

VILLAGE OF HILLSIDE, ILLINOIS
ZONING BOARD OF APPEALS MEETING
December 13, 2022 - 7:07 P.M.

REPORT OF PROCEEDINGS taken at the
Hillside Municipal Complex, 425 Hillside Avenue,
Hillside, Illinois, reported by Robin M.
Chimniak, Illinois CSR License No. 084-1999.

BOARD MEMBERS PRESENT:

JOSEPH PISANO,
Village Administrator, Zoning Administrator
JAMES ERLANDER, Zoning Board Member,
Acting Chairman

ROBERT KREGAS, Zoning Board Member

NOREEN THERMOS, Zoning Board Member

WILLIAM NORWOOD, Zoning Board Member

MICKEY STIMAC, Zoning Board Member

PETER SARANGELO, Zoning Board Member

ALSO PRESENT:

Schoenberg Finkel Beederman Bell & Glaser
PATRICK E. DEADY
On behalf of the Village of Hillside;

THOMAS R. BURNEY
On behalf of Newcastle Partners

I N D E X

PRESENTATIONS

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(Whereupon the following
proceedings commenced at
7:07 p.m.)

MR. PISANO: We'll call the meeting of
the zoning board. We will start the meeting,
call it at 7:07.

The first order of business in
front of the Zoning Board of Appeals is to elect
a chairperson, since the sitting chair is not
available to be here this evening.

So is there a motion on the floor
to elect one of the members as the chairperson?

MR. NORWOOD: I move a motion that we
elect one of the committee members as chairperson
for this meeting.

MR. PISANO: Okay. Would you recommend
Jim Erlander?

MR. NORWOOD: I would recommend Jim
Erlander.

MR. PISANO: Thank you.

Is there a second to that motion?

MR. SARANGELO: No problem.

MR. PISANO: Thank you.

Okay. Jim, would you take over as

1 chair then?

2 MR. ERLANDER: So I'm reading the
3 public hearing? This one?

4 MR. PISANO: You've got that. Here.

5 MR. ERLANDER: I don't have that.

6 MR. PISANO: I've got it all.

7 MR. ERLANDER: Oh, this one. I don't
8 have this one.

9 MR. PISANO: Give me one second.

10 MR. ERLANDER: Different one?

11 MR. PISANO: Same one. Same one.

12 MR. ERLANDER: Okay.

13 MR. DEADY: Do you want to move? You
14 can move to the middle if you want. Do you want
15 to stay there?

16 MR. ERLANDER: "The hearing"? "This
17 hearing"?

18 MR. DEADY: Yes.

19 MR. ERLANDER: Okay.

20 This hearing is authorized under
21 the provisions of Section 65 of the Illinois
22 Compiled Statutes 5/11-13-1.1
23 through 5/11-13-1127 -- or sorry -- -27 of 2018,
24 and Article 11.4 of the Hillside Zoning Ordinance

1 of 1980, as amended.

2 Tonight's hearing is for this
3 board to consider the petition for special use at
4 the property commonly known as --

5 MR. PISANO: Sorry. That's actually
6 for a commercial planned unit development.

7 MR. ERLANDER: Yes, commercial planned
8 unit development at the property commonly known
9 as 100 South Mannheim -- that's -- no, this is --

10 MR. DEADY: That's not it.

11 MR. PISANO: 101.

12 MR. DEADY: 101.

13 MR. ERLANDER: -- 101 Wolf Road, not
14 Mannheim.

15 Let it be known, for commercial
16 planned unit development, the Zoning Board of
17 Appeals of the Village of Hillside, acting as the
18 planning commission pursuant to Section 11.10(4)
19 of the Hillside zoning ordinance makes a
20 recommendation only in which the final
21 determination is made by the Village of Hillside
22 mayor and board of trustees.

23 Now introduce the board members
24 who are present:

1 Bob Kregas, William Norwood,
2 Noreen Thermos, and Peter Sarangelo -- and me,
3 Jim Erlander.

4 Does the petitioner have any
5 objections to any of the members on -- of this
6 board?

7 MR. DEVINE: No.

8 MR. ERLANDER: Under the state of
9 Illinois Open Meetings Act, members of the board
10 may not have had prior discussions regarding this
11 petition prior to tonight's hearing.

12 Does anyone present have knowledge
13 of any previous discussions between board
14 members? No?

15 MR. KREGAS: No.

16 MR. ERLANDER: I will now swear in
17 anyone who may have testimony to present at
18 tonight's hearing. Please rise and raise your
19 hand -- right hand.

20 (Witnesses sworn.)

21 MR. ERLANDER: Our secretary will now
22 read the applicant's petition. We will dispense
23 with the legal description, if there are no
24 objections. The legal description will be part

1 of the findings from this board.

2 MR. PISANO: Thank you, Chairman.

3 This public hearing is for the
4 purpose of presenting a request for the land
5 known -- the property commonly known as 101 North
6 Wolf Road, Hillside, Illinois, from Newcastle
7 Partners, LLP, for approval of a commercial
8 planned development, pursuant to Section 11-10,
9 Subsection 4 of the Hillside Zoning Code,
10 order -- zoning ordinance.

11 Petitioner requests the following
12 permitted uses be recommended by the plan
13 commission for approval, in addition to those
14 permitted in the underlying B-2 plan shopping
15 center district on the property, in order to
16 permit a single- or multi-use tenant, use
17 facility for e-commerce, warehouse, and
18 distribution uses.

19 Section 4.6, Subsection 031:
20 Cartage, express, parcel delivery establishments,
21 not including motor freight terminals on a lot
22 less than two acres.

23 Section 4.6, Subsection 169:
24 Wholesale and warehouse establishments, but not

1 including sale or storage of flammable liquids,
2 materials, gases, except those that are in
3 original sealed --

4 MS. STIMAC: Hello, everybody.

5 MR. ERLANDER: -- containers. The
6 property commonly known as --

7 MS. STIMAC: It's quiet in here. Isn't
8 anybody talking?

9 MR. PISANO: Yeah, we're talking.

10 MS. THERMOS: Joe is.

11 MR. PISANO: Hold on. Yeah. Thank
12 you, Mickey.

13 So the property commonly known as
14 101 North Wolf Road --

15 MS. STIMAC: (Simultaneous cross talk.)

16 MR. PISANO: -- bears Permit Tax Index
17 Nos. 15-17-101-017-0000, and Property Tax No.
18 15-17-101-018-0000 and is formally known as the
19 Menards property.

20 Can we let the record reflect that
21 the other board member, Mickey Stimac, is
22 attending as well?

23 MR. ERLANDER: Okay. Sorry.

24 We will now hear from the

1 peti ti oner.

2 Please state your name.

3 MR. DEVINE: Good evening. My name is
4 Sean Devine. I'm with Newcastle Partners. We
5 are the peti ti oner here tonight and the landowner
6 of 101 North Wol f Road.

7 So thank you all for being here
8 tonight, this evening, ladies and gentlemen, and
9 thank you for having us back. I think we learned
10 a lot from the process to date, talking to the
11 various boards and to staff about our proposal.

12 With me here tonight is -- with
13 myself, is John Pagliari, who represents
14 Panattoni Development, who is the developer of
15 the property; Javier Millan, who is with KLOA,
16 who is the transportation consultant for the
17 project; and also Mike MaRous, who is the author
18 of the highest-and-best-use study that was done
19 with regard to the property.

20 So, here is the outline of kind of
21 what I'm going to go over tonight. It's kind of
22 a little bit of a condensed version of some of
23 the materials that were already presented to you.

24 MR. ERLANDER: Could you hold on for

1 just one second?

2 MR. DEVINE: Sure.

3 (Brief pause.)

4 MR. DEVINE: So our goal tonight is to
5 give the board a little bit more color on some of
6 the information that was provided and hopefully
7 answer any questions or talk about any of the
8 various aspects of the proposal.

9 Certainly it's not a very formal
10 presentation, so I'd welcome any questions that
11 anyone has, probably throughout the presentation.
12 That's probably the best way to handle it,
13 instead of having to come back and look at
14 different materials.

15 Without further ado, I'm going to
16 dive right in. I'm going to try to not do all
17 the talking here tonight. As I've said, we've
18 got some of our partners here tonight, and who
19 are going to kind of handle some of the different
20 aspects of the proposal that they're involved in.

21 So what has changed since we've
22 been -- since we were here back in, I believe it
23 was October? The -- our proposal -- we have
24 listened to the feedback from the various boards

1 and from staff, and we have decided to drop our
2 request for -- to allow manufacturing uses at the
3 property. You know, although we feel there is a
4 good chance that the building could be a home to
5 a very compatible light manufacturing, light-
6 assembly user, we understand the village's
7 concern of not knowing who that user is on the
8 front end, so we've decided to -- and the risks
9 associated with that, so we've decided to not
10 request this altogether. We believe that the
11 building, as a distribution building, light
12 warehousing building is strong enough to support
13 the development going forward.

14 We reduced the size of the
15 building by 32,000 square feet. We were at
16 203,000 feet approximately. We dropped that to
17 170,000 feet so that we are in full compliance
18 with the village's site requirements, FAR
19 requirements.

20 With that reduction in square
21 footage, we've also reduced the number of docks
22 that the building has. We had 46 docks before.
23 We're now down to 30 docks, which is an
24 approximately 35 percent reduction.

1 And, again, the smaller building
2 with less docks is responsive to some of the
3 comments and concerns we've heard from the
4 planning commission, yourselves, and some of
5 the -- thank you -- as well as staff.

6 We've also increased, with
7 dropping the building, we've also increased the
8 green space for the development to 42 percent;
9 29 percent if you exclude the detention areas,
10 which I believe is well above Hillside's 10
11 percent requirement.

12 Before jumping into the
13 development, I just want to give a little
14 background for some of the board members on the
15 current owner, and also have Mr. Pagliari give a
16 little bit of background on his company, who is
17 going to be building the building.

18 Newcastle Partners, who are they?
19 Newcastle is a retail owner and operator, highly
20 experienced retail owner and operator, with
21 extensive ownership and redevelopment experience
22 since about the 19- -- the principals came
23 together in the 1970s, formed Newcastle Partners
24 right around the time they purchased Hillside

1 Mall back in 1992.

2 They've got extensive ownership
3 and redevelopment experience with numerous large
4 retail users, including Costco, Home Depot,
5 Meijer, Walmart, to name a few. Menards, of
6 course, and also Walgreens, CVS. Most recently
7 they completed a Costco transaction in Naperville
8 in 2020.

9 So the ownership, for those that
10 aren't aware -- I know some people are -- the
11 ownership group purchased Hillside Mall in 1992.
12 It had a Carson's and some remaining mall
13 tenants. There was a former Goldblatt's and
14 Zayre -- large building that they had a letter of
15 intent with Sears. Unfortunately, Sears pulled
16 out right around that time, so they were just
17 left with basically the Carson's.

18 They did manage to lease that
19 property, as we all know, to Menards about a year
20 or two later. Menards was coming into the market
21 at that time, and they were kind of taking up
22 older buildings to -- you know, before -- while
23 they got their strategy of building new buildings
24 in place. Fortunately for the owners and for

1 Hillside, they actually stayed there for
2 20 years. It took them 20 years before they
3 managed to move over to North Avenue in a new
4 building.

5 So, again, Carson left,
6 approximately 1997, and as we all know, they sold
7 that portion of the property, about half the
8 property, to CarMax.

9 (Sharing slide.) This is Hillside
10 Center, probably kind of at its, you know, peak;
11 Goldblatt's, Woolworth, Carson's, among others.
12 There is a Kroger grocery store, among other
13 tenants.

14 So at this time, I'm going to
15 bring John up to talk a little bit about
16 Panattoni, kind of who they are and what they do.

17 MR. PAGLIARI: Hi, good evening. My
18 name is John Pagliari. I'm the Chicago partner
19 for Panattoni Development Company. We've been
20 building buildings in the Chicago area for over
21 20 years, since 2001. My partner, Carl
22 Panattoni, started the company out in Sacramento
23 California in 1986, and, you know, we're clear
24 across the United States, Canada, and in Europe.

1 So we're, you know, nationally known. Largest
2 private developer in the world.

3 And I've been here for 20 years in
4 Chicago and building buildings. You know, we've
5 done over 80 projects in the Chicago suburbs and
6 the City of Chicago, 79 were on a speculative
7 basis. So we basically build these buildings and
8 try to lease and/or sell them as we finish them.

9 (Sharing slides.) So a couple of
10 the buildings that we're highlighting here are
11 these three, you know, very similar buildings to
12 the one we will hope to build in Hillside. A
13 rear loaded; cars, office in front; truck docks
14 in back type of building. We call them a
15 rear-loaded building.

16 These three examples here,
17 NorthShore Care Supply is actually a healthcare
18 consumer products that basically take large
19 packages, break them down, and send them out to
20 their customers.

21 Learning Resources is a large
22 children's book educator. They bought one of our
23 buildings in Vernon Hills, a big 350,000-foot
24 building in Vernon Hills.

1 Then the last one here is Uncommon
2 Threads, is a chef apparel fabricator. They took
3 our -- another building in Vernon Hills, another
4 rear-loaded building.

5 These buildings were all built in
6 '21 and are leased up now. So these are very
7 relevant, recent comparable buildings that we've
8 built and leased and/or sold to the users out in
9 the marketplace.

10 Go ahead, Sean.

11 MR. DEVINE: Thanks, John.

12 So moving on, we're just going to
13 take a look quickly at the existing site we're
14 all familiar with, and some of the prior uses.

15 (Sharing slide.) This is the
16 site, an aerial photo looking northeast. As we
17 can see, we all know I-90 is to the north, CarMax
18 to the east, we've got the freight railroad
19 tracks and some land to the south, and, of
20 course, you know, Wolf Road -- four-lane Wolf
21 Road to the west. The site sets up very well in
22 terms of having barriers to residential and to
23 the schools, which are located just under the
24 camera basically, as we all know.

1 (Sharing slide.) I think this is
2 a good angle. You can see -- one of the things
3 I'm going to talk about later, you can see the
4 noise barrier on 290, which is a big impediment
5 to visibility to the site. So that's -- coming
6 from the west, it's very difficult to see the
7 site, which has been a common complaint from, you
8 know, potential retailers, users for the site.

9 (Sharing slide.) So, again, high
10 barriers to entry, and as you can see as we go on
11 how we've set up the building. We think it works
12 very well with the site and some of the
13 surrounding areas of concern for the village.

14 (Sharing slide.) Here is another
15 angle. These -- these big pipes on the site were
16 actually from ComEd. The village graciously
17 allowed ComEd to store some materials there. So
18 we just happened to catch a photo when we had
19 these pipes there.

20 (Sharing slide.) This is the
21 zoning map from Hillside. As we can all see,
22 kind of what I pointed out, the site surrounded
23 on pretty much all sides by either business uses
24 or high-density residential uses. And also

1 obviously blocked from some of those by 290, and
2 you can see some of the -- the Hillside Bowl and
3 some of the areas just to the southeast, and, of
4 course, CarMax.

5 (Sharing slide.) This is Hillside
6 Mall. This photo is about probably circa 1981.
7 So I wanted to put this photo up because I think
8 it's very important for the board and for
9 everyone to just keep in mind that we're not
10 comparing this site to the existing vacant
11 conditions here. The property is zoned B2, which
12 is for shopping centers. It was zoned to support
13 this development, which is, you know, a half a
14 million square-foot -- 500,000 square-foot
15 shopping center. At one time it had, as you can
16 see, thousands of cars and, you know, I don't
17 quite have exact amount of trucks that the
18 property was -- that was servicing the mall, but
19 it was substantial. There are areas in the back,
20 a couple areas with truck docks. So there was
21 multiple, numerous trucks coming into the mall
22 every day and, again, thousands of cars.

23 So, again, it's important not
24 to -- to keep in mind we're not comparing a --

1 you know, a vacant site, you know, with nothing
2 going on. We're comparing -- you know, we're
3 looking at the existing zoning and what it
4 supported in the past, in relation to the schools
5 and to the residential and, you know, what it was
6 meant to support.

7 (Sharing slide.) This is the
8 Menards building around 2001. You can see the
9 CarMax, obviously the Menards, which was the
10 former Goldblatt's building, and I believe that
11 was a Harlem Furniture took many over the Kroger
12 space in the out-lot.

13 So, again, you know, I'm not sure
14 what the parking count is, but probably up into
15 the thousands of cars, and Menards has multiple
16 trucks coming in daily to their facilities.

17 I know -- like I referenced, we
18 just were involved in a deal in Naperville;
19 Costco. They have, you know, a little bit
20 different than Menards, but they have between 13
21 and 15 trucks a day coming into their property.

22 So we are proposing, obviously, an
23 industrial development here, but the prior uses
24 here did involve a substantial amount of trucks,

1 and also a -- as Javier can get into a little bit
2 in his portion of the presentation, very
3 substantial amount of cars, which, you know,
4 added congestion to the area.

5 So jumping in here with the
6 building, what we're proposing, so, you know, one
7 of the -- the feedback from the village before
8 we -- from staff before we got to the -- to the
9 zoning board was, the last couple years, you
10 know, we get it. There seems to be some demand
11 from industrial, but we want to know who the user
12 is. And as we get into a little bit later,
13 it's -- you know, with the spec development, it's
14 a little bit of the chicken or the egg. We
15 didn't know who the user was, but you had to
16 build a building to find out who the user was.

17 So what we came up with was -- or
18 what we're proposing is this PUD process. And
19 the PUD process kind of let's us meet, you know,
20 halfway in the middle between having a user
21 identified and going from, you know, absolute
22 zero.

23 So what we did is -- what we're
24 going to do, what we're proposing in the PUD

1 process is we designed a site and a building
2 specifically in a certain way, as John will get
3 into in a little bit, to attract a high quality,
4 kind of lower impact industrial user. And the
5 PUD process will allow Hillside to control the
6 site going forward from a design perspective and
7 a building perspective, which, again, will --
8 building will cater to a certain kind of user, a
9 lower truck user, no manufacturing user, that
10 kind of thing. So it's kind of a -- you know, I
11 don't know if it's quite in the middle, but it's
12 a -- a good way to approach this, we think, from
13 both --

14 MR. NORWOOD: How would you -- exact
15 wording on the high-quality, lower-impact
16 industrial user, can you give an example of
17 using -- presenting that?

18 MR. DEVINE: Yes. We're actually going
19 to get into that in a little bit but --

20 MR. BURNEY: Why don't you flip ahead
21 to the slides and answer the gentleman's
22 question?

23 MR. DEVINE: Okay. Okay.

24 So jumping ahead, again, this is

1 not a truck terminal. This is a lower-truck-type
2 building, just by virtue of the way it's designed
3 and the way the site sets up.

4 So John can get into it a little
5 bit more about what this building is and why it's
6 different, so --

7 MR. PAGLIARI: Why don't you flip to
8 that, a couple of truck terminal --

9 MR. DEVINE: Yeah, we don't have those
10 in there anymore.

11 MR. PAGLIARI: Oh, okay. Well, you
12 took those out.

13 So anyway, as I mentioned earlier,
14 this really is a rear-loaded building. So the
15 office and car parking is in the front of the
16 building facing Wolf Road, and the truck docking
17 and all the truck activity is in the rear of the
18 building, which would be east side of the
19 building facing the CarMax, so -- and there is --
20 really not possible for the trucks to drive out
21 to the west side of the building onto Wolf Road.

22 So we've designed the site in such
23 a way --

24 MR. SARANGELO: What kind of trucks are

1 we talking about?

2 MR. PAGLIARI: These are 18-wheelers.

3 MR. SARANGELO: And how about the
4 delivery trucks? They have the daily ones.

5 MR. PAGLIARI: They could be
6 18-wheelers on a daily basis. They would all
7 come to the back of the building.

8 MR. SARANGELO: Are we talking about
9 something similar to what Amazon is using?

10 MR. PAGLIARI: You know, they use all
11 sorts of different trucks. Big 18-wheelers, you
12 know, 53-foot truck beds.

13 MR. ERLANDER: The biggest truck they
14 make.

15 MR. PAGLIARI: Yes, they're
16 over-the-road, you know, trucks.

17 MR. ERLANDER: And you're saying
18 anything that's not possibly a double --

19 MR. PAGLIARI: Not a box truck or a UPS
20 truck, right. An 18-wheeler.

21 MR. SARANGELO: That's what I'm
22 thinking about. Okay.

23 MR. PAGLIARI: Yes. And those are
24 designed to specifically back up to the back of

1 the building. Our floor is four feet off grade
2 in the back. So it's basically --

3 MR. DEVINE: Let me show the site plan.

4 MR. PAGLIARI: Go ahead.

5 Here is the, you know, truck
6 court, and our floor of our building would be
7 four feet high. So the truck would back right up
8 to it. So we could take a forklift from inside
9 the building and walk right into the truck.

10 MR. ERLANDER: Do you have any pictures
11 of the back of the --

12 MR. PAGLIARI: Do you have a ship --
13 pictures of some docks in the back?

14 MR. DEVINE: Not of this building,
15 unfortunately.

16 MR. PAGLIARI: The elevation doesn't --
17 of these other elevations?

18 MR. DEVINE: No, not of this building.

19 MR. PAGLIARI: No.

20 MR. DEVINE: We need to try and see it
21 from, again --

22 MR. NORWOOD: What's your definition of
23 heavy trucks? Not --

24 MR. PAGLIARI: Definition of what?

1 MR. NORWOOD: A heavy truck. You said
2 i t won't be a heavy truck.

3 MR. PAGLIARI: Heavy truck traffic.
4 You know, the heaviest trucks are the
5 18-wheelers. Those are the largest ones allowed
6 on the road. Those will be at the facility, but
7 they're all going to enter from the east side,
8 from the CarMax.

9 MR. SARANGELO: I'm just concerned
10 about all these delivery trucks, because they're
11 going to be going around like flies. So that's
12 what I'm concerned about.

13 What size are they? And how many
14 of them will be coming in?

15 Is there a known tenant at all at
16 this point?

17 MR. PAGLIARI: No, no known tenant.

18 MR. SARANGELO: So there is nobody we
19 can talk to.

20 MR. PAGLIARI: Correct. Correct. But,
21 you know, you're eliminating things like the
22 manufacturing use, which may not have a lot of
23 trucks, but because of the design of the
24 building, with the rear-loaded docks -- there's

1 not docks on both sides of the building. That's
2 more of a high -- high-throughput facility, a
3 terminal, where you've got --

4 MR. SARANGELO: I've been watching some
5 of your constructions and so forth on Lake Street
6 and what have you --

7 MR. PAGLIARI: Right.

8 MR. SARANGELO: -- and I don't see much
9 going on over there. Like, where Target is
10 supposed to be, how much do they occupy over
11 there?

12 MR. PAGLIARI: Which building now?

13 Which --

14 MR. SARANGELO: The one on Lake Street.

15 MR. PAGLIARI: What town?

16 MR. SARANGELO: In Elmhurst, I believe
17 it is.

18 MR. PAGLIARI: So that's -- that's our
19 building in Addison. Addison. Yes, right.
20 We're just finishing up that building now.

21 MR. SARANGELO: Well, that's the one
22 near the church that you and I talked about
23 before.

24 MR. PAGLIARI: Correct. Yes. So that

1 building is 187,000 feet, very similar size to
2 this. This is 170,000 feet now. So similar type
3 building, rear loaded, like I'm talking about,
4 with the office in the front, car park in the
5 front, and docks -- truck docks in the back. So
6 very similar building.

7 MR. ERLANDER: Those buildings that
8 you're showing in your packet here, are any of
9 them not in a zoned manufacturing/B3 or whatever
10 the level is that you would have to have to have
11 cartage? Is any of them -- there -- they seem to
12 all be in an industrial area.

13 MR. PAGLIARI: Well, the building that
14 you reference in Addison was zoned B2, and it's
15 surrounded by a church on one side, some three
16 flats on the other, some older manufacturing to
17 the south on Moreland, and it goes --

18 MR. ERLANDER: But it's on Lake Street.

19 MR. PAGLIARI: Correct.

20 MR. ERLANDER: So Lake Street has a ton
21 of industry on it. It's not in a subdivision.

22 MR. PAGLIARI: Right, but it's not all
23 industrial either. There's retail across the
24 way, there's residential on the other side. It's

1 really only one side of --

2 MR. SARANGELO: That's a mixed bag over
3 there.

4 MR. PAGLIARI: It's a mixed bag over
5 there, right. Where this is a -- you know, this
6 is kind of a mixed bag, too. You've got
7 residential across the street. CarMax, you know,
8 a busy CarMax to the one side, and then a rail
9 yard to the other, or rail --

10 MR. ERLANDER: And two schools.

11 MR. PAGLIARI: And schools further
12 south. Not adjacent, it's further south.

13 MR. ERLANDER: Well, kind of adjacent.
14 There's nothing in between you and the school.

15 MR. PAGLIARI: Yeah, there's -- I think
16 there's some green space between us and the
17 school, right? A lot? A triangular lot?

18 MR. ERLANDER: Yeah, there's a train
19 track. That's it.

20 MR. PAGLIARI: Yeah.

21 MR. DEVINE: And Wolf Road, which is a
22 four-lane -- four-lane thoroughfare. So I don't
23 know if you want to --

24 MR. PAGLIARI: But this is an example

1 of one of our buildings up in Green Oaks, which
2 is north, you know, 173 and 294. Again, car
3 parking on the left side, and truck-trailer
4 parking and docking on the right side. And
5 this -- they can't get around to the other side,
6 like our building.

7 MR. DEVINE: This site actually was a
8 site, was zoned for retail for years, for --

9 MR. PAGLIARI: Yes. They wanted a
10 Target there.

11 MR. DEVINE: I grew up in that area,
12 and they've pursued multiple retailers for years,
13 20, 30 years. They couldn't have -- couldn't
14 find them; and similar to what we're proposing
15 here, they just couldn't bring it in, so they had
16 to put the land into use.

17 MR. PAGLIARI: Right. We built a spec
18 building, and this user took the building, and,
19 you know, everybody is pretty happy. And their
20 truck traffic is very minimal. You know, they
21 maybe have ten trucks a day.

22 You just don't know with these
23 users, but, again, with the cross-dock facility
24 we have docks on both sides, way more trucks

1 there. And then these -- we don't allow
2 truck-trailer parking away from the building on
3 our site or this site. So that also eliminates
4 more truck traffic. So the users that come into
5 these buildings are less truck intense because
6 the site plan doesn't allow for all the truck
7 activity. Because you don't have trailer parking
8 on site, and you don't have a cross-dock
9 facility.

10 We had docks on our -- can you go
11 to the site plan of our -- go to our site plan?

12 MR. DEVINE: Sure.

13 MR. PAGLIARI: We had shown
14 truck-trailer parking -- right there. That's --
15 the landscape plan is fine. Yes.

16 We had shown truck-trailer parking
17 where that detention basin is, and we eliminated
18 that after discussion with Joe and staff that
19 maybe the truck-trailer parking wouldn't be
20 looked upon so well. So we eliminated that
21 truck-trailer parking where that detention was,
22 and put in the detention.

23 MR. SARANGELO: Can you define the
24 method of traffic and so forth, based on this,

1 what I see here? You know, what's the flow going
2 to be?

3 MR. PAGLIARI: Pardon me?

4 MR. SARANGELO: What is the flow of
5 traffic going to be at this point, looking at
6 that?

7 MR. DEVINE: Yes. Why don't we bring
8 Javier up, who is our transportation consultant,
9 and he can kind of go over that.

10 MR. SARANGELO: Is somebody here from
11 transportation?

12 MR. DEVINE: Yes. So we have KLOA,
13 which is a pretty respected transportation
14 consultant, take a look into the site.

15 MR. KREGAS: Can I ask one question
16 first?

17 MR. DEVINE: Sure.

18 MR. KREGAS: On our last meeting with
19 you, was the docks on the west side?

20 MR. DEVINE: Yes.

21 MR. KREGAS: So --

22 MR. DEVINE: No, no, no. I'm sorry.
23 I'm sorry. On the east side.

24 MR. PAGLIARI: They were always facing

1 the CarMax.

2 MR. DEVINE: The building is --

3 MR. KREGAS: They always were --

4 MR. PAGLIARI: Always facing the
5 CarMax.

6 MR. DEVINE: Yes. So it's always been
7 this configuration. We've just, like I said,
8 we've made the building smaller and reduced the
9 number --

10 MR. PAGLIARI: Basically on the -- if
11 you look at the north and the south of the
12 building, we squeezed that in a little bit to get
13 to the 170,000 feet from the 203,000 feet. So
14 there's a little more green space between the car
15 parking and the building.

16 MR. KREGAS: Okay.

17 MR. ERLANDER: So on the page right
18 after that, page 6 that you submitted to us --

19 MR. PAGLIARI: Yes.

20 MR. ERLANDER: -- it seems like you
21 have the whole building on that, the building you
22 first submitted.

23 MR. DEVINE: You know what? From what
24 we submitted to you, that was the larger

1 bui l di ng.

2 MR. ERLANDER: So that's --

3 MR. PAGLIARI: The landscape plan?

4 MR. ERLANDER: Yes.

5 MR. DEVINE: Yes. So we didn't have --
6 we didn't have, due to timing, but the
7 landscaping configuration --

8 MR. PAGLIARI: I'm not sure about that
9 one actually, because look at the green space.

10 MR. DEVINE: No, this is the -- this is
11 the correct building. The chairman is correct.
12 That packet was submitted a week ago. So this
13 wasn't -- we didn't have enough time to prepare
14 this, but the landscaping doesn't change. The
15 only thing that's happened is we shrunk the side
16 of the -- the south side of the building. We've
17 actually added trees and green space --

18 MR. PAGLIARI: And the north.

19 MR. DEVINE: -- to the south of the
20 building, and a little bit to the north.

21 But the overall landscaping, tree
22 placement, detention, area surrounding the
23 detention, you can see on the right that hasn't
24 changed at all. That's been consistent

1 throughout the presentation.

2 MR. PAGLIARI: There's certainly more
3 green space to add more plant material.

4 MR. ERLANDER: So then go back to the
5 one where you showed the front of the building.

6 MR. DEVINE: Sure.

7 MR. ERLANDER: No, the --

8 MR. PAGLIARI: There?

9 (Sharing slide.)

10 MR. ERLANDER: That one. That one is
11 not correct at all. The CarMax sign would be
12 through the middle of the building. So that
13 building should be halfway closer to the street.

14 MR. DEVINE: Yes. I mean, this is a
15 rendering. This was an artistic rendering. So
16 it's very difficult to get the proportions
17 exactly correct, but -- so this area, as you can
18 see the area to be -- is a little bit larger,
19 probably, than what is -- or looks a little bit
20 larger because of the rendering than what we're
21 proposing.

22 MR. ERLANDER: Yes, it literally is --

23 MR. DEVINE: This is probably a better
24 angle. You can see --

1 MR. ERLANDER: Correct, but you're
2 still showing the other one. It just doesn't
3 make sense to even show that.

4 MR. DEVINE: So what -- what is the
5 question? The CarMax sign is not positioned
6 correctly in the building?

7 MR. ERLANDER: Here. (Demonstrating.)
8 So the CarMax sign -- see the two
9 semis up there? See the white tower?

10 MR. DEVINE: Yes. Sure.

11 MR. ERLANDER: It's right there.

12 MR. DEVINE: Sure.

13 MR. ERLANDER: How far back, back of
14 the building is it?

15 MR. DEVINE: Yes. It may be -- again,
16 this is kind of -- we did this to give you a
17 visual representation of kind of what the
18 building is going to look at -- look like on the
19 site. All the landscaping reflects what the
20 landscaping plan is, and the building --

21 MR. ERLANDER: It's just, you're trying
22 to make us make a decision, and you're not --

23 MR. DEVINE: Again, it's very difficult
24 to get an artistic rendering with exact scaled

1 dimensions for this. So, again, this was meant
2 to just give the board an idea of what this
3 building will look like.

4 So the actual building
5 construction, landscaping, is the same as what
6 we're proposing.

7 Again, we've included some
8 slides -- again, this isn't completely accurate,
9 but it's a rendering. So it's really impossible,
10 until we build the building -- so this is the
11 site as it stands, this is the vacant site.

12 UNIDENTIFIED SPEAKER: That's the land.

13 MR. DEVINE: This is approximately --
14 you're correct, approximately what it would look
15 like, but this landscaping is the mature
16 landscaping that we're proposing, and that
17 building construction is the same identical
18 construction that we're proposing. Parking is in
19 the same area.

20 So, again, it's meant to give the
21 board more of a feel of, you know, where we're
22 looking at now, which is, you know, a pretty
23 ugly, blighted type of site, and what we're
24 proposing, which we think is a big improvement on

1 the current conditions, the current conditions
2 being what we think are going to go forward in
3 the -- in perpetuity.

4 MR. BURNEY: Sean, can we answer the
5 gentleman's question about the roots of traffic?

6 MR. DEVINE: Yes, sure.

7 MR. PAGLIARI: Javier maybe can answer
8 those and can look at the site plan. That might
9 be easiest.

10 MR. DEVINE: Yes.

11 MR. MILLAN: Good evening. My name is
12 Javier Millan. I'm a principal with KOLA, Inc.,
13 9575 West Higgins Road in Westmont.

14 (Sharing slide.) So the site will
15 be provided with two access points. The access
16 point on Wolf Road, right over here [indicating].
17 It's actually the main entrance point or access
18 point for passenger vehicles and it's signalized.

19 Trucks will be basically directed
20 to and from the frontage road, and you can see
21 the extension of the frontage road [indicating],
22 you can see how it serves the loading area.

23 (Sharing slide.) These next slides will probably
24 best -- let's see. Yes, this next slide will

1 probably be the best one.

2 So vehicles or trucks that are
3 coming from the east on 290 -- let's go and take
4 a look at that red -- solid red line, they will
5 exit. If it's a big semi trailer, like the big
6 trucks that you guys were mentioning or talking
7 about --

8 MR. SARANGELO: Coming through the
9 viaduct?

10 MR. MILLAN: No. No, no, no, no,
11 that's -- this is the route for the semi trailers.
12 They would actually turn to go south on
13 Mannheim --

14 MR. SARANGELO: Got you.

15 MR. MILLAN: -- turn right for
16 Harrison, and then once they get in here
17 [indicating], they can actually turn right and go
18 into the frontage road and enter the -- the
19 loading dock area.

20 If it's a smaller truck, which
21 could very well be, it could be a single-unit
22 truck, like a smaller truck, a UPS truck, that's
23 the one that would actually, most likely, would
24 take the viaduct, because of the smaller-sized

1 vehic les.

2 MR. ERLANDER: So they would take Wolf
3 Road.

4 MR. MILLAN: Yes.

5 MR. ERLANDER: They would take --

6 MR. MILLAN: The smaller ones. Those
7 are --

8 (Simul taneous cross-tal king.)

9 MR. MILLAN: Those are the ones that
10 are going to do that. Correct.

11 MR. ERLANDER: Now, what happens when a
12 semi gets off at Wolf instead?

13 MR. MILLAN: No. There's going to be
14 barri cades --

15 MR. ERLANDER: No, no, I mean if they
16 got off at the Wolf Road exit, where the
17 Hol iday -- or the hotel is? Where you said a
18 small box truck would be --

19 MR. MILLAN: Are you saying they're
20 coming from the south?

21 MR. ERLANDER: From the ci ty. No, from
22 the ci ty. From Chi cago.

23 MR. MILLAN: From the ci ty. Okay.

24 MR. ERLANDER: And they miss that exit.

1 MR. MILLAN: They miss this exit
2 [indicating]?

3 MR. ERLANDER: Yes. And then they get
4 off at Wolf, right there.

5 MR. MILLAN: They could actually get
6 off in here [indicating], and then they could go
7 into the viaduct.

8 MR. ERLANDER: That's for the semi.

9 MR. MILLAN: But, again, the smaller
10 truck, not the semi.

11 MR. ERLANDER: What happens with the
12 semi?

13 MR. MILLAN: Again, the semi, if it
14 misses that exit, they're going to have to turn
15 around somewhere else. They cannot do it in
16 there.

17 MR. ERLANDER: Well, that's where --
18 the "somewhere else" really hits me because I
19 live, like, just off the top of the screen here.

20 MR. MILLAN: Well, they couldn't
21 make -- if they miss it, they're going to have to
22 continue to 290. They cannot turn anywhere.

23 MR. DEVINE: Well, if they do get off,
24 and they can't go under the viaduct, they would

1 continue along the frontage road to Wolf, they
2 would make a left turn, go under, and then come
3 in the site from the front.

4 MR. MILLAN: From the front.

5 MR. DEVINE: But again, these are
6 trucks -- these are companies that have trucks
7 that service, you know, they have -- they have
8 routs that they follow.

9 MR. MILLAN: Correct.

10 MR. DEVINE: So there may be a truck
11 that could -- gets off at Wolf and goes, but the
12 majority of the trucks are going to follow the
13 most likely path to the building.

14 MR. MILLAN: Then exiting, which is the
15 blue, which I wanted to show. They would exit
16 onto the frontage road, and then, you know, they
17 can come down to Harrison and certainly they
18 could, again, take the cloverleaf if they want to
19 go west on I-290 and connect to I-88, or they can
20 certainly go in this direction [indicating] and
21 go to the east.

22 Again, you know, the truck routes
23 are going to be designated, yes. I mean, but you
24 said, anything can happen. I'm not going to --

1 MR. ERLANDER: So anybody that's going
2 to -- goes north is going to turn at the bowling
3 alley and is going to go towards the high school
4 and is going to go up Wolf to St. Charles Road
5 and go left on St. Charles Road and get on 290 to
6 294. That's the way they would do it.

7 MR. MILLAN: No, I disagree with that
8 assessment.

9 These -- we conducted the auto
10 turn runs for all of these, and there were these
11 signs, will actually accommodate the big trucks,
12 making it much easier for trucks, rather than
13 making tight turns and trying to go up through a
14 neighborhood and make those really tight turns,
15 which makes it very uncomfortable for both
16 drivers, you know, whether it's a truck driver or
17 passenger vehicles, you know. So this is the
18 easiest route.

19 And very close proximity. We're
20 talking about .9 miles, not even a mile from
21 where the site is or the loading dock to the
22 interchange. All of us, we're really driving
23 flat out quite a bit.

24 MR. NORWOOD: Are you going to

1 guarantee that these trucks are going to
2 follow --

3 MR. ERLANDER: Yes.

4 MR. NORWOOD: -- the route that you
5 designated for them? That's -- that's a big -- a
6 big --

7 MR. ERLANDER: That's a big ask.

8 MR. NORWOOD: Yes.

9 MR. KREGAS: See, the problem I have,
10 too, is if they exit at Wolf Road instead of
11 Mannheim, they're going to go past the hotel and
12 try to turn in under the -- the viaduct; correct?
13 Or no? Did we ever solve that issue about the
14 height?

15 MR. DEVINE: It's not a height issue.
16 It's a -- it's a turn issue.

17 MR. ERLANDER: And they go under --

18 (Simultaneous cross-talking.)

19 MR. KREGAS: Yeah.

20 MR. DEVINE: It's a difficult turn --

21 MR. ERLANDER: Turn.

22 MR. DEVINE: -- for them to make. So
23 it incentivizes them --

24 MR. ERLANDER: And then they'll have to

1 make another difficult turn to the right, so...

2 MR. DEVINE: Again, these truckdrivers
3 aren't -- it's not like you or I are driving
4 these trucks. They are professional truckdrivers
5 that have -- oftentimes have a GPS guiding them.

6 Like Javier said, their -- the GPS
7 take -- doesn't allow them to go through the
8 middle of Hillside, make a left, make a right, go
9 up here, go up there.

10 It takes them to highways. It's a
11 fact that trucks gravitate towards the highways
12 because there is no stop signs, there is no
13 turns. They are designed to handle interstate
14 freight. So they gravitate towards these
15 expressways.

16 So yes, there may be a truck,
17 there may be a truck that gets off, you know, on
18 Roosevelt and comes up Wolf Road.

19 But there are trucks, as Javier
20 can get into in a little bit, there are trucks
21 driving these routes already. This is not a
22 situation where there are no trucks going around.

23 But this building and this design
24 makes these routes the optimal route for

1 professional truckdrivers who service this
2 building to take. So the majority, the vast
3 majority of these trucks are going to take these
4 routes.

5 MR. MILLAN: Yeah.

6 MR. DEVINE: So, you know --

7 MR. MILLAN: Yeah, it's -- the
8 location, it's very -- proximity to the
9 interchange is just -- it makes it that desirable
10 for the truckdrivers to actually utilize that
11 interchange.

12 MR. SARANGELO: Did you actually survey
13 that area?

14 MR. MILLAN: I'm getting there.

15 MR. SARANGELO: A lot of traffic goes
16 underneath that viaduct.

17 MR. MILLAN: I'm getting there.

18 So we conducted a 48-hour traffic
19 count on Wolf Road. This was south of Harrison
20 Street, and also on Harrison Street east of Wolf
21 Road. In the 48-hour or two days of constant
22 counting, collecting the type vehicles:
23 passenger vehicles; single unit; heavy, you know,
24 vehicles, like a semi trailer.

1 So Wolf Road carries approximately
2 14,000 vehicles daily, and approximately 2
3 percent of that is semi trailers, and 2 percent of
4 14,000 is 280 trailers. The multi-unit.

5 And about 1 percent is single
6 unit, the smaller trucks, 140.

7 We looked at the highway capacity
8 manual to see -- in terms of capacity of the
9 roadway, where are they at? So the carrying
10 capacity of a four-lane roadway, like what we
11 have here on Wolf Road, basically is about 25- to
12 30,000. So if you look at it, it's basically
13 using 50 percent of the capacity of the road.

14 And, again, like it was mentioned,
15 there are trucks. There are multi-unit trucks
16 that are currently utilizing Wolf Road. So this
17 is not unique to the situation.

18 Harrison Street carries
19 approximately 5,550 vehicles daily, and
20 approximately 1 percent is semi trailers and 1
21 percent is single-unit trucks.

22 MR. SARANGELO: When school is going on
23 over there, students going in in the morning,
24 coming out in the afternoon, you cannot use

1 Harrison. That's blocked.

2 MR. MILLAN: Correct. What I'm --
3 again, we just counted to know what the volume of
4 traffic is.

5 MR. SARANGELO: That's a real mess over
6 there.

7 MR. MILLAN: In terms of truck trip
8 generation, a warehouse of this type of -- or
9 this type of facility, you know, generates
10 amazingly not as many trucks as you would think,
11 and not all of them are multi-unit. A lot of
12 people tend to think everything is the big
13 trailers, you know, but there is also some of the
14 smaller, you know, trucks.

15 MR. SARANGELO: Box trucks.

16 MR. MILLAN: Also, the truck trip
17 generation is spread out throughout the day, and
18 with the majority of it occurring outside of the
19 peak hours. What do I mean by that?

20 Most of this truck trip
21 generation, you know, occurs at 9:00, 10:00,
22 11:00, 12:00, you know, p.m., 1:00 p.m.,
23 2:00 p.m., and then it starts dropping down, you
24 know. So you don't see a lot of truck traffic

1 generation during the peak hours. For example,
2 when the school lets out or when people are
3 coming back from work, the truck trip generation
4 drops down significantly. So these -- this truck
5 trip generation that we're talking about occurs
6 outside of the peak hours.

7 Let's see, a couple of other
8 things that I wanted to cover.

9 We also did a comparison of the
10 last previous land use, the trip generation for a
11 home -- home store like Menards, comparison to
12 this. And based on the Institute of
13 Transportation Engineers, that's the trip
14 generation manual, which is the publication
15 utilized by the federal government, IDOT, the
16 county, municipalities, and also consultants, the
17 previous land use generated approximately four
18 times or 400 percent, however way you want to
19 look at it, more traffic during the peak hours
20 than what this proposed development will
21 generate. Also, on a daily basis, a Home Depot,
22 Menards, any type of use like that, generates a
23 lot more traffic on a daily basis.

24 While these might generate

1 slightly more truck traffic, because there is
2 some loading docks in there, like I mentioned,
3 you know, not all of these trucks are
4 semi trailers. Some of them are single unit, and
5 all of these trucks are spread out through the
6 day, and the majority of that truck traffic, it's
7 outside of the peak hours, which makes it better
8 for the adjacent area.

9 I also looked, and I just want to
10 point out, I looked at my -- the -- the older
11 area, when it used to be a shopping center. I
12 think it was, roughly speaking, 500,000 square
13 feet, give or take -- I don't claim to be that
14 that's the exact number, but somewhere in there,
15 and 500,000 square feet generated a lot more, and
16 I mean a lot more, than this, even when you add
17 CarMax, than what it would, you know, generate.

18 So you're certainly having a lot
19 less traffic than what this used to generate in
20 its heyday when it used to be a shopping center.

21 MR. KREGAS: Joe, how many trains go
22 through, crossing Wolf Road? Freight trains.

23 MR. PISANO: Yes. On a daily basis, I
24 wouldn't have an exact number, but you know,

1 depending upon the hour of day, I would probably
2 say at least maybe ten, ten a day.

3 MR. KREGAS: Okay. Not that that's
4 going to have an effect on it, but --

5 MR. PISANO: It will. It affects
6 traffic, yes.

7 MR. KREGAS: Yes.

8 MR. ERLANDER: It affects the rest of
9 it.

10 MR. KREGAS: Yes.

11 MR. MILLAN: Just one last point, and I
12 know that I touched on this, and I mentioned that
13 we counted for 48 hours Wolf Road, as well as
14 Harrison. And as I mentioned to you, I mean,
15 they are probably using 50 percent or less of the
16 capacity. So certainly the roads in the area
17 have sufficient capacity to come with a -- the
18 minimal traffic that this -- that this will
19 generate, when you compare it to what it used to
20 be back in the day.

21 MR. DEVINE: Thank you, Javier.

22 MR. BURNEY: Where did you leave off,
23 Sean?

24 MR. DEVINE: I don't -- I -- I'm off on

1 my presentation.

2 Does anyone have any questions on
3 the building? Kind of the layout or, you know,
4 how we're proposing the trucks route and --

5 MS. JONES: Can I ask a question? I'm
6 a resident. I live at --

7 MR. PISANO: Ma'am, there is going to
8 be an opportunity for the general public to speak
9 after the presentation is complete and the board
10 members give their votes, because we'll have to
11 swear you in.

12 MS. JONES: Okay.

13 MR. DEVINE: Does anyone have any
14 questions about the building or the site or
15 landscaping or how it lays out?

16 MR. SARANGELO: I think the big thing
17 is the traffic, is what I'm concerned about.

18 MR. ERLANDER: Well, the size, too. I
19 mean, you're saying you're going to put a 35-foot
20 building in there?

21 MR. DEVINE: 32 I think.

22 MR. ERLANDER: 32-foot building, and
23 nothing around there is like more than 20 -- 20
24 feet, if that. Those surrounding houses are very

1 small. They're one-story raised ranchers.

2 There's not even a two-story raised ranch there.

3 So it's kind of out of place to have a --

4 MR. BURNEY: How far away are the
5 houses from the side of the building?

6 MR. DEVINE: I don't have that number
7 offhand, Tom.

8 MR. PAGLIARI: It varies --

9 MR. DEVINE: It varies because Wolf
10 Road --

11 MR. PAGLIARI: -- because the building
12 is on an angle from the road to the houses, 200
13 feet to 350 feet.

14 MR. DEVINE: Again, the -- a Menards
15 building today is 32-foot, a Home Depot building
16 is 32-foot. This is the same building that you
17 would be allowed as a matter of right --

18 MR. ERLANDER: But you won't have a
19 Menards this big.

20 MR. DEVINE: -- or that was here for
21 years, 30 years.

22 So yes, it's bigger than a
23 residential, but, you know, quite frankly, we've
24 also looked into -- we haven't had a sound

1 engineer, but this building being 32-foot high
2 will actually act as a sound barrier to the
3 residential on Wolf. So it will block the sound
4 from 290, similar to what the barrier does
5 further to the west of here. So we'll have
6 that -- the height of the building will be
7 advantageous from that regard.

8 And as you can see, the
9 construction, I don't know if John needs to talk
10 about this, but it's a very attractive -- you
11 know, a lot of glass, a lot of architectural
12 elements to this building, so --

13 MR. NORWOOD: How many floors?

14 MR. DEVINE: I'm sorry?

15 MR. NORWOOD: How many floors?

16 MR. DEVINE: Floors?

17 MR. NORWOOD: Yes.

18 MR. DEVINE: Just one floor -- well,
19 the office could be two floors, but that's --

20 MR. PAGLIARI: Typically one, Sean.

21 MR. DEVINE: But it's typically one
22 floor. So these windows just go up, and it's
23 just a one-floor --

24 MR. KREGAS: To get back to the GPS --

1 MR. ERLANDER: But that's it for a
2 different purpose.

3 MR. DEVINE: Sure.

4 MR. KREGAS: -- when a guy gets
5 assigned a route that's coming here, who plugs it
6 in the GPS? He does? (Simultaneous cross talk.)

7 MR. DEVINE: You know, I don't have the
8 answer to that.

9 Do you know that, Javier?

10 MR. PAGLIARI: Yeah, the truckdrivers
11 are all professionals. Time is money for them,
12 too. They want to be quick in and out. They're
13 going to go the path of least resistance.

14 MR. KREGAS: Well, I hope they have
15 better GPS than I have. They tell me to go this
16 road, and going -- why am I going that way --

17 MR. BURNEY: They use it a lot more.
18 That's the only difference.

19 MR. KREGAS: Huh?

20 MR. BURNEY: They use it a lot more.
21 That's the only difference.

22 MR. KREGAS: Yes.

23 MR. DEVINE: Well, so one other aspect
24 of the building, the building rule, the.

1 PUD rule, the request is allowed
2 for a 24/7 hours of operation, but -- again, this
3 is kind of a long slide, but the bottom line is
4 when you hear a 24/7 industrial operation. I
5 think in the past it conjures up a large
6 manufacturing facility with, you know, tons of
7 employees, tons of parking, all hours of the day
8 going through. That really not what we're
9 talking about here.

10 I think virtually all industrial
11 buildings built today have 24/7 hours of
12 operation. That's basically because the supply
13 chain -- we're now in a global supply chain, so
14 these buildings need the flexibility to take a
15 truck in at a certain hour -- they can't be
16 limited to -- they're not just getting their
17 product from Michigan. They're getting it from
18 all over the country. There is flights coming
19 into O'Hare. There is trucks coming in from the
20 ports, each side of the ports from the train, so
21 they just need the flexibility to be able to
22 receive.

23 They also need the flexibility, if
24 there's a period where they need to increase some

1 production for a short period of time, they need
2 the ability to do that.

3 Some companies have workers that
4 actually like working a second shift because they
5 can work a job during the day, work a job at
6 night.

7 So it's all about flexibility.
8 It's not -- we're not asking for this, again, to
9 have this building, you know, with smoke stacks
10 going 24 hours a day, trucks coming in, cars
11 going out. It's the flexibility of what these
12 industrial tenants need today to operate, so...

13 And, of course, they would have to
14 abide by Hillside's performance standards, which
15 regulate noise, light, other impacts, and those,
16 of course, apply on a 24/7 basis.

17 As Javier pointed out, 88 percent
18 of the trucks that are projected coming to this
19 building today -- there is no manufacturing.
20 88 percent of the trucks coming to this building
21 today are coming between the hours of 6:00 a.m.
22 and 6:00 p.m. So very little truck traffic
23 projected over -- you know, outside of that,
24 overnight, basically, is what we're talking

1 about.

2 So, again, Joe, at the outset of
3 the meeting, went over the relief we're asking.
4 You know, we're asking for the ability to --
5 zoning relief to allow us to build a multi-tenant
6 building, industrial building for e-commerce,
7 warehouse, and distribution. No manufacturing.
8 These are the sections from the existing code
9 that would apply to this use.

10 So I guess -- I don't know, taking
11 a step back here, I'd like to talk a little bit
12 about, you know, what are we doing here in the
13 first place, basically? We're proposing an
14 industrial building here because the site has sat
15 vacant since Menards left, since Hillside Mall
16 closed down, you know, in the mid-90s, probably
17 in the mid-80s. So the existing B2 shopping
18 center zoning is no longer viable. You know,
19 we're not pushing an industrial development, you
20 know, to the -- instead of pursuing a retail
21 development. There is no retail.

22 Over the last -- you know, this is
23 a function of asking price. You know, this isn't
24 a function of the owners are asking too much for

1 a retailer. Retailers, you know -- asking price
2 is certainly a factor for retailer, but retail --
3 the question is driven by the site, not driven by
4 the price of the land.

5 The site needs the work -- a
6 retailer like Target needs to be able to sell
7 goods, otherwise they could pay -- they could get
8 the land for free. If they can't sell goods, if
9 they can't attract their customers, the customers
10 can't get there, can't see it, they're not going
11 to go there.

12 So, again, the site has been
13 vacant for ten years. We've had virtually zero
14 interest from retailers for some of the factors
15 that I'll get into later -- or on the next slide.

16 We're retail owners and operators.
17 We bought the site to try to keep the mall going,
18 try to keep retail going there. You know, again,
19 we're lucky that Menards stayed there for as long
20 as they did, but this is a situation where, you
21 know, we can't find a retailer. And in the same
22 ten years that we haven't been able to find a
23 retailer, brick and mortar retail has gotten
24 scarcer and scarcer. I mean, we all know the

1 rise of online retail. These retailers are just
2 not -- there used to be a strategy back in the
3 '80s, you know, blanket Chicago with stores.
4 They don't do that anymore. They have very
5 strategic site selection. They only go to
6 locations that they can draw from a wide regional
7 area. And, again, for some of the same reasons
8 the Hillside Mall unfortunately wasn't able to
9 survive; that's the same things what we're
10 dealing with here.

11 So other municipalities are being
12 proactive. The site right now, it's taxed as
13 vacant land, it's underutilized, undertaxed. So
14 the bottom line is site characteristics, which
15 we'll get to right now, they just don't work. So
16 it's -- we haven't been turning anyone away. As
17 Joe or Russ Wade [phonetic spelling] can attest
18 to, there just -- there hasn't been interest.

19 And this isn't coming from us.
20 We've had two -- Mid-America Real Estate, we've
21 had New Market -- frankly, we've had two highly
22 respected national retail brokerage firms
23 basically on the site since -- since Menards
24 left. Mid-America Real Estate is probably the

1 preeminent retail expert in Chicago, in the
2 Midwest. And, quite frankly, you know, we should
3 have had them here -- if you guys wanted to hear
4 more -- testifying to the lack of retailer.

5 So the market feedback from them
6 continues to be that the visibility is impaired
7 from I-290 because of the elevated nature of the
8 expressway and the sound barrier.

9 It's convoluted access from
10 Mannheim. Customers coming from other
11 municipalities, they don't know Hillside, they
12 can't follow frontage roads. They see it, "How
13 do I get to it? I'm not going to go to it."

14 Not enough drive-by traffic. Wolf
15 Road has 11,000 cars. Mannheim Road has 33,000
16 cars. That's the reason why Hillside Town Center
17 was built, and that's the correct location for a
18 retail site. That's the correct location for
19 retail zoning, which I -- I believe was an
20 industrial site, which was -- was rezoned for
21 retail, and that's what attracted Target there.
22 They went for those reasons: The full
23 interchange with Mannheim, and the 33,000
24 cars/customers that drive by there every day,

1 compared to the 11,000 on Wolf Road.

2 So the bottom line is the site
3 doesn't function as a retail site in today's
4 environment, and it hasn't for years.

5 I mean, this illustrates -- this
6 was included in the packet. As you can see,
7 we're a mile away from the interchange. This is
8 our site here. Our site, 101 North Wolf, draws
9 from this red area, most of which is the
10 cemetery; Proviso West; Wolf Road, which ends up
11 in Berkeley at the railroad tracks. So you don't
12 get customers coming from the north. It's very
13 local to Hillside, which is great, which is fine,
14 but we're not talking about building a Walgreens
15 here. This is a 13-acre site. This is zoned for
16 a major shopping center, like Hillside Town
17 Center, who's located over here.

18 Did Target look at this site? No.
19 We never talked to Target. They never looked at
20 our site. You know, they wanted to be here
21 [indicating] for the reason that it's on the full
22 interchange, draws customers from 290. 33,000
23 cars a day. You draw customers from
24 municipalities to the south, to the north, again,

1 not cut off by the train tracks. It's got more
2 customer density, which is what these retailers
3 look at, and so this is a great site. But it's
4 just -- it's more of a local site. And this
5 is -- again, I don't want to sound cliché, but
6 the proof is in the pudding. Target went here
7 [indicating]. Ross went here [indicating]. Dee
8 Dee's [phonetic spelling], whoever, is here, they
9 went here for these reasons. They moved here
10 [indicating].

11 MR. ERLANDER: Why wasn't your red
12 circle in the middle of your -- like, why is it
13 down and to the left?

14 MR. DEVINE: Well, it's highlighting
15 the fact that you have a massive cemetery here.
16 It's highlighting the fact that you have 294,
17 which basically cuts off shopping, you know, to
18 some extent, from Elmhurst, who is going to go
19 down to Oak Brook or is going to go to a lot of
20 the areas up in Elmhurst or over on 83.

21 So, again, this is just a much
22 more regional location, which, again, I don't
23 know the size of Hillside Town Center, probably
24 pretty close to our site. This is where the

1 retail went. We are stuck. We cannot attract a
2 retailer. We're zoned for retail. We're
3 13 acres.

4 MR. SARANGELO: How about food
5 services?

6 MR. DEVINE: I'm sorry?

7 MR. SARANGELO: Food services?

8 MR. DEVINE: A grocery store?

9 MR. SARANGELO: Did you find anybody --

10 MR. DEVINE: A grocery store?

11 MR. SARANGELO: -- I like Pete's, any of
12 the Kroger's --

13 MR. DEVINE: Same reason; it's a
14 13-acre site. You know, Target sells -- is one
15 of the leading grocers here. They haven't come
16 to us. We've approached them. They don't --
17 they don't want to go here, so...

18 MR. SARANGELO: You have talked to a
19 few of them, have you?

20 MR. DEVINE: We've had multiple retail
21 firms talking, trying to find a car -- we've
22 tried to find more car dealers. We've tried to
23 find, you know, alternative uses, car dealers,
24 CarMax being one of them. Movie theaters, you

1 know, unfortunately that's kind of -- that ship
2 has really sailed.

3 MR. SARANGELO: A food market would be
4 perfect over there, you know.

5 MR. DEVINE: Well, it's a 13-acre site,
6 and it's -- it would have to be a very large food
7 store. I mean, what you don't want to do is you
8 don't want to put a -- put a store in the corner
9 and have the rest of the site still sit vacant.

10 MR. SARANGELO: Well, I'm thinking of
11 some of the bigger ones that are out today. I
12 just wondered if you had talked to them at all.

13 MR. DEVINE: We've talked to all the
14 retailers, and they've all passed on this site.

15 Again, could you put a Walgreens?
16 Could you put a small strip center here? Maybe
17 in the corner, along Wolf, potentially. But it's
18 13 acres.

19 In order to put this land back
20 into productive use, you need a -- you need a use
21 that can support the size of the site. So that's
22 why we're standing in front of you asking for the
23 industrial. It's not we're pushing industrial.
24 We own the site. We've paid over -- the owners

1 of the property have paid over \$2.7 million in
2 taxes since Menards left. You know, which is --
3 again, is not -- that's our problem, and that's
4 fine. But, you know, that 2.7 million, as we'll
5 get into later, Hillside has missed out on a
6 tremendous amount of revenue. So it's not just
7 us. Hillside is missing out on tax revenue.

8 MR. NORWOOD: We understand that. We
9 understand the tax that you are talking about.

10 MR. DEVINE: Sure.

11 MR. NORWOOD: But our responsibility
12 here, I think -- I'm speaking for myself
13 mainly -- but is the residents of Hillside;
14 safety, and what we need here in Hillside. We
15 know we're missing out on the tax revenue, so...

16 MR. DEVINE: Well, I'd ask you -- this
17 is a good opportunity to ask you, what -- what
18 would you like to see here?

19 MR. NORWOOD: Well, you have the
20 property. We can't designate what needs to be
21 there.

22 MR. ERLANDER: Yeah, it's your
23 property. So you have to come to us with it.

24 MR. DEVINE: Yeah, but it's --

1 MR. ERLANDER: What if --

2 MR. DEVINE: It's zoned -- you can
3 designate it, what needs to be here, because it's
4 zoned. It's zoned for retail. You're
5 designating it's a retail site.

6 MR. NORWOOD: Tell people that, you
7 know, we need a -- as you said, you couldn't get
8 Target to go over there.

9 MR. ERLANDER: Well, Target's already
10 there, but what if Target moved to the new
11 location here, instead of where it's at? I mean,
12 what if you figured out a way to get them to come
13 over here and something else went wherever Target
14 is? Or there's a Jewel or, I mean, Kroger for
15 that matter or somebody that comes back. You've
16 got Kroger here, but that's just a distribution
17 center.

18 MR. BURNEY: So the problem is that
19 there's just a lot of what-ifs. And this
20 gentleman --

21 MR. ERLANDER: Exactly.

22 MR. BURNEY: This gentleman and his
23 people have been out there beating the bushes to
24 try to find a retail user for this site. He's

1 coming to you honestly and telling you what's
2 common sense. This is not a retail -- this is
3 not a retail site anymore.

4 And really what the law commands a
5 planning commission or zoning board, however
6 you're sitting, to do is to look at two things.
7 Is the current zoning reasonable? Is it a
8 reasonable restriction on the property?

9 And with all the materials that
10 we've submitted to you today, it's not a
11 reasonable restriction alone. We are continuing
12 to maintain the B zoning on it, so we would
13 continue to have that opportunity if somebody
14 would show up and say, We want it for commercial,
15 but nobody has.

16 But what we're asking for are two
17 very limited, in terms of use, distribution and
18 warehouse facilities on this property, which
19 are -- and we -- we suggest to you that it does
20 not pose any threat to the public health, safety,
21 and welfare. And that's the second element of
22 what you're commanded to look at. What is the
23 reasonable basis, the rational basis and the law
24 for refusing to allow this use, this exception to

1 the B2 district?

2 And we -- we have presented to you
3 a traffic engineer, which was an issue that you
4 were very concerned about the last time. And
5 he's testified that in his professional opinion
6 he had -- this road system and with the
7 limitations that have been put on access and the
8 method of reaching the site and leaving the site,
9 that there does not pose any threat to the public
10 welfare.

11 Sean is going to tell -- we've
12 shown it to you before, the tax benefits of this
13 is a huge benefit to the community. There
14 isn't -- we are going to have Mr. MaRous talk to
15 you about his studies. He's a very
16 well-respected expert. In his opinion there is
17 no adverse impact on surrounding property.

18 And the gentleman over here said,
19 Well, you know, we're not used to having a tall
20 building, the people over on the other side of
21 Wolf.

22 But I ask you to take a real close
23 look at the robust landscaping that's being
24 provided. That isn't there now. That was never

1 there. With the scape that people on the west
2 side of Wolf are going to be looking at is going
3 to be far superior. And, again, that's another
4 benefit to the public welfare by permitting this.

5 So I kind of jumped ahead, but I
6 would like the opportunity to have Mr. MaRous,
7 which is really the final element that you're to
8 consider, is this going to have a negative impact
9 on surrounding property values, to consider his
10 opinion, question the bases of his opinion.

11 And we did have a broker that was
12 going to come testify, but he's got the flu, and
13 we didn't think that any of you wanted to be
14 subjected to that, along with our presentation
15 tonight.

16 So, Sean, do you have those -- and
17 then if we could just look --

18 MR. DEVINE: Should I just hand it out
19 or --

20 MR. BURNEY: Here, I'll take care of
21 it.

22 Have Mr. MaRous give his piece.

23 MR. KREGAS: In your experience, retail
24 shopping centers, I notice Oak Brook, Riverside,

1 and Yorktown are all building on old parking
2 spaces.

3 MR. MaROUS: Sure.

4 MR. KREGAS: And it seems like they
5 want to expand their town.

6 MR. MaROUS: I can deal with that. I'm
7 just going to introduce myself, and then I'll
8 deal with that question.

9 My name is Michael MaRous. I'm
10 president of MaRous & Company. I'm a real-estate
11 appraiser and consultant, been doing it for over
12 40 years, hold the MAI designation, past
13 president of the Chicago chapter. I've
14 published. I've taught. I've also had the honor
15 of being in public service, both as an alderman
16 and mayor of Park Ridge. So I've kind of sat on
17 both sides of this table.

18 So what was presented to you, I've
19 done, actually two different reports: A highest
20 and best use, and a value impact looking at this
21 proposed development.

22 I'm going to go off script a
23 little bit, based on what I've heard, to answer
24 some of the questions.

1 So the first question is, what's
2 happening with some of these other centers? So
3 I've appraised North Riverside Mall, I've
4 appraised Evergreen Plaza, I've appraised Chicago
5 Ridge, I've appraised the Nordstroms in Oak
6 Brook, I've appraised Woodfield Mall, and I've
7 done work up in Old Orchard. They're all
8 changing. They're all adapting.

9 You know, I think people have seen
10 in the last two weeks, up at Old Orchard, what
11 used to be kind of a high-end Bloomingdale's,
12 it's about 200,000 feet, a little bit bigger than
13 this building, much higher, it's about a 40-foot-
14 high building because it's two stories, they're
15 scraping it, and they're going to put in
16 residential development.

17 Oak Brook Shopping Center, they
18 put in a lifestyle -- a -- the Lifetime Fitness.
19 We would have never thought that 20 years ago,
20 that they're going to put a health club in a
21 mall.

22 Yorktown is struggling, being
23 redeveloped. If you go back, you know, they've
24 got Von Maur to come in there, but they're

1 scraping it. Again, they're doing residential
2 development.

3 North Riverside Mall is
4 struggling, Chicago Ridge is struggling. The
5 Golf Mill Mall is going to probably be primarily
6 scraped because of what's happening.

7 But retail is changing. But
8 what's happening is they're generally building
9 these smaller, more niche-y lifestyle stores.
10 Before COVID they were going big-time into
11 entertainment and food services, and that got
12 killed. The ones that did good were the ones
13 that, you know, could do -- like the Portillo's,
14 that did very well at the drive-through. So
15 everybody has kind of gone specialty, like
16 Chick-fil-A. Who would have thought? The world
17 has evolved.

18 In Rosemont they took down a high-
19 end, 30,000-square-foot Rosewood restaurant.
20 There is a Taco Bell on it. You know, the world
21 is just changing to more efficiency.

22 I'm going to -- before I get into
23 what I did, there has been a lot of talk about
24 ceiling height or clearance. So I've appraised

1 75 Menards, 25 Lowe's, 50 Walmarts. The Menards
2 model is one that has a mezzanine in every store.
3 If you've seen the Melrose Park, it's a big one;
4 their base store is 160- to 170,000 feet, similar
5 to this, but their mezzanine on the minimum is
6 12,000 feet to as much as a hundred thousand
7 feet. So you've got stores that are 2- to
8 275,000 feet.

9 One of the reasons they're doing
10 it is they're using part of the back of their
11 store, back of the house, as basically a --
12 distribution facilities. So if you order
13 appliances at Menards today, they're kind of
14 stockpiling, and then they're doing distribution
15 out of the back of their stores.

16 Walmart is doing the same thing.
17 They're all doing it. If you go into Kohl's,
18 they're taking the returns of Amazon.

19 But we get into this height. So
20 the Menards is basically about -- the new ones,
21 26 to 28 feet under the clearance, and they stick
22 in a mezzanine. So they're almost the same
23 height as you see here. So they have what -- a
24 high parapet wall is what you see. It's not much

1 smaller on the building, and there is a lot more
2 traffic because of the way they run their
3 operations. And then they have their back area,
4 which basically is the epitome of the old
5 lumberyard. And then they have another high
6 fence on the back of that, and then they rack off
7 of that.

8 But, anyway, in this situation. I
9 looked at all the studies. I go back to
10 Hillside, I appraised the Narco Industrial Park
11 with Steve Nardi, who then merged with Prime back
12 35 years ago, and looked at it on multiple
13 occasions. And you look at the whole evolution
14 of the area, look at the evolution of retail and
15 of the industrial. Retail always used to pay a
16 lot more for the land than industrial, but the
17 world has changed.

18 When Amazon came in, they forced
19 everybody into e-commerce. And I think most of
20 us that have done holiday shopping this year find
21 out that they're going online and they're
22 ordering a lot of what they buy, and they're not
23 going to the stores as much.

24 But this has changed the world.

1 It was a good question, you know, why not have
2 Target go over to the Menards site, and then move
3 somebody else into Target.

4 The problem is that Target is
5 about 150-foot deep. Most retailers want 75
6 feet. A Menards is 250 to 300 feet deep.

7 You've got this back space, and
8 these big boys, they're multi-billion-dollar
9 companies. They want their own prototype. They
10 don't want somebody's secondary store. And they
11 would rather scrape and rebuild, and they don't
12 want to go into the secondary site, and they
13 don't want to go into a site that they perceive
14 has failed. They're just not going to touch it,
15 and that's why this hasn't happened.

16 You talk about grocery stores. I
17 mean, you got a little situation going on now,
18 the Jewel and Mariano's is probably going to be
19 taken over by Kroger.

20 And, again, what's that going to
21 do? That's going to close a lot of stores. It's
22 going to create different changes in the market,
23 but they're going to their own niche.

24 We do work for Woodman's.

1 Woodman's is a 250,000-square-foot center.

2 They're monstrous. And they create a lot of
3 activity.

4 So you've got that from one end,
5 and you've got Trader Joe's that are 10-,
6 12,000 feet on the other. This site doesn't work
7 for that. And because of the increase in
8 construction costs, you have to have a big player
9 that can build a 150- to 170,000-square-foot
10 building.

11 And they change. Kohl's used to
12 be 88,000 feet. They're now going to
13 50,000 feet. The whole world is changing.

14 But what we did, and I did the
15 report, is look at the traffic patterns, look at
16 the issues, look at the trend of development, and
17 take into consideration what's happening with all
18 the competition.

19 As you heard from Sean, you've got
20 a natural barrier with 294, you've got a natural
21 barrier with the Eisenhower, you've got the
22 blockage by the cemetery. You've got railroads.
23 This all impacts the convenience of retail.

24 But then you look at the

1 incredible change in the world with the
2 industrial distribution that we've seen in the
3 last five years, where they've really been
4 willing to pay higher prices. And part of the
5 reason is about 28 to 30 percent of e-commerce
6 gets returned, and they need more distribution.
7 And a lot of the space that was built in the
8 Chicago area had lower ceilings, was inefficient,
9 and that's created the demand.

10 And the bottom line, in my
11 opinion, there's really no other use. Office is
12 struggling. Everybody is trying to figure out
13 the work from home, whether it be the suburbs,
14 it's definitely downtown, and it's uneconomic to
15 build a new building, and the rents aren't high
16 enough to justify the construction.

17 The retail market, I just kind of
18 discussed. I'm happy to answer any questions.
19 It's not going to work. It's been tested. We
20 heard about grocery stores. The movie industry
21 is very much struggling.

22 MR. BURNEY: One of the things that's
23 on the gentleman's mind is whether or not this
24 use to develop the property is going to have a

1 negative impact on the surroundings. And could
2 you just sort of summarize your opinion and the
3 basis of your opinion? And, of course, the real
4 concern is the residential uses on the other side
5 of Wolf.

6 MR. MaROUS: So I've probably done a
7 hundred value-impact studies for new industrial
8 development, new retail development, with mixed
9 residential development, waste transfer stations,
10 landfills, all kinds of different issues, and we
11 look at the same thing. We look at traffic. We
12 look at noise. We look at economic benefit. We
13 look at economic liability, such as if you had a
14 new residential subdivision, what the stress
15 would be on the public safety, on the school
16 systems. And in this report we looked at sales
17 of property actually near an industrial district
18 not too far from here, with houses approximate to
19 an industry. Those that are not. We've looked
20 at similar situations throughout the metro
21 Chicago area.

22 And in my opinion the information
23 provided in there, my experience, based on the
24 setbacks, the high quality of the facility, the

1 sensitivity to the traffic, the new modern
2 lighting systems, and obviously the economic
3 benefits to the community and infrastructure, my
4 conclusion, clearly there would be no negative
5 impact. So that was the second study that was
6 done.

7 So I think I've touched on a lot
8 very quickly, and didn't really follow my script
9 very well, but kind of touched on the key points.

10 The bottom line, in my experience
11 of appraising over 12,000 properties and looking
12 at the trends in development, that the proposed
13 use is the highest and best use. And if not, I
14 don't see that the site is going to be
15 economically developed for a while.

16 So any questions? I'm sorry to
17 speak so fast.

18 MR. BURNEY: Thank you, Mike.

19 MR. KREGAS: Have you looked at outside
20 Illinois for a company to come in, a big store?

21 MR. MaROUS: Yes. So Woodman's is a
22 client. They're Minnesota based, a 250,000 feet.
23 So they -- this site wouldn't be big enough for
24 them. And the amount of traffic that they would

1 have would be overwhelming. It's a great -- it's
2 kind of a super Meijers or a super Walmart. So
3 I've looked at that.

4 Walmart is a client, obviously
5 they're Bentonville [verbatim] based, but, you
6 know, they're already served in the market.
7 Kohl's is already served in the market.

8 You know, Kroger, you know, who
9 knows what they're going to do because of the
10 whole Mariano's and Jewel impact.

11 I mean, there are companies
12 looking to come into the Chicago metropolitan
13 area, but none that I think, you know, would
14 probably -- they would probably pass on this
15 site.

16 Thank you.

17 MR. DEVINE: Thanks, Mike.

18 Again, Tom wanted me to talk a
19 little bit -- I'll be passing this letter out.
20 We were going to have the industrial broker talk
21 to you a little bit tonight, the broker we had
22 engaged a couple years ago, in 2019, from Cushman
23 & Wakefield, which is a large brokerage firm.
24 Again, we engaged him in 2019. He was charged,

1 from our conversations with Hillside, he was
2 charged with trying to find a user that would
3 come in, go through an entitlement process, go
4 through a building planning, building
5 construction process. And, you know, similar to
6 what we've been talking about and what we're
7 going to get to, it's just not feasible for these
8 industrial users. They need something within,
9 you know, 6 to 12 months, as opposed to 18 to
10 36 months time period to come here, come in front
11 of the board, come in front of the board of
12 trustees, and then build a building.

13 So, again, I mentioned this
14 earlier, it's kind of a chicken and the egg. In
15 order to attract the user, you need to build a
16 spec building. And a speculative building, which
17 means building the building ahead of time,
18 Panattoni does not have a user. Again, I think
19 John said 90 -- you know, close to a hundred
20 percent of their developments are done on this
21 basis.

22 So, again, if -- I know it's short
23 notice, but, you know, he goes through about 10
24 or 12 companies that he did talk to. Ironically,

1 a lot of them are kind of light assembly,
2 manufacturing-type, light-assembly users that
3 looked at the site and passed because there
4 wasn't a building there. They needed something
5 quicker.

6 Again, I think Russ Wade had
7 talked to a handful of them, Joe's predecessor.
8 So that just kind of summarizes what he was going
9 to -- talk to you a little bit tonight, and
10 unfortunately he's sick tonight, but he did
11 include this in the letter, which was provided to
12 the -- to the board.

13 So I'm not sure where we are in
14 the presentation. Again, these are some of the
15 buildings built around -- as a matter of fact,
16 some of these tenants were actually on -- Eric
17 Fisher is his name. It's his list of tenants he
18 talked to who elected to go to another community
19 that had a building ready -- readily built.

20 So I do want to touch briefly on
21 the benefits here. You know, again, the first
22 big benefit is obvious, it's a construction job.
23 You need construction jobs. The building is
24 going to cost about \$30 million, going to take

1 about 18 months to build; 20 different trades,
2 about 300 union construction jobs throughout the
3 process.

4 (Sharing slide.) You know,
5 another benefit, as we list here, is taking, you
6 know, a vacant site and putting up an
7 aesthetically attractive building. Once this
8 building is built, it's expected to support close
9 to, just based on industry metrics, which are, of
10 course, based on, you know, taking a sample of,
11 you know, all buildings built in the area, it's
12 expected to employ about 170 people full time,
13 between office and warehouse jobs, for this type
14 of building, for the type of user that would
15 attract here.

16 So, you know, I think Hillside has
17 seen this, with some of the successes around
18 town. Dynamic Manufacturing not only, I'm sure,
19 employs Hillside residents, but it also brings
20 employees into Hillside to shop at the Target and
21 other restaurants, et cetera. So that's a
22 substantial -- substantial construction and
23 permanent job creation brought by this.

24 Again, another kind of long-winded

1 slide, but obviously the second benefit we talked
2 a little bit about is revenue. You know, the
3 site is severely underutilized for a revenue
4 perspective, and probably, you know, if we
5 continue down this path, it's, you know, the
6 revenue from the vacant land site is only going
7 to diminish.

8 You know, we understand that the
9 village likes sales tax, most villages do -- all
10 villages do, but, you know, if sales tax is not
11 coming, it's time to put this land back into use,
12 and this project will generate substantial tax
13 revenue to the village, to the schools, to some
14 other bodies benefiting Hillside, the library
15 fund, over and above, you know, where we are at
16 tonight.

17 And I think it's important to
18 note, too, this is very stable revenue. You
19 know, this is not revenue associated with retail,
20 like a Menards that can pick up and leave and
21 leave the site vacant, you know, some of the
22 factors that Mike MaRous alluded to.

23 This building is -- will attract a
24 user, and it's a much more stable source of

1 revenue than potentially a retailer that could
2 come in, have some sales tax for 10 years, then
3 leave the site vacant and underutilized for 10,
4 20 years; 10 years, as was the case with Menards.

5 And also, I do want to point out
6 that there is the potential here to find a
7 user -- one of the -- a couple of the companies
8 that our broker talked to, they did actually have
9 a retail sales component. It was a showroom
10 operation, again, kind of similar to what Mike
11 MaRous was alluding to.

12 There is a company coming out of
13 Cicero. They made artificial plants, you know,
14 something like this [indicating], where they
15 would fabricate the plants, store them, ship
16 them, and they also had a pretty sizeable -- I
17 think it was about 10- to 15,000-foot --
18 showroom, where people could come in, look at the
19 plants, buy the plants for offices, et cetera.
20 So in that case it's kind of the best of both
21 worlds, and that's certainly a very real
22 possibility here is that you find somebody that
23 could increase the property taxes and add a sales
24 tax component.

1 (Sharing slide.) This slide here
2 just -- again, just shows kind of, over the next
3 12 years, you know, or 10, 12 years that this
4 land sits vacant, it's expected to produce, you
5 know, \$3.3 million in tax revenue. Of that,
6 2.4 million benefits Hillside schools, library,
7 village.

8 You know, with our development,
9 you know, Panattoni's tax experts project the
10 site to generate \$15 million over and above where
11 the vacancy -- the vacant site is. So about
12 8.5 million over 12 years in additional revenue
13 benefiting Hillside comes from this development.

14 So I think at this time I'm just
15 going to let Tom walk through some of the PUD
16 standards that we're deciding on here tonight.

17 Is that where we're at?

18 MR. BURNEY: Yes.

19 MR. DEVINE: Did I miss anything or --

20 MR. BURNEY: No. I want to -- I hope
21 that everybody appreciates the effort that
22 Mr. Devine has put into this, those of you that
23 were here the last time, compared to what we did
24 this time.

1 Can I push this down? Good.

2 Everyone can see it.

3 So the standards -- the -- really,
4 the standards that you have are necessary or
5 desirable, though detrimental influence. These
6 are an 11.10(2)(e)(iii) and 11.10(4) permitted
7 use standards, again, repeating, necessary or
8 desirable. And that the uses permitted by such
9 exception are appropriate with respect to the
10 primary purpose.

11 And I hope that you agree with me
12 that we have demonstrated that this type of a
13 distribution and warehouse facility, given the
14 changing market on retail, given all of the
15 impulse, the impact of the Prime -- Primes in the
16 world; all the deliveries, as you watch in your
17 neighborhoods, what's -- you know, people are
18 constantly in this Christmas season getting
19 deliveries, that this type of use and this type
20 of location is very necessary and desirable.

21 And I -- I was reflecting back,
22 when I was a little kid, long time ago, 72 years
23 ago, but -- and your village attorney confirmed
24 for me, this was the town that housed S&H Green

1 Stamps. And I just always remember, wow, S&H
2 Green Stamps. We would be collecting them.

3 But this is a community that
4 housed a very substantial corporate citizen, and
5 I expect that a lot of the goods came to and from
6 that, as people brought in their stamps and
7 bought things. It was like a warehouse and a
8 distribution center.

9 I also say to you, have confidence
10 that -- in what Hillside can do here. Sean and
11 Newcastle have held on to this property. They
12 didn't bring you some shlub developer. This is
13 Panattoni. You heard what Panattoni, what John
14 said about its track record, what it has done
15 nationally. This is the kind of developer that
16 communities want, and we would hope that you
17 would embrace them.

18 Have confidence in this. We are
19 not trying to pull a fast one on you. This is --
20 we have tried to use this to develop this for
21 retail. I think we've made a compelling case
22 that it's not possible. You live here. You've
23 seen what has changed. Embrace what so many
24 other communities are doing, which is to -- to

1 take a retail site that is no longer useful for
2 that purpose, that it's become obsolete, take
3 that site and permit it to be converted.

4 A couple of other asks. I would
5 like this hearing to be continued and that the
6 public hearing not be closed tonight. We don't
7 have seven members here, and there is a question
8 as to whether or not the village board is -- the
9 way that the zoning ordinance is written, can
10 vote on this -- vote to approve it if the
11 planning commission doesn't recommend approval.
12 And a strict reading of how this village zoning
13 ordinance, which your attorney didn't write but
14 inherited, suggests that interpretation.

15 So I would ask, Mr. Acting
16 Chairman, that this public hearing be left open
17 so that we have the transcript, so that the
18 missing member can read the transcript and
19 participate in the deliberations.

20 There is another issue that I
21 think came up through here, and I -- I would like
22 to invite you to -- for Panattoni and Sean to
23 invite you to some of the buildings that they
24 have built so you can get a feel for -- like,

1 there was a suggestion, we haven't shown you what
2 the back of the building looked like. That
3 wasn't advertent. It just -- we were looking at
4 certain other things and didn't think about that.

5 But we would like to invite you to
6 come and look at what Panattoni has done, to --
7 to get a confidence that this is a class
8 operator, and that they are going to bring you
9 something that you can all be proud of, something
10 that is going to promote the public health,
11 safety, and welfare and won't cause any detriment.

12 So those are my two asks, and
13 probably because I'm asking to continue the
14 public hearing, we might have a little bit more
15 to say at the next hearing. We would certainly
16 invite the ladies who are here tonight to
17 publicly speak, and they can do it a second time.

18 So I believe that we've met the
19 standards for the planned development, for adding
20 these two uses in a commercial plan development,
21 and I would ask that the vote be delayed until a
22 remaining member, the chairman, has the
23 opportunity to review the transcript. And also
24 to arrange, through Joe, for any of you who are

1 interested, to come out and look and see what
2 Panattoni has done in this general area, get some
3 confidence in it. Thank you very much.

4 MR. SARANGELO: Thank you.

5 MR. DEADY: Let me comment on the one
6 legal point that Tom made with respect -- so you
7 understand the reason that he's asked for the
8 record to be held open. The way that the
9 ordinance reads with respect to these type of
10 requests, that is, a planned unit development in
11 a commercial setting, is that if they're asking
12 for additional uses that aren't already in the
13 underlying B2 district, then in order for
14 those -- those uses to be approved by the
15 village, not only -- you know, the planning
16 commission has to affirmatively recommend it to
17 the village board, and then the village board has
18 to approve it.

19 So in this type of issue, that is,
20 whether or not to expand it and types of
21 permitted uses at a particular site, the village
22 board can't decide on their own to look at the
23 transcript and overrule your decision.

24 So what he's saying is that

1 if it -- there is six members here tonight on a
2 seven-member board. That if you vote -- well,
3 some of the votes at the last time were three to
4 three, and that means that it's not recommended.

5 So it's up to the board to decide
6 if they want to put it off to sometime when the
7 transcript is ready, sometime probably in late
8 January, where this could be reviewed and re-
9 brought.

10 Not a whole new -- we're not
11 talking, Tom, just so it's clear, nothing -- no
12 further testimony is going to be presented, but
13 it would just be the board would have discussions
14 and then actually vote. Is that how we
15 understand your request?

16 MR. BURNEY: I totally agree with that.
17 Although, if there are some questions as a
18 result, we will not refuse to answer.

19 MR. DEADY: Okay.

20 MR. BURNEY: But we will not present
21 anything else.

22 MR. DEADY: Okay. And it's really up
23 to the board.

24 MR. PISANO: We're not done conducting,

1 though, the hearing. There is another section,
2 here, Chairman --

3 MR. ERLANDER: Yes.

4 MR. PISANO: For opening it up to the
5 public and swearing them in, those that might
6 have questions regarding the --

7 MR. ERLANDER: Oh, and we can do that
8 now, right?

9 MR. PISANO: Yes.

10 MR. ERLANDER: Before we make a
11 decision on whether we try to extend or not?

12 MR. PISANO: Right. Please do that
13 now.

14 MR. DEADY: Yes.

15 MR. ERLANDER: Sure.

16 MR. DEADY: The members of the
17 audi ence --

18 MR. ERLANDER: Oh, here it is. I'm
19 sorry.

20 Does anyone --

21 MR. PISANO: It's down in the middle
22 part of the next page.

23 MR. ERLANDER: I will now swear in
24 anyone who has or may have testimony to present

1 at tonight's hearing. So do you have a question?

2 MR. DEADY: If you want to --

3 MR. PISANO: Ma'am --

4 MR. DEADY: Do you have a question?

5 MR. PISANO: There's -- you had a
6 question related to the public --

7 MR. ERLANDER: It's worth saying.

8 MR. PISANO: If you had a question,
9 then what we would need you to do, is if you
10 could just stand and come to the front so that we
11 can hear you and that the court reporter can make
12 sure that she's got your question in full.

13 We'll swear you in first before
14 you ask the question, so in case there is
15 rebuttal that you can go back and forth with the
16 petitioner, okay?

17 (Audience member sworn.)

18 MR. ERLANDER: Thank you. You can go
19 ahead.

20 MR. DEADY: State your name and your
21 address.

22 MS. JONES: Okay. My name is Janese
23 Oliver Jones, and I live at 60 North Wolf Road.

24 I purchased my home about five

1 years ago, okay? And one of the reasons I
2 purchased it is because it was quiet, okay. So I
3 seen the railroad, you know, but that comes, you
4 know, at odd hours. But it's tolerable.
5 Sometimes in the morning, backing off from my
6 driveway onto Wolf Road, sometimes it's
7 difficult, but most of the time it's not. I can
8 easily come out and I can easily pull in.

9 So I'm thinking about the extra
10 traffic that's going to come. Also thinking
11 about when I purchased the home, the appraisal
12 went down \$25,000 because the house was on Wolf
13 Road, and they considered that a busy street.
14 So...

15 MR. SARANGELO: A what?

16 MR. ERLANDER: A busy street.

17 MS. JONES: Yes, mm-hmm. It worked out
18 for me because I got the home for cheaper.

19 But now, looking at this, we --
20 and I know you got to build something, you know.
21 I understand. And I didn't know it had been ten
22 years that the area had been empty.

23 So I figured at some point
24 something was going to go there. I was hoping it

1 wasn't a big high-rise apartment building.

2 And the main question I have is,
3 okay, when you say the trucking entrance is going
4 to be in the back, we see traffic with trucks up
5 and down Wolf Road all the time. And you can
6 tell somebody, "This is what you need to do and
7 this is how you should go," but they still going
8 to do something different, okay? You can't
9 control that. And at some point Hillside is not
10 going to be able to control it, okay? Because we
11 can't even control the train riding through
12 Hillside at 3:00, 4:00 o'clock in the morning
13 whistling and nobody is out there. So I can't
14 believe that, Oh, no, it's not going to be a high
15 volume of 18-wheelers, or even, you know, little
16 delivery trucks.

17 I can't even lie. I'm sitting
18 here -- at first I was a little discouraged, now
19 I think I've made up my mind. I'm ready to sell.
20 And I'd rather do it now, when I can a decent
21 value, until later when you've already built
22 something.

23 So -- and that's, you know,
24 truthfully my opinion is not going to make a

1 difference, and I'm kind of pissed off that my
2 neighbors are not here. Just me and my sister,
3 and it's going to affect all of us right there on
4 Wolf Road.

5 So I wish you all luck in your
6 decision. I really did like living in Hillside,
7 but it's a wrap.

8 MR. ERLANDER: Thank you.

9 MR. KREGAS: Thank you. Appreciate
10 that.

11 MR. PISANO: Is there any other
12 testimony or questions that the general public
13 would like to ask? Anyone else from the
14 audience?

15 MR. ERLANDER: Do you want to talk as
16 well?

17 UNIDENTIFIED SPEAKER: No.

18 MR. ERLANDER: Okay.

19 MR. PISANO: Seeing none, then,
20 Chairman, I would suggest that we move forward
21 with the hearing.

22 MR. ERLANDER: Do what now? Sorry.

23 MR. PISANO: Move forward with the
24 hearing for the process.

1 MR. ERLANDER: So do you think we
2 shoul d --

3 MR. DEADY: Well, I think you should
4 discuss it. I mean, there has been a request by
5 the petitioner to leave the hearing open.

6 MR. ERLANDER: So that there -- they're
7 leaving it open because Joe is not here, and
8 there is a possibility it could end up three to
9 three.

10 Can you hear me, Mickey? Mickey,
11 you can hear me?

12 MR. SARANGELO: Mickey.

13 MR. ERLANDER: Mickey, can you hear me?

14 MR. SARANGELO: Mickey.

15 MR. ERLANDER: Mickey, can you hear me?

16 MS. STIMAC: I'm sorry?

17 MR. ERLANDER: Can you hear me?

18 MR. KREGAS: Can you hear us?

19 MS. STIMAC: Go around.

20 MR. ERLANDER: Okay. So --

21 MR. KREGAS: Go ahead. I'm sorry.

22 MR. ERLANDER: I'm not sure if it's
23 that close, but --

24 MR. PISANO: Jim, put the mic closer to

your mouth so maybe Mickey can hear.

MR. ERLANDER: Mickey, can you hear me now?

MR. PISANO: No, she's not --

MS. STIMAC: I can't.

MR. PISANO: You can hear?

MR. ERLANDER: Can you hear, Mickey?

MR. SARANGELO: I can hear.

MS. STIMAC: Okay, he'll -- he'll explain it to me.

MR. KREGAS: He'll tell you.

MR. ERLANDER: All right. So we have to decide if we want to postpone voting until Joe hears the testimony or the --

MR. DEADY: He reads the transcript.

MR. ERLANDER: -- reads the transcript. So do we want to wait or do we want to go ahead?

MR. KREGAS: Should we vote on it?

MR. ERLANDER: Should we vote or should we wait until Joe can hear it?

MR. NORWOOD: I vote that we wait until --

MR. SARANGELO: Yeah, I agree.

MR. NORWOOD: For information on this

1 zoni ng.

2 MR. SARANGELO: Yes, wait.

3 MR. ERLANDER: What was that? I'm not
4 sure what --

5 MR. SARANGELO: Wait for the -- Joe --

6 MR. PISANO: What the motion would be,
7 Bill, is -- you know, again, because we have an
8 even board number, and what happened to us last
9 time in the hearing process is we went through --
10 because this really should be broken down into
11 three separate votes for the PUD. One is for the
12 uses, two is for the commercial plan use
13 development and whether or not it accommodates
14 the requirements that -- that it needs to in
15 order to approvable commercial development. And
16 then there is another last part of it for the
17 devel opment.

18 MR. DEADY: It doesn't create a
19 detrimental affect to the surrounding
20 nei ghborhood.

21 MR. PISANO: Right. Doesn't adversely
22 affect the surrounding neighborhood.

23 So there would be three components
24 of the initial vote, and then there would be a

1 final vote.

2 And what happened to us last time
3 is we were -- we had ties within that, that
4 didn't -- weren't -- there was no tie breaker.
5 So therefore, what happened is we had -- any tie
6 we had became a no.

7 So what the developer has asked is
8 that we get a true seven board panel to be heard
9 fairly, and whether -- it's for the -- you know,
10 aye or nay, at least it will be a definitive
11 answer from the board to be presented to the
12 village mayor and board of trustees.

13 MR. KREGAS: Right.

14 MR. ERLANDER: So if we say it right
15 now before he gets it, what's -- you know, can we
16 not show him that part of the transcript?

17 MR. DEADY: Well, I mean, you -- no,
18 you can't --

19 MR. PISANO: You can't vote --

20 MR. DEADY: -- you can't vote -- I
21 mean, the point would be you would delay
22 everybody's vote until the transcript is
23 prepared, Joe has had a chance to review it. He
24 may have a question. The hearing would be

1 technically open. If he has a question, because
2 he wasn't -- he'd be able to ask questions of the
3 petitioner. They wouldn't be able to offer any
4 additional evidence. But then the full board
5 would then vote on the two uses and the ultimate
6 decision as to whether or not to recommend the
7 plan use development.

8 MR. NORWOOD: That's what I was trying
9 to say. That was my point.

10 MR. ERLANDER: Okay.

11 MR. DEADY: You said it. You said it.

12 So is that a motion?

13 MR. NORWOOD: Yes.

14 MR. DEADY: Okay. So the motion on the
15 floor --

16 MR. KREGAS: Mickey, are you there?

17 MR. DEADY: Is there a second?

18 MR. PISANO: Is there a second to that
19 motion?

20 MR. ERLANDER: Peter, do you want to
21 second that? Do you want to wait?

22 MR. SARANGELO: I personally think it
23 should be delayed until --

24 MR. ERLANDER: Okay. So you second it.

1 MR. DEADY: Call for a vote.

2 MR. ERLANDER: So there is a vote

3 for --

4 MR. DEADY: To delay the --

5 MR. ERLANDER: To delay.

6 MR. DEADY: Yes.

7 MR. KREGAS: So this could take how
8 long?

9 MR. PISANO: Do we need a voice vote on
10 that to delay it?

11 MR. DEADY: Yes.

12 MR. PISANO: Okay. I'm going to go
13 through and call a voice vote for the ZBA and
14 planning commission, acting as planning
15 commission, to postpone taking a vote on the
16 matter that is in front of you. So this is going
17 to be a voice vote.

18 So if you want to, which it
19 appears most do, that we want to postpone it, the
20 answer would be "aye." If you do not want to
21 postpone it, it would be "nay," okay?

22 So Peter Sarangelo, aye or nay?

23 MR. SARANGELO: Postpone it.

24 MR. PISANO: Yes. Okay.

Bob Kregas?

MR. KREGAS: Postpone it.

MR. PISANO: Okay.

Bill Norwood?

MR. NORWOOD: Yes.

MR. PISANO: Noreen Thermos?

MS. THERMOS: Aye.

MR. PISANO: Mickey Stimac?

MS. STIMAC: Huh?

MR. PISANO: Yes or no? To postpone or
not postpone?

Can you tell her, Pete?

MR. SARANGELO: Delay.

MR. PISANO: Delay? Okay.

MS. STIMAC: Yes.

MR. PISANO: And Jim Erlander?

MR. ERLANDER: Sure, postpone.

MR. PISANO: Okay. So the board has
unanimously voted to postpone.

MR. KREGAS: Now, excuse me, Joe. Are
we going to go see a site?

MR. PISANO: We have that opportunity.
I will talk with the developer and see what --
what they may want to do for you. So if you want

1 to take the opportunity to go out and see some of
2 the other sites that they had, for the interior
3 space and the dock space, you'll have a firmer
4 understanding of what they've constructed.

5 MR. KREGAS: As a group.

6 MR. PISANO: As a group.

7 MR. ERLANDER: So we're allowed to
8 deliberate right now; right?

9 MR. PISANO: That's a question for Pat.

10 MR. DEADY: No, you cannot deliberate
11 now. But you can --

12 MR. ERLANDER: If we don't take a vote,
13 can we deliberate?

14 MR. DEADY: Yeah. If you're not going
15 to take a vote, you want to each have a
16 discussion about --

17 MR. ERLANDER: Yes, I want to have a
18 discussion, where everybody is at right now, kind
19 of, thinking, without saying aye or nay --

20 MR. DEADY: Yes, you can have a
21 discussion, unless there is some problem with
22 that. It's going to be on the record.

23 MR. BURNEY: No, no, no, I just -- I
24 think for -- we need to have a date certain. And

1 I know you don't know when the transcript --

2 MR. DEADY: No, they're talking
3 about --

4 MR. BURNEY: No.

5 MR. ERLANDER: We just want to
6 discuss --

7 MR. DEADY: Discuss the relative merits
8 of the proposal --

9 MR. BURNEY: I understand.

10 MR. DEADY: -- without taking a vote.

11 MR. BURNEY: Correct. But before the
12 meeting is over, will you get a motion on a date
13 certain? And even if it's not ready and we have
14 to kick it over -- because this is a public
15 hearing process --

16 MR. DEADY: Right.

17 MR. PISANO: -- and so we ruin the
18 notice if we didn't have a date certain to
19 continue the meeting to.

20 MR. DEADY: Robin, what do you think in
21 terms of the --

22 (Discussion off the record.)

23 MR. DEADY: This board would meet on
24 the 10th, the second Tuesday of January, or the

fourth Tuesday of January; right?

MR. PISANO: Sure.

MR. DEADY: So either the 10th or the 24th.

MR. BURNEY: Do you have a matter up on the 10th?

MR. DEADY: What?

MR. BURNEY: Do you have a matter up on the 10th?

MR. DEADY: We have another -- no, that's on the 9th, we have -- that's -- the 9th is the board meeting, village board meeting. The 10th is a Tuesday.

MR. BURNEY: Both of those --

MR. DEADY: It could be the 10th or the 24th, but I don't -- it would depend on when the transcript can get done.

MR. BURNEY: Why don't we do the 24th. Just --

MR. DEADY: All right. That's fine.

MR. BURNEY: It's the holidays.

MR. PISANO: They can meet any Tuesday.

MR. DEADY: All right.

MR. BURNEY: We don't know when the

gentleman will be able to look at it.

(Discussion off the record.)

MR. DEADY: Do you want the 10th, Tom,
or do you want the 18th -- any Tuesday.

MR. BURNEY: We've got the holidays --

MR. DEADY: All right. Let's do it --
why don't we --

(Discussion off the record.)

MR. DEADY: Yes, why don't we wait
until the 17th, the Tuesday.

MR. BURNEY: 17th or the 24th?

MR. DEADY: Well, it can be any
Tuesday.

MR. BURNEY: The 17th? The 17th would
be great.

MR. ERLANDER: Of January.

MR. DEADY: Of January.

MR. ERLANDER: That would be to
reconvene here, but if we were going to go see
someplace --

MR. DEADY: Yes, in between now and --

MR. ERLANDER: -- would drive by --

MR. DEADY: Yes.

MR. PISANO: We can do that outside the

1 confines of the meeting.

2 MR. ERLANDER: Are we allowed to talk?

3 MR. PISANO: No, you're not allowed --
4 here, you're not allowed --

5 MR. DEADY: You're not allowed to
6 discuss.

7 MR. PISANO: You're not allowed to
8 deliberate and -- and discuss. Everyone can go
9 to the -- we can all go together, you just can't
10 talk about it, and then after that --

11 MR. DEADY: You can't talk about the
12 applications. You can talk about what you're
13 seeing.

14 MR. PISANO: You can talk about the
15 building, you can talk about the aesthetics of
16 the building, you can talk about what you like or
17 don't like about it.

18 MR. ERLANDER: The building is going to
19 be beautiful, I know that. It's just where it's
20 at is my problem.

21 MR. PISANO: Well, as Attorney Deady
22 said, you can ask people now, without getting a
23 vote, if that's what you want to do.

24 MR. ERLANDER: I just want a feeling

1 for what people are thinking. If they feel that
2 this is a safe alternative to what is there now
3 and what possibly could go there if it went back
4 to retail, which they say it's not possible.

5 Does anybody have any words on
6 that?

7 MR. KREGAS: Any opinion?

8 MR. ERLANDER: You prefer not to talk,
9 okay, or not -- you don't think. So -- you
10 prefer not talking, or you don't think it's --

11 MR. KREGAS: No, I prefer not talking.

12 MR. DEADY: Not to talk about it?

13 MR. KREGAS: Yes.

14 MR. DEADY: Okay.

15 MR. KREGAS: That's me.

16 MR. ERLANDER: Okay.

17 MR. DEADY: It might be better from a
18 process standpoint, so that if the chairman is
19 back and you're seven and you're all hearing, you
20 discuss it together.

21 MR. KREGAS: Sure.

22 MR. ERLANDER: Sure. Okay.

23 MR. DEADY: And that would be probably
24 a more equitable way, a fair way for the

1 petitioner to hear it --

2 MR. KREGAS: Okay.

3 MR. PISANO: We just need to close out
4 the meeting.

5 MR. DEADY: Well, you need to continue
6 the meeting.

7 MR. PISANO: Yes.

8 MR. DEADY: Mr. Chairman, you should
9 entertain a motion to continue this hearing until
10 January 17th at 7:00 o'clock.

11 MR. ERLANDER: Yes. There is a motion
12 to continue the meeting until January 17th at
13 7:00 o'clock.

14 MS. THERMOS: Yes, I second it.

15 MR. PISANO: Okay. All --

16 MR. ERLANDER: Do I need to do a vote?
17 I don't need to do a voice vote?

18 MR. PISANO: Just a voice vote. All
19 that are in favor of continuing the meeting to
20 January 17th, please say "aye."

21 (Unanimous vote of "aye.")

22 MR. PISANO: All opposed?

23 All right. It will be continued
24 until the 17th.

1 Chairman, would you like to
2 adjourn the meeting then, please?

3 That's okay. I --

4 MR. DEADY: Did you make a motion?

5 MR. PISANO: Just make a motion,
6 entertain a motion.

7 MR. ERLANDER: I'll entertain a motion
8 to adjourn.

9 MS. THERMOS: I second.

10 MR. NORWOOD: Aye.

11 MR. PISANO: All in favor, say "aye."

12 (Unanimous vote of "aye.")

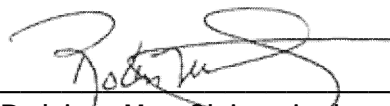
13 MR. PISANO: Okay, the meeting, is now
14 adjourned at 8:54 p.m.

15 (Whereupon the proceedings
16 concluded at 8:54 p.m.)
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1 STATE OF ILLINOIS)
2)
3 COUNTY OF DuPAGE)
4

5 I, ROBIN M. CHIMNIAK, a Certified
6 Shorthand Reporter of the State of Illinois,
7 do hereby certify that I reported in shorthand
8 the proceedings had at the hearing aforesaid
9 and that the foregoing is a true, complete,
10 and correct transcript of the proceedings of
11 said hearing as appears from my stenographic
12 notes so taken and transcribed by me.

13 IN WITNESS WHEREOF, I do hereunto set
14 my hand at Chicago, Illinois, on this 4th day of
15 January, 2023.

16
17 

18 Robin M. Chimniak, RMR, CLNR
19 Certified Shorthand Reporter
20 State of Illinois
21 CSR License No. 084-001999
22
23
24



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