying up in this north corner
19 that we're still working heavily on, and Marty Russ
20 who is our traffic engineer is here as well if there's
21 any questions.

22 And that was by the committee's
23 suggestion was to look into the access and possibility
24 of reopening what we know as Diagonal Road to the

1 north side of the school and the park and to separate
2 those types of traffic.

3 We believe that the point may have been
4 an army driveway, but have now subsequently found out
5 and I do have the records with me, that it's owned by
6 the Bernhart (phonetic) family as part of their farm
7 that runs along there.

8 We are in the midst of a study right
9 now of understanding what exactly the construction and
10 the need would be to reopen that property and would
11 love to hopefully with your help maybe even approach
12 those individuals and talk about some solutions that
13 we could look into that would help everybody.

14 It's obviously difficult, it's private
15 land and we do not have any control or jurisdiction or
16 any, you know, really, have any overall input in those
17 matters but are still working in the process and see
18 that it's a very good idea and suggestion of trying to
19 separate some of or any of the traffic that exists now
20 that passes in front of the school and the park area.

21 So, that kind of takes care of the
22 northeast corner up here.

23 And then as we get down obviously as to
24 what we had our pre-meeting about with the residents of

1 South and Lincoln Avenues, understanding that the rail
2 we originally had configured was approximately 240
3 feet from the back yards of these residents along
4 those property lines, we have literally gone back to
5 the engineering drawing board and came up with a
6 design for a method that allows us to hold that rail
7 approximately 600 feet, which is a minimum also more
8 than twice of what we originally proposed away from
9 any possible residents. As we tried to even make more
10 of a cushion when the radius has allowed us to, we've
11 held it even farther back.

12 At some point it will be as far back as
13 700 feet to accommodate that.

14 That definitely does not exclude or
15 prohibit our original plan of berming and other
16 activities, which I'll get into here in a minute.

17 But I hope that it's somewhat of a
18 resolution to the concerns that were brought up and
19 addressed on that topic in that area.

20 So, those are some of the main
21 infrastructure changes that we went back to the
22 drawing board and thought up here, that there could be
23 solutions to what some of the concerns were.

24 I'd love to now move onto the next plan

1 that I worked or we worked very closely with Rod and
2 the village planner on to get the input and understand
3 what kind of zoning districts that we would be
4 proposing.

5 I think as Ken Shepro stated earlier,
6 in making the overall zoning ordinance here and
7 putting together a plan, the board definitely needs
8 more definition as to what exact areas and what type
9 of restrictions and uses would be allowed in those
10 areas.

11 So, what we've literally done is go
12 back and done a color-coded area here that
13 demonstrates once again the number one, which is A in
14 your literature, being a rail area, which is
15 industrial type of nature, but it does also have the
16 restrictions that are clearly outlined in your
17 literature.

18 Number two exhibit, in your literature,
19 the area, industrial area, which would be what Mike
20 and I have always talked about being CenterPoint type
21 of products, being the industrial buildings, precast
22 painted type buildings.

23 The third area being the commercial
24 area, which we talked about last planning meeting,

1 being a possibility of a restaurant or a hotel type
2 area, which once again has further restrictions,
3 setbacks and landscaping of such, with sidewalks and
4 other issues included, which is part of the
5 particulars that would be put together, and then of
6 course, a fourth area, being the park and conservation
7 area, which once again relating back to what we talked
8 about before, being most of the area, basically all
9 the area adjacent or around the village.

10 And then what's shown in the fifth area
11 here talks or highlights through what is really the
12 bermed areas.

13 As you know, in our development plans,
14 certain areas of concern, you know, we're trying to
15 address with landscaping and berming type issues, that
16 includes what is in the text as being anything that's
17 a primary roadway needs to have a minimum of a 30-foot
18 landscaped setback.

19 So, in other words, knowing that
20 Drummond being a main thoroughfare in the town for car
21 and other types of traffic, at this point being
22 restricted to light truck or auto traffic all past
23 here and all along will have to have 30 feet of green
24 space landscaped and trees, shrubbery, grass, that

1 type of stuff on each part or each side of that
2 roadway.

3 Another thing that I did here just I
4 guess this evening was that the consideration to make
5 the berm even wider and set back even wider on the
6 cemetery up to 50 feet was something that's been
7 requested, and we have no problem with that.

8 It actually works well in the
9 development plans, and it can accommodate that as
10 well.

11 Of course, along Hoff Road, because of
12 the cemetery and other activities, will also be bermed,
13 landscape setback requirements, as well as along East
14 Access Road, which also borders the cemetery as well.

15 But getting back to that understanding
16 that the primary setback being 50 feet from any
17 primary road, that would also, like I said include
18 Drummond, all the way down Mississippi into town, all
19 of these access roads, all along Hoff Road, all of the
20 areas that basically, you're going to be in a regular
21 site and regular contact and use of those type of
22 roads.

23 Backing 10 feet are all the internal
24 roadways to the industrial park that obviously have

1 not been planned out quite yet, because buildings can
2 shift and change as development activities happen.

3 I think that pretty much talks through
4 most of our changes that we've made to our plan.

5 Ken?

6 MR. SHEPRO: Well, I was just going to
7 comment, some of the questions that I think were asked
8 the last time about the particular location of berms,
9 fencing, that sort of thing, essentially that's going
10 to be a decision which we believe that the village
11 will make in conjunction with your comments.

12 You know, we've indicated a willingness
13 to berm at the property line if that's what people
14 want.

15 We've indicated a willingness to move
16 those berms away from the property line if there is a
17 desire to do that.

18 We have no vested interest in a
19 particular location.

20 The berms are really a method by which
21 we can provide an amenity in terms of screening to
22 the extent that if somebody wants to, the same thing
23 with respect to the park area.

24 We are showing potentially a berm area

1 along the park, but again, I think that would be a
2 judgment that the village would make when a specific
3 plan is brought forth.

4 It's not only for our development, but
5 for the use of the park itself as to whether the
6 residents would presumably want a berm between their
7 homes and the park or whether they want the berming
8 somewhere else.

9 Those are all things which would really
10 be a part of the preliminary plat process, when we
11 come in for a portion of the park, when we are
12 actually ready to develop it.

13 I think at that point, that really
14 would conclude our presentation.

15 We would be happy to respond to
16 questions, Mr. Chairman from the commission, from
17 staff or from the audience.

18 CHAIRMAN HANCOCK: Do you have anything
19 here?

20 Let's get Rod involved here.

21 He can explain the latest version of
22 the text amendment that we've been working on and you
23 might have some questions regarding that as well when
24 we open up public comment.

1 MR. TONELLI: For the sake of reference
2 tonight, I'll give a copy of this to you, we have a
3 working draft that's got a revision date as late as
4 today on the top of it.

5 And we just labelled it Village Exhibit
6 1, so that we're all working from the same thing here.

7 Well, as we met last night, I'll run
8 through what changes have been made as of today, based
9 on what we talked about.

10 But I'll go back a little bit for the
11 audience's sake and explain what this whole text
12 amendment is about.

13 Right now the village has three
14 industrial zoning districts, I-1, I-2 and I-3.

15 And each one of those allows a varying
16 degree of intensity of uses that can go into those
17 zoning districts.

18 And with the scale of this project and
19 the unique nature of this project, from the beginning,
20 we have suggested that we work at creating a zoning
21 district that only dealt with this property, and so
22 that zoning district is what the plan commission
23 meeting is about, it's going to be called the I-4,
24 industrial 4 zoning.

1 First and probably the most important
2 thing that starts in the district is it's limited to a
3 piece of property that's 1500 acres or more.

4 So, it essentially at that point will
5 only apply to this property if adopted and likely
6 won't apply to any other properties because of that
7 minimum area requirement of the property having to be
8 15 acres -- 1500 acres.

9 What the zoning district then does is
10 establishes and what Jim mentioned and referred to
11 here are subcategories of uses within it, and they're
12 called A, B and C.

13 A Is the intermodal facility, and
14 that's the primary use that's allowed in that area,
15 along with some accessory uses.

16 B Is what's referred to as industrial
17 uses, it would be consistent with the village's
18 current industrial district in terms of the uses that
19 would be allowed.

20 And the C category is going to be the
21 orange on the drawing is what's called a residential
22 protection zone, and those uses would be primarily
23 commercial, retail or service uses, more consistent
24 with what the village's commercial district allows.

1 So, again the I-4 is broken down into
2 three subcategories, A, B and C.

3 From there, I guess you get into any
4 details with these questions, but the rest of the
5 ordinance basically sets down what the requirements
6 are going to be for building, setbacks, landscaping,
7 as Jim mentioned, the improvement setback off of
8 roadways, parking requirements, all those types of
9 issues that go in.

10 And each of those has a distinct
11 relationship to the three subcategories, A, B and C.

12 There's more attention given to the C
13 and B categories in terms of having much more
14 stringent requirements in terms for landscaping, green
15 space and setbacks than there is in the A, as the A is
16 going to abut any other uses or even to the extent any
17 public right-of-ways.

18 So, as we get closer to town,
19 essentially what the ordinance does is make the
20 requirements get more stringent in terms of the
21 spacing and landscaping.

22 Now, after our meeting last night,
23 commissioners, we had a number of items we addressed,
24 and the changes that I was able to make at this point

1 I included in here in bold or in strike-out.

2 So, this is the same text you had
3 yesterday, and the changes should be pretty clear.

4 The first one I believe is on page
5 four, category C under permitted uses, number 6, it
6 allowed as permitted uses all the uses that were in
7 the C-1 local shopping district, but if you recall, we
8 talked about that that district did allow residential
9 apartments on the second story, and we didn't feel
10 that to be appropriate for the resident uses in this
11 part of the project. So, we've added several
12 residential uses into that line.

13 Going to page five, under paragraph D,
14 there was the requirement that relative to the green
15 space along the roadway, that there could be no
16 improvements aside from landscaping, and the
17 suggestion was made that we clarify that to suggest
18 that by that, we didn't mean you could not have
19 utility pedestals or boxes or underground improvements
20 in that area.

21 So, we added that language.

22 On page six, paragraph F, the
23 residential district, it previously read that where
24 any yard in this district abuts an existing

1 residential zoning district, no building shall be
2 erected within 50 feet of the residential lot line,
3 and we added to that the requirement that if the
4 building height exceeds 35 feet, that the setback of
5 50 feet will be increased two feet for, pardon me, one
6 foot for each two additional feet of building height.

7 Turning to page 9, in paragraph small
8 C, and this is the procedures under the concept plan
9 requirements that are established, the suggestion was
10 made that the plan commission had 30 days from the
11 close of the public hearing to make their
12 recommendation to the village board, it was previously
13 10.

14 Going down to paragraph G, we just had
15 a correction to make, a result of having added that
16 preliminary plat setback in the prior, and it was just
17 text that was there from the first version. And I
18 think that's it.

19 So, those were the comments we had
20 received from you that we were able to address as of
21 today.

22 Now, three other things that I think
23 that were unresolved as far as the comments we had
24 from you, and I think one of them may have been

1 addressed tonight was the question of the cemetery.

2 And the gentleman addressed that.

3 What came up was had you had any
4 contact with the cemetery association and have they
5 brought forth any requirements that they wanted to see
6 in relationship to your project.

7 MS. ST. GEORGE: The small cemetery.

8 MR. SHEPRO: I could say that after the last
9 hearing, a gentleman who I forgot his name, he
10 introduced himself to me as the president of the
11 cemetery association came up to me and indicated that
12 he did have some concerns about setbacks, and I
13 invited him to send us a letter, which I have not
14 gotten anything, but I understand that the concerns
15 that he raised are similar to the ones that Rodney has
16 raised.

17 And as Jim said, we have no problem
18 with berming or the 50-foot setback from the cemetery.

19 MS. ST. GEORGE: We discussed a hundred.

20 MR. TONELLI: You'd like a hundred?

21 MS. ST. GEORGE: Because one of the things
22 that we talked about, John said they were running out
23 of room.

24 I noticed that you had a little green

1 area next to the cemetery, to the west of the
2 cemetery, up to the Comm Ed easement.

3 MR. FORD: It's part of the berming we show
4 on the drawing there.

5 MS. ST. GEORGE: And I guess the question
6 was raised, just out of curiosity if CenterPoint would
7 donate that land, because the cemetery is almost right
8 now completely full, and if that wasn't going to be
9 used for anything but a berm, maybe it could be better
10 served as actual area in the cemetery, with the, that
11 drawing right there shows the buildings, I know that
12 they look really close, because that drawing is large
13 scale, but I guess if you're out there and that is a
14 pretty much a -- there's trees and stuff probably not
15 going to be there for much longer, it is there
16 probably a hundred years old, just to protect that
17 area as much as possible.

18 MR. SHEPRO: And we have also discussed the
19 possibility, and Sherry touched on the cemetery
20 association, assuming that they wanted room for some
21 more expansion, because they are, there's not maybe
22 half the size of this room is all that's left as far
23 as I'm aware.

24 That might be a possibility.

1 MR. MULLEN: I just want to make sure I
2 understand.

3 I think we're willing to do what you'd
4 like.

5 I'm just trying to understand.

6 You'd like the setback around the
7 entire cemetery, I think last week we were 30 feet, we
8 increased it to 50 feet.

9 You'd like that to be increased to 100
10 feet?

11 MS. ST. GEORGE: Between 80 and a hundred,
12 like the berm on the residential, currently.

13 I think 80.

14 MR. MULLEN: And the area, the next question
15 is --

16 MS. ST. GEORGE: On the other side, between
17 the Comm Ed easement.

18 MR. GARRETT: Between there and the
19 cemetery.

20 MR. FORD: Absolutely.

21 MS. ST. GEORGE: Go up to the Comm Ed
22 easement.

23 MR. MULLEN: Okay.

24 So, okay, I'll have the attorney

1 somehow put this into a legal document, but we are
2 willing to give that land to the cemetery expansion
3 and could we, if -- if they would like it.

4 MS. ST. GEORGE: Okay.

5 MR. MULLEN: And could we meet you at 80
6 feet all the way around, would that work?

7 MS. ST. GEORGE: I think that that would be
8 the minimum, because that's the residential setback.

9 So, for a cemetery, I think that would
10 be --

11 MR. FORD: I don't think they would have a
12 problem.

13 What I think Mike is saying is that
14 between the donation of the property from Comm Ed and
15 beyond that, an 80-foot buffer.

16 MS. ST. GEORGE: Around that?

17 MR. FORD: Yes, around the entire thing,
18 though.

19 MS. ST. GEORGE: I was just wondering why it
20 was different than the residential, because it would
21 seem to be tendered just like the residential.

22 So, 80 feet, if it's agreeable for the
23 residential, I don't see why it wouldn't be for the
24 cemetery.

1 MR. SHEPRO: We don't have a problem with
2 that.

3 I think the original concept was -- it
4 doesn't matter.

5 We can live with the 80 feet.

6 As far as donating the land, I think
7 you heard Mike indicate we would be willing to discuss
8 that with them.

9 I think the only concern I would have
10 tonight is that that's probably difficult for you to
11 do as part of a zoning aspect, but certainly if you
12 wanted to include that in your suggestion to the
13 board, we don't have a problem with that and we'd be
14 happy to pursue that as part of the annexation.

15 MR. TONELLI: Well, then if I could suggest
16 that the text amendment that you have before you, if
17 someone is inclined to motion on the approval tonight,
18 that you add to it a condition that we add a paragraph
19 to provide a setback buffer to the small cemetery, a
20 minimum of 80 feet and include that language then in
21 the draft.

22 A few other questions that came up,
23 that we hadn't seen before tonight was one, the B
24 category used along the east side.

1 Could you explain for that, how that
2 came into the plan?

3 I know that the original plan never
4 really showed that area.

5 MR. FORD: The original plan showed an open
6 place, it didn't show any rail.

7 Mike, maybe you want to address that?

8 MR. MULLEN: The agency or railroad has a
9 group of just-in-time customers that they would like
10 to actually put inside the fence, and trying to come
11 up with a railroad layout that worked, we actually and
12 I apologize, we did this months ago, slid the entire
13 intermodal to the west to free up an area where they
14 could have some of their suppliers or some of their
15 biggest hustlers inside the fence.

16 And so, we're designating that as an
17 industrial area that would occur inside the fence.

18 I guess I'd like to also make a
19 clarification, because I overheard someone behind you
20 saying, well, all this is zoned, this is all zoned
21 intermodal.

22 One thing I'd like to point out again,
23 we've got this 175-acre probably plus area of
24 wetlands, which are really that conservation area.

1 This drawing isn't meant to reflect
2 that this is wall-to-wall intermodal, because the
3 intermodal portion of it is a ring track that -- well,
4 you've seen the earlier drawings, but that hasn't
5 changed.

6 You've still got this large wetland
7 area right in here, and again, this would be
8 industrial plan use, it would be industrial inside the
9 fence.

10 Theoretically, there could be
11 industrial between this weapons area and the
12 intermodal, there could be more industrial inside the
13 fence is my understanding.

14 So, I don't want to miss -- I'm not
15 trying to misconstrue what this drawing represents,
16 because it's not all intermodal either, because as you
17 recall there is green areas in there.

18 MR. SHEPRO: And again just to reinforce
19 what Mike said, this is designed to be a color-coded
20 we call it sort of a blob plan.

21 Within another area, there obviously
22 will be wetland, storm water detention, none of those
23 things are intended to be shown on this plan.

24 The fact that they're not shown doesn't

1 mean that they're not there, and it certainly doesn't
2 mean that we can build on every square inch of any of
3 these areas.

4 Within each area there are, there are
5 setbacks, they're landscaped, Rodney has talked about,
6 and there would be the federal and state requirements
7 for the wetlands, detention and so forth.

8 MR. TONELLI: And just so everybody is
9 clear, what the process is that's established here
10 this second, seeking approval of this concept, and
11 what that approval does for this new zoning text, it
12 delineates on this property where the A, B and C uses
13 can go, and it delineates what the major roadways are,
14 because they have increased landscaping and setback
15 requirements beyond that, there's nothing else at this
16 point.

17 The next step in the process towards
18 development for developing this would be to follow the
19 subdivision ordinances and all other applicable and
20 county and state ordinances that there are in terms of
21 preparing a preliminary engineering plan, where all
22 those details get flushed out.

23 The village also has the building
24 codes, et cetera. All those still apply.

1 So, at this time, the only thing that's
2 being brought forth for the plan commission's
3 consideration is how the property essentially
4 gets divided in these three uses.

5 And all the details of the standard of
6 the roadways, the storm water management issues, the
7 flood plain, the wetland, those all still have to come
8 back to go through all the appropriate channels,
9 whether they will be village, state or federal.

10 So, all we're talking about at this
11 time is essentially the A, B and C part of the
12 property.

13 Another question that was raised that I
14 don't recall, but a previous version of this drawing,
15 I think I labelled power plant site.

16 Was it changed?

17 MR. FORD: Which is now gone.

18 We've through research found this area
19 to be of environmental concern.

20 I'm not talking about environmental
21 contaminants, I'm talking about environmental
22 endangered species and endangered birds, and that
23 would make it difficult to develop, and one of the
24 things that the forest service is looking into doing

1 is recharging part of the creek, Jackson Creek.

2 And for all the obvious reasons now
3 that I've talked about, we've really determined this
4 to be more of a green space area.

5 So, the power plant, if any, would
6 never be built in that area.

7 MR. TONELLI: Okay.

8 Then one question I had, and Ken I
9 think or Jim could probably respond to this.

10 In category C, you have a list of
11 permitted uses and in the redraft of this, I had
12 nothing in mind for additional uses.

13 I left question marks there.

14 Was there anything that you thought out
15 of as necessary in that?

16 MR. MULLEN: I'm sorry.

17 Would you mind if I made another
18 comment, because just for a point of clarification?

19 As mentioned, we had always proposed a
20 power plant up there for the reasons Jim just
21 outlined.

22 We still believe it is in the best
23 interest of this park and to attract business to this
24 park if we could offer a low-cost alternative to

1 Commonwealth Edison's power, we'd like to get that
2 power plant.

3 As we said last week, we don't have a
4 deal with the power plant operator, we've been working
5 for months, it's, you know, kind of like hurting
6 kittens trying to get these guys across the finish
7 line, but I would like to again, so you know that
8 we're being forthright with you, because they're
9 drawing again labels, these three different zones.

10 If the power plant doesn't work at this
11 location for the reasons Jim just outlined, you know,
12 we would like to have the option again to put it down
13 not in the green areas, but possibly in the
14 intermodal, because that's the logical place to put
15 it.

16 It's as far away from town as possible,
17 in the center of the intermodal, I don't think it
18 interferes with anybody, it still keeps us close to
19 the power lines and again not in any of the detention
20 areas.

21 So, under the zoning, we're asking for
22 the power plant, which we proposed here, you may want
23 the option to move let's say to right here as a, and
24 you know, but within the fence or I just guess you

1 should say inside the intermodal area.

2 Thank you.

3 MS. ST. GEORGE: Does that change -- you
4 have that down as conditional use.

5 MR. TONELLI: That's a conditional use,
6 category --

7 MS. ST. GEORGE: A.

8 So, would that be moved up into,
9 instead of conditional --

10 MR. SHEPRO: Frankly I wouldn't have a
11 problem with if you wanted to move both of the
12 conditional uses up into permitted uses as far as
13 governmental offices, if somebody wants to put it
14 there, we don't have an objection.

15 So, that might be appropriate.

16 And we could make those 4 and 5, I
17 guess.

18 And as far as the conditional uses
19 under category C, I would certainly be happy at this
20 point just to delete that.

21 MR. FORD: It appears that everything that
22 you've outlined would include everything we could
23 possibly fathom.

24 MR. TONELLI: I think at that point that's

1 the limit of my questions or open issues.

2 Do the plan commissioners have any or
3 the CenterPoint people have any?

4 MR. MULLEN: I don't, I just wanted to make
5 those clarifications.

6 MR. SHEPRO: We'd be happy to respond to any
7 questions, comments.

8 MR. GARRETT: I think we've been over it and
9 over it and over it again.

10 MR. TONELLI: I think the concept plan that
11 they brought to us tonight is a pretty good reflection
12 or what we wanted to see, of course, with two
13 exceptions, it still needs to be tweaked so that the
14 categories A, B and C, that actual language is on the
15 face of it and that the appropriate roads are shown
16 primary and secondary, because those languages are
17 reflected in the --

18 MR. FORD: You're right, it's shown 1, 2 and
19 3, but there's a roadway that demonstrates what
20 actually are primary and secondary.

21 MR. TONELLI: But I think I'm comfortable
22 with what's represented on it, and like what we have
23 talked about, that if you make a recommendation on it,
24 that you do so just with the condition that we amend

1 the face of it to be consistent with the requirements
2 of the concept plan in the I-4 district.

3 MS. ST. GEORGE: A being one, B being two
4 and C being three and four?

5 MR. TONELLI: C being three, four being
6 labelled as it is, park conservation.

7 We really need only to amend the lines
8 that reflect, A, B and C.

9 CHAIRMAN HANCOCK: Do we have any questions
10 for our presenters here?

11 And please stand, introduce yourself
12 again.

13 MR. JACKLICH: Mark Jacklich,
14 J-a-c-k-l-i-c-h, 108 West South Street.

15 If you put the construction of the
16 power house on hold or possibly relocate it on your
17 proposed plan, will you be installing a substation
18 prior to the building of the power house?

19 MR. MULLEN: I'll respond to this.

20 As you recall last week, we mentioned
21 we will probably go to Commonwealth Edison to solve
22 our short-term power needs.

23 As we said, the power plant, if we're
24 successful in landing one may not be constructed for

1 two to four years.

2 So, realistically, we'll probably go to
3 a Commonwealth Edison substation front to coincide
4 with our initial development, which is 24 months of
5 construction.

6 MR. JACKLICH: And if you hook up with a
7 company that will come in and build a generating
8 station for you, you would be a primary customer,
9 correct?

10 MR. MULLEN: Yes, we will, yes.

11 MR. JACKLICH: And what are the
12 potential fuel sources for that?

13 MR. MULLEN: All natural gas.

14 MR. JACKLICH: No coal, no oil?

15 MR. MULLEN: No.

16 CHAIRMAN HANCOCK: Other questions?

17 Okay. If there are no further
18 questions, what I'd like to do is we're going to, I'm
19 going to accept a motion here to close the public
20 hearing and then we'll take about a 10-minute break
21 and come back at what is it, 8:00, and then we'll
22 resume the meeting and see if we take a vote on this
23 issue tonight.

24 I'll entertain a motion.

1 MR. GARRETT: I'll make a motion we adjourn
2 the meeting, close the meeting.

3 CHAIRMAN HANCOCK: Close the public hearing.

4 MS. ST. GEORGE: Second.

5 MS. BUCHENAU: All in favor?

6 MR. JENCO: Aye.

7 MR. GARRETT: Aye.

8 MR. BOSONETTA: Aye.

9 MS. ST. GEORGE: Aye.

10 MS. KIRINCICH: Aye.

11 CHAIRMAN HANCOCK: We'll take a break until
12 8:00.

13 (WHEREUPON, a brief recess
14 was held in the proceedings.)

15 CHAIRMAN HANCOCK: We're at a point here
16 where we might possibly take a vote on these three
17 issues, the text amendment, the plan amendment and the
18 concept plan.

19 MS. BUCHENAU: You have to open it back up,
20 because you closed it.

21 CHAIRMAN HANCOCK: We don't have to do that.

22 And assuming that someone makes a
23 motion to make a recommendation that we vote on the
24 text amendment, Rod Tonelli will read to you the

1 criteria by which that vote will be made.

2 MR. TONELLI: Okay. For the purpose of that
3 motion, I have what we're calling Village Exhibit B,
4 which is --

5 MR. GRAHAM: Or 2.

6 MR. TONELLI: Pardon me..

7 Village Exhibit 2, which is the draft
8 text that you reviewed tonight with the revised date
9 of 2-8-99 on it, and I've written on Village Exhibit
10 2, the revisions to the draft as we've discussed them.

11 The first one would be that in category
12 A of the allowable uses, we have stricken the heading
13 conditional uses and relabelled number one and number
14 two, which were under conditional uses as number four
15 and number 5 under permitted uses.

16 Secondly, under category C, residential
17 protection zone, we have stricken the phrase
18 conditional uses entirely.

19 And then finally under IV, we are going
20 to be adding an additional paragraph, relative to the
21 adjacency to Maple Hill Cemetery, which would require
22 a mesh 80-foot setback of any building from that
23 cemetery property.

24 MS. BUCHENAU: Rod, this is 2000, not '99.

1 MR. TONELLI: That's good.

2 CHAIRMAN HANCOCK: I'll entertain a motion
3 that we, regarding the text amendment.

4 MS. KIRINCICH: I'd like to make a motion to
5 approve the zoning text amendment to create an I-4
6 zoning classification, consistent with the language of
7 the zoning text proposal in Village Exhibit Number 2
8 and refer same to the village board for consideration
9 and adoption if appropriate.

10 MS. ST. GEORGE: I'll second the motion.

11 CHAIRMAN HANCOCK: First I'll take a voice
12 vote.

13 MS. BUCHENAU: Jim?

14 MR. BOSONETTA: Yes.

15 MS. BUCHENAU: Floyd?

16 MR. GARRETT: Yes.

17 MS. BUCHENAU: John?

18 CHAIRMAN HANCOCK: Yes.

19 MS. BUCHENAU: Doug?

20 MR. JENCO: Yes.

21 MS. BUCHENAU: Jodi?

22 MS. KIRINCICH: Yes.

23 MS. BUCHENAU: Sherry?

24 MS. ST. GEORGE: Yes.

1 MS. BUCHENAU: The motion carried.

2 CHAIRMAN HANCOCK: Okay. The next issue was
3 the proposed plan amendment, which would grant the I-4
4 zoning district, and here are the criteria which will
5 be used, proposed findings of fact, that one, the
6 proposed plan amendment is consistent with
7 the existing use of the property within a general area
8 of the property in question.

9 Two, that the proposed plan amendment
10 is consistent with the zoning classification of
11 property within the general area of the property in
12 question.

13 Three, that the proposed plan amendment
14 is consistent with the suitability of the property in
15 question for the uses permitted under the existing
16 zoning classification.

17 Four, that the proposed plan amendment
18 is consistent with the trend of development in the
19 general area of the property in question, and
20 including changes which may have taken place since the
21 day the property in question was placed in the present
22 zoning classification.

23 Five, that the proposed plan amendment
24 is consistent with the proper length of time the

1 property has been considered in the context of land
2 development in the area surrounding the subject
3 property.

4 And six, that the proposed plan
5 amendment is consistent with the extent to which the
6 property values have diminished by particular zoning
7 class restrictions, excuse me, and that is Village
8 Exhibit Number 3, those findings of fact.

9 And I would entertain a motion
10 regarding the proposed plan amendment.

11 MS. KIRINCICH: I'd like to make a motion to
12 approve the zoning class, rezoning the Joliet Arsenal
13 property in question to the new I-4 zoning district,
14 adopting thereby the proposed findings of fact as
15 required by ordinance number 506 and subsequent
16 amendments as set forth in the Village Exhibit Number
17 3 and referring this recommendation to the village
18 board for consideration and approval if appropriate.

19 MS. ST. GEORGE: I second the motion.

20 MR. TONELLI: If I can interrupt for one
21 second?

22 The motion referred only to the Joliet
23 Arsenal property and this proposal also includes the
24 Steffes property.

1 MS. KIRINCICH: I'd like to amend that to
2 also include the Steffes property.

3 MS. BUCHENAU: I'll need a second.

4 MS. ST. GEORGE: I'll second that.

5 MS. BUCHENAU: I'll take a voice vote.

6 Jim?

7 MR. BOSONETTA: Yes.

8 MS. BUCHENAU: Floyd?

9 MR. GARRETT: Yes.

10 MS. BUCHENAU: Doug?

11 MR. JENCO: Yes.

12 MS. BUCHENAU: Excuse me. John?

13 CHAIRMAN HANCOCK: Yes.

14 MS. BUCHENAU: Jodi?

15 MS. KIRINCICH: Yes.

16 MS. BUCHENAU: Sherry?

17 MS. ST. GEORGE: Yes.

18 MS. BUCHENAU: Motion carried.

19 CHAIRMAN HANCOCK: Okay. I would entertain
20 a motion regarding the concept plan for the proposed
21 industrial park.

22 MS. KIRINCICH: I'd like to make a motion to
23 approve the concept plan as delineated on CenterPoint
24 Exhibit Number 23 of the CenterPoint public hearing

1 and refer same to village board for consideration and
2 approval if appropriate, subject to the following
3 conditions: that the concept plan be revised to
4 reflect the language and requirements as listed in the
5 I-4 district and the review of the village
6 professional staff.

7 CHAIRMAN HANCOCK: Second?

8 MS. ST. GEORGE: Second.

9 MS. BUCHEANU: Jim?

10 MR. BOSONETTA: Yes.

11 MS. BUCHENAU: Floyd?

12 MR. GARRETT: Yes.

13 MS. BUCHENAU: John?

14 CHAIRMAN HANCOCK: Yes.

15 MS. BUCHENAU: Doug?

16 MR. JENCO: Yes.

17 MS. BUCHENAU: Jodi?

18 MS. KIRINCICH: Yes.

19 MS. BUCHENAU: Sherry?

20 MS. ST. GEORGE: Yes.

21 MS. BUCHENAU: Motion carried.

22 CHAIRMAN HANCOCK: Okay. We have just a few
23 other items to take care of regarding the CenterPoint
24 property.

1 We're all through with that, if you
2 would like to go elsewhere.

3 MR. SHEPRO: Mr. Chairman, if I could just
4 thank you and the plan commissioners and the staff for
5 your attention during our two public hearings, we are
6 also sensitive to the fact that you've had several
7 special meetings in a very short space of time, and we
8 very much appreciate your efforts to help us meet our
9 own time table, and we look forward to being back here
10 many times as this plan goes through refinement and
11 more detail as we go to preliminary and final plat,
12 hopefully upon completion of the annexation process.

13 And we thank you very much.

14 MR. MULLEN: I'd like to also thank you.

15 Thank you very much.

16 CHAIRMAN HANCOCK: Stop the record here.

17 (Whereupon, that was all
18 the proceedings held in the
19 above-entitled matter.)

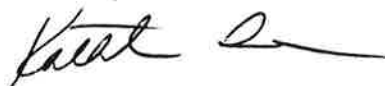
1 STATE OF ILLINOIS)

2) SS:

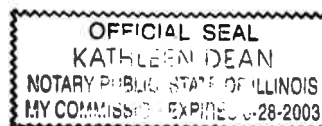
3 COUNTY OF W I L L)

4
5 I, Kathleen Dean, Certified Shorthand Reporter
6 No. 84-1438, a Notary Public within and for the County
7 of Will, do hereby certify that I reported in
8 shorthand the proceedings had and testimony taken
9 in the above-entitled cause; and that the foregoing
10 report of proceedings is a true, correct and complete
11 transcript of my shorthand notes so taken at the time
12 and place hereinabove set forth.

13 In testimony whereof, I have hereunto
14 set my hand and affixed my notarial seal this 15th day
15 of February, A.D. 2000.

16
17
18 
19 Notary Public

20
21
22 My Commission Expires
23 June 28, 2003.



VILLAGE
EXHIBIT #3

PROPOSED FINDING OF FACT

Village of Elwood/Centerpoint Redevelopment of the Arsenal Property

The Plan Commission for the Village of Elwood hereby finds the following:

1. That the proposed map amendment is consistent with existing uses of property within the general area of the property in question.
2. That the proposed map amendment is consistent with the zoning classification of property within the general area of the property in question.
3. That the proposed map amendment is consistent with the suitability of the property in question for the uses permitted under the existing zoning classification.
4. That the proposed map amendment is consistent with the trend of development, in the general area of the property in question, including changes which may have taken place since the day the property in question was placed in its present zoning classification.
5. That the proposed map amendment is consistent with the length of time the property has been vacant as zoned considered in the context of land development in the area surrounding the subject property.
6. That the proposed map amendment is consistent with the extent to which property values are diminished by particular zoning restrictions.

