

AFFIDAVIT of JAMES W. HUGUELET

Ladies and gentleman of our Planning Commission, as our neighbors and fellow villagers I want to thank you both for your service to our village and for the opportunity to speak to you tonight. We face a crossroads for our village in the decisions being discussed tonight. Decisions that will shape the very character of our community. Decisions that will affect generations to come. Decisions that are irreversible.

I have been a resident of Sugar Grove for almost a decade, but a visitor for much longer. While earning my two degrees from NIU some 25 years ago I would often exit at Route 47 and then take the "back ways" to my home in Romeoville. Or stop and visit my roommate's parents on their farm off Harter Road. I remember when there was little at Galena Boulevard but a gas station.

Our village has certainly grown since then. But it has grown consistent with its essential character: one that allows us to be "of the suburbs" but not "in the suburbs". That is what attracted my family here in the intervening years, and what I most cherish about our village. I believe many in our community feel likewise – and enjoy having a pumpkin farm, or a corn stand, or an egg farm, or a nursery be nestled amongst our subdivisions and small businesses. It's running into neighbors during lunch at Fireside, or eating dinner at the golf course, grabbing a quick bite at McDonald's, or perhaps making our way out to Rich Harvest Farms for an event. This is what gives Sugar Grove, in the words of our village web site, "our small town charm" less than an hour from Chicago.

So the important question before us is: if we believe that our small town charm is indeed a key aspect of our village's success as referenced on our village web site which I now submit to the Committee, how do changes and development impact that charm? And how do the benefits of any proposal for change balance against the inevitable costs, both tangible and intangible, that inevitably accrue?

Such decisions must be made on the basis of facts, not emotion nor conjecture. It is in that spirit that, after reviewing the materials recently made available, I would respectfully ask the representatives from the petitioner to address the following questions to elicit those facts, which I have taken the liberty to organize by the four ordinance standards for consideration during rezoning:

1) Will this rezoning change promote the public health, safety, comfort, convenience and general welfare of the village and comply with the policies of the comprehensive land use plan and other plans adopted by the village?

- Was Crown aware of the Estate Residential (E-1) zoning that was put into place when its land was annexed on or about 3 December 2013 by Ordinance 20131203D, a copy of which I submit to the Committee, which indicates that such designation was “consistent with the request from Crown”? At that time was Crown aware that a zoning change would be required prior to developing that land in a non-residential way?
- When did Crown become aware of the Comprehensive Plan for land use in Sugar Grove as amended on 18 November 2014 per Ordinance 2014-1118D, which now I provide to the Committee, which prevents the type of development that the petitioner is now seeking by “The land use plan amendment also removes Business Park land use from the south side of the Tollway, thereby using the Tollway as a physical barrier between residential uses and character of development lying south of the Tollway and the non-residential land uses north of the Tollway”?
- Given the above, does the petitioner agreed that it is accurate to categorize the E-1 zoning of land south of I-88 not as a mere consequence of the annexation process in 2013, but rather as a deliberate and thoughtful decision made by the village almost a full year later for the reasons stated above?
- What discussions, if any, were held with representatives of the village on the topic of amending the Comprehensive Plan in 2018 to negate the 2014 amendments, which I now provide to the Committee?
- Has an economic analysis of the project been completed by either Crown or the village to assess its financial impact on Sugar Grove? Specifically, what additional one-time and recurring costs will be incurred by the village as a result of the petitioner’s proposal?
- The petitioner has testified that \$16 million in property taxes, \$1 million in sales taxes, and \$1.3 million in utility taxes would be generated by this

- development. What analysis was conducted to arrive at these figures, and what variables would affect the ability to achieve these lofty estimates?
- Without a clear picture of both the expected revenues and costs, how can the village conduct a “cost/benefit” analysis to accurately assess the comprehensive value proposition of the proposal?
 - Would this development bring any property tax relief to residents of Sugar Grove and/or its surrounding townships? If so, for whom, by what amount, and in what timeframe?
 - The petitioner has testified that between 4,500 and 5,500 post-construction, full-time jobs would be created by its proposal.
 - Can the petitioner provide the analysis that underlies this assertion, addressing the following questions:
 - How would those jobs break-down by the type of job created?
 - Will they be permanent or be part-time/staffing agency jobs, as is often the case in warehousing? I am submitting to the Committee several job postings for warehouse-related positions in the area which show such jobs being part-time, temporary to hire, and intermediated by staffing agencies.
 - Would they have a high degree of seasonality? I am submitting to the Committee a news story describing the level of seasonality that can be found in warehousing operations such as Amazon’s, which the petitioner has frequently referenced in its testimony.
 - What are the expected skills required and anticipated pay of those jobs? I am submitting to the Committee several job postings for warehouse-related positions in the area showing wages in the range of \$10 to \$16 per hour.
 - Per 2000 Census data, the median household income in Sugar Grove was \$75,856. Adjusted for inflation, this would be equivalent to \$112,900 today per the Bureau of Labor Statistics, both of which I provide to the Committee now. Given this and the typical pay for warehouse workers, is it

- accurate to say that a significant and perhaps majority of the jobs created by this proposal would in fact pay less than half of median income in our village, assuming two working adults?
- Would these types of jobs typically offer benefits or have union representation?
 - How would the industry trend toward warehouse automation affect the likelihood that such jobs would still be required 20, or even 10 years from now?
 - What percentage of workers would be expected to be Sugar Grove residents?
- Since retail is part of the petitioner's request, has an impact analysis been completed as to the effect that these new stores would have on our existing businesses in similar industries? How would they differ from those that are already available to our community along either Randall Road or Orchard Road? What amount of spending at local merchants would we expect to occur from the employees working at this development?
 - What factors justify the petitioner incorporating substantially less than the "40% open space standard" in its proposal?

2) Is the trend of development in the area consistent with this request?

- In its response, the petitioner stated that "This type of development has not been constructed in the village previously". Is not this proposal then, *prima facie*, inconsistent with the trend of development in Sugar Grove—which in my observation as a long-time citizen can be characterized by a steady recovery of housing and the measured buildout of its retail sector?
- The petitioner has previously testified that the warehousing market is "hot". What facts or analyses underpin this assertion, for example, what is the current warehouse space availability in the surrounding areas?
- The petitioner has previously testified that the single family homes in its plan should be expected to sell in the "\$400,000 to \$500,000" price range. If such homes are indeed marketable, why would the petitioner not

develop the entire parcel in a similar manner consistent with its existing zoning?

3) How are the permitted uses allowed by the rezoning more suitable for the property than the permitted uses allowed by the current zoning designation?

- Has Crown ever examined other possible uses of this property? If so, what were they and why are the current uses being proposed? What specific facts or analyses support the assertion as to the infeasibility of developing the areas in question consistent with its current E-1 zoning?
- Are there reasons that a less-impactful alternative corporate development, such as a business office park or research center, could not be accommodated on this property? In my observation such a development would be much more in character with the nature of our village.
- Is it accurate that in its Land Use Opinion 18-107D the Kane-DuPage Soil & Water Conservation District Land Use Opinion had multiple concerns with the proposal including "Stream On-site, Wetlands, Floodplain, Soil Limitations, Aquifer Sensitivity, LESA – Prime Farmland, Soil Erosion and Sediment Control, and Stormwater Management"?
- Is it accurate that it was "...the opinion of the Kane-DuPage Soil and Water Conservation District Board that this site is not suited for land use change"?
- What mitigations would be required to address these concerns, and who would be responsible for funding them? What assurances would Crown be willing to provide that such measures would be effective?
- Because of the LESA score, why is this land not best suited to remain in its current usage as "Prime Farmland"?
- Given the settler-era historical significance of this area, has an assessment been performed to determine if there are archeological concerns with the development outline in the petitioner's proposal? If so, what were the results of such analysis?

4) Will this rezoning alter the character of the neighborhood or be detrimental to adjacent property?

- Has Crown begun marketing a portion of this proposed development, such as in the flyer I now provide to the Commission?
 - If so, is it accurate that such marketing materials describe a development with:
 - Over 4 million square feet of warehousing space under roof?
 - Several of the proposed building exceeding 1,000,000 square feet?
 - Nearly 1,000 total loading docks?
 - Parking for over 800 additional semi-trailers and over 2,000 cars?
 - For the other portions of the development not being marketed, would the petitioner's proposal contemplate the total warehousing space under roof to over 8 million square feet, with analogous increases in the number of loading docks and parking facilities?
 - If this is accurate, with respect, under what logic can the petitioner assert that such a development will not alter the character of quiet residential subdivisions that are in the vicinity such as Hannaford Farm, Lakes of Bliss Woods, and Strafford Woods to name but a few?
- Today Sugar Grove's housing stock is nearly all single family homes, yet the petitioner is proposing up to 350 units of multi-family housing. If this is accurate, with respect, under what reasoning can the petitioner claim in its filing that such a development will not alter the character of a village that by its own admission is blessed with "small town charm"? and strong single family home ownership?
- Can Crown explain in greater detail the traffic analysis, specifically in the areas of planned changes to Denny Road and Merrill Road? Would these roads be able to ingress into and egress from the non-residential components of the proposal? If so, with respect how could these changes not impact the character of quiet residential areas such as Hannaford Farm, Lakes of Bliss Woods, Strafford Woods, and individual property owners whose homes are along these proposed routes?

- How does Crown propose to eliminate noise and light pollution that would result from this new level of traffic from impacting the homes that abut these roads today? What assurances would Crown be willing to provide that such measures would be effective?
- In the petitioner's response to this question, they have stated that they "...are proposing land uses which are appropriate at a full-access interchange". However, this response seems to answer a question that was not asked. By its response, is the petitioner suggesting that the implementation of the Route 47/I-88 interchange will invariably lead to land uses that negatively impact the character of our village and, thus, that the village should reconsider the construction of the interchange?
- In the proposed housing development, will homes be of a similar character to the existing housing stock in Hannaford Farm, Lakes of Bliss Woods, and Strafford Woods – akin to the pictures I am providing here to the Committee? The petitioner's prior presentation and testimony seem to suggest that they would not.
- The petitioner has previously testified that such homes should be expected to sell in the "\$400,000 to \$500,000" price range. On what basis or market analysis does Crown believe that this would be achievable, given the large development that will be adjacent to it and the example listings of homes similar to those depicted in its prior presentation I am providing to the Committee?
- How specifically does Crown expect to market such homes to entice buyers to purchase?
- Why would these homes need to vary in their requirements, from other housing typically constructed in the village, such as non-standard setbacks?
- The petitioner has previously testified that its multi-family units would be expected to rent in the \$1,500 to \$2,000 per month range for one and two bedroom units. On what basis or market analysis does Crown believe that this would be achievable, given the large development that will be adjacent to it?

- Very little information about the retail component of the petitioner's request has been provided other than a mention of "149,000 square feet of retail space" in the traffic analysis report. What are Crown's specific plans for this aspect of its proposal? Would not a PUD be a better approach to providing the village with the information necessary to make an informed decision?
- Is it expected that warehousing operations will occur on a 7X24 basis?
- How does Crown propose to eliminate noise and light pollution that would emanate from this development from impacting the existing quiet residential subdivisions that surround it? What assurances would Crown be willing to provide that such measures would be effective?
- How would the proposed road plan impact the farm currently operating as the Sugar Grove Pumpkin Farm?
- Finally, is any member of the Crown team a resident of the village and, thus, personally invested in the outcomes should its proposal be approved?

Other Questions

- If approved, what are Crown's plans for the portion of the development that they would act upon first? In what order would other aspects of it be developed?
- Has Crown ever undertaken a project with such a large distribution component?
- In the spirit of full transparency and to dispel any doubts that may exist, has Crown, its subsidiaries, or any of its principals had or have any past, present, or contemplated business relationships, including the sale of land or services, with any of our elected or salaried officials or any members of their families? If so, what is the nature and scope of such relationships?
- Although part of a parallel process that is ongoing, consideration of creating a TIF district is to my understanding underway.
 - If such a TIF district is not created, is it accurate that the petitioner has stated that this project would be unable to move forward? If so,

why? And, if so, why should we not defer any further discussions on rezoning until after such a decision is reached?

In speaking with a diverse group of fellow villagers over the past three weeks, I've been heartened to find that so many others share a passion for seeking what is best for our community. Some I've encountered, though, were skeptical, thinking that any such proposal is a "done deal". I must admit I was disappointed when I heard those sentiments – for in a democracy nothing is ever final, and I pray that all involved are seeking the same thing: an arrangement that is beneficial to all parties involved.

As I close, I would ask that given the magnitude of the decision being contemplated, its irreversible nature, and the diverse members of our community expressing concerns, the Planning Commission proceed as follows:

- At a minimum, withhold making its recommendation until the questions raised tonight can be fully and thoughtfully answered by the petitioners in testimony under oath to this Committee and the public given an opportunity to analyze those responses, all outstanding Freedom of Information Act (FOIA) requests can be processed and analyzed both by the community and the Committee, any outstanding or incomplete notification requirements remedied, and additional input and dialog occur throughout our community. In that time, I would also ask that Crown thoughtfully consider significant modifications to its proposal which would re-imagine their concept of development into one more consistent with the character of our village. For example, if estate homes are not economically feasible, would a hi-tech business park or office complex akin to the Canteras off Winfield Road prove just as profitable? Would a medical campus for the far-west suburbs be an acceptable alternative?
- If the petitioner continues to desire its current PDD proposal, that the Planning Commission recommend against approving Crown's current and any future proposals until they are re-formulated in terms of a PUD instead of a PDD. This would provide the village and its citizens an appropriate level of insight to both make a fully informed decision and exercise an appropriate level of control as development progresses.

- Finally, given the engagement we've already seen in this process, I would respectfully suggest that we have a significant disconnect between the current Comprehensive Plan and the vision of a large portion of our community and its voters. I would respectfully request that we postpone any further discussions of approval and any additional governmental activity consistent with the changes in the Comprehensive Plan under Ordinance 2018-403C until a review of the Comprehensive Plan is conducted that meaningfully engages with all stakeholders in the community to arrive at a truly shared vision for our village as it appears was done in or around 2003-2005. Without such a review, I foresee many years ahead of rancor and debate, uncertainty and frustrations on the part of both residents and prospective developers, contentiousness in our elections this spring and into the future, and the potential for divisiveness to become the watchword for our community. Such a situation, I think we can all agree, would be sad indeed.

We as a village have a unique, singular opportunity with the expansion of our interchange. However, we are in no crisis. We are on no timetable. We need not approve the first idea that is proffered. We are in the position of controlling our destiny. We offer a unique way of life. The petitioner in his testimony compared his proposal to the development of Orchard Road. With all respect to our neighbors to the east, we are not North Aurora and do not desire to become one.

For the sake of our village, its current and future residents, and the legacy that our village has bestowed upon us, we today must make not the easiest but the best decisions and do so in our own time. To paraphrase the wise words in Mark 8, "For what shall it profiteth a community, if it shall gain development and revenue, and yet lose its very character?"

Thank you for your consideration of my testimony.

James W. Huguelet
James W. Huguelet

Acknowledgments

The taking of an acknowledgment consists of positively identifying the signer of a document. The signer need not sign in the notary's presence but must personally appear before the notary and state that the signature on the document is his or hers. Acknowledgments may be taken in an individual capacity or in a representative capacity (as an authorized representative of another – for example, as officer of a corporation for and on behalf of the corporation or as an attorney in fact for another person). These short form certificates are sufficient to meet the requirements of the law.

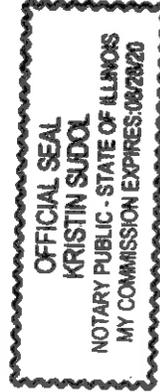
Acknowledgment (in an individual capacity):

State of Illinois
County of KANE.

This instrument was acknowledged before me on 01-23-19
(date) by James W. Hryvelet (name of person).

(seal)

Kristin Sudol
signature of notary public



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Village Board

Back Row L-R: President Sean Michels, Trustee Rick Montalto, Trustee David Paluch, Trustee Ted Koch, Trustee Sean Herron

Front Row L-R: Trustee Mari Johnson, Trustee Heidi Lendi

Village President

P. Sean Michels

Village Trustees

Rick Montalto

David Paluch

Ted Koch

Mari Johnson

Heidi Lendi

Sean Herron

Board Meeting Procedures

Sugar Grove – How Sweet It Is

The Village of Sugar Grove is located in southern Kane County, approximately 42 miles west of Chicago. Sugar Grove was incorporated in 1957 and at that time the population was 125. Sugar Grove remained predominantly a small farming community until the early 1960's when residential development began. The 2010 census placed the population 8,997.

We invite you to visit our community. On your visit you are sure to fall in love with our community and our small town charm. Sugar Grove is easily accessible as State Routes 47, 30 and 56 run through our community, and Interstate 88 is on our northern border. Sugar Grove offers many amenities, including the Bliss Woods and Hannaford Woods/Nickels farm forest preserves; bike trails and the Historic Bliss House.

A note to our residents, if you need to report a problem with any of your services, parkway trees, sidewalks, plowing, water quality, water pressure or notice that a streetlight is out please feel free to send an email to the Village Clerk. Your concerns are important to us.

Village Trustees

Frank Land	2017-18	President
Paul Gans*	2017-18	President
Steve Hovine*	2017-18	President
David Plouffe*	2017-18	President
Rob Brunner*	2017-18	President
William Linder	2017-18	2017
Mary Himmeler	2017-18	2017
Jim Quil	2017-18	2017
Maria Alvarado	2017-18	2017
Scott Clark*	2017-18	2017
Walter Nichols	2017-18	2017
Thomas Rose	2017-18	2017
Robert Schler	2017-18	2017
Randy Clark	2017-18	2017
Michael Douglas	2017-18	2017
Maria Sappone	2017-18	2017
Shirley Rooks	2017-18	2017
Mark Higgins*	2017-18	President
Thomas Smith	2017-18	2017
Paul Meehan	2017-18	2017
Katherine Talbot-Perry	2017-18	2017
Tom Giacullo	2017-18	2017
David G. Baker	2017-18	2017
David Dugan	2017-18	2017
James Dugan	2017-18	2017
Richard Van	2017-18	2017

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<p>Village President P. Sean Michels</p> <p>Village Clerk Cynthia Galbreath</p> <p>Village Administrator Brent M. Eichelberger</p>	 <p>10 S. Municipal Drive Sugar Grove, Illinois 60554 Phone: 630-466-4507 Fax: 630-466-4521</p>	<p>Village Trustees</p> <p>Robert Bohler Kevin Geary Sean Herron Mari Johnson Rick Montalto David Paluch</p>
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**December 3, 2013
Board Meeting
6:00 P.M.**

1. Call to Order
2. Pledge of Allegiance
3. Roll Call
4. Public Hearing:
 - a. Annexation Agreement – 3 Walnut Drive
5. Appointments and Presentations
 - a. None
6. Public Comment on Items Scheduled for Action
7. Consent Agenda
 - a. Approval: Minutes November 19, 2013 Meeting
 - b. Approval: Vouchers
 - c. Resolution: Review of Closed Session Minutes
 - d. Ordinance: Tax Levy for the Fiscal Year May 1, 2013 to April 30, 2014
 - e. Ordinance: 2013-1203MPROS, An Ordinance for Tax Levy of the Mallard Point Special Service Area Assessment for the Fiscal Year May 1, 2014 to April 30, 2015
 - f. Ordinance: 2013-1203MPRO, An Ordinance for Tax Levy of the Mallard Point Special Assessment for the Fiscal Year May 1, 2014 to April 30, 2015.
 - g. Ordinance: 2013-1203FDB, An Ordinance Abating 2013 Taxes related to Debt Service on the \$2,640,000 2006 General Obligation Alternate Revenue Bonds.
 - h. Ordinance: 2013-1203FDC, An Ordinance Abating 2013 Taxes related to Debt Service on the \$8,500,000 2006A General Obligation Alternate Revenue Bonds.
 - i. Ordinance: 2013-12034FDD, An Ordinance Abating 2013 Taxes related to Debt Service on the \$2,585,000 2008A General Obligation Alternate Revenue Bonds.
 - j. Ordinance: 2013-1203FDE, An Ordinance Abating 2013 Taxes related to Debt Service on the \$590,000 2008B General Obligation Alternate Revenue Bonds.
 - k. Ordinance: 2013-1203FDF, An Ordinance Abating 2013 Taxes related to Debt Service on the \$2,930,000 2009 General Obligation Alternate Revenue Bonds.
 - l. Ordinance: 2013-1203FDG, An Ordinance Abating 2013 Taxes related to Debt Service on the \$5,930,000 2013 (A and B) General Obligation Refunding Alternate Revenue Bonds
 - m. Ordinance: Authorizing an Annexation Agreement – 3 Walnut Lane
 - n. Resolution: Accepting a Grant of Easement - Denny Road
 - o. Ordinance: Declaring Surplus Property
8. General Business
 - a. Ordinance: Authorizing Execution of an Annexation Agreement for Property at 88 & 47
 - b. Ordinance: Annexing Property at 88 & 47
 - c. Resolution: Authorizing Execution of a IGA for 88 & 47 Intersection Improvements Phase I Engineering
9. New Business
10. Reports
 - a. Staff Reports
 - b. Trustee Reports
 - c. Presidents Report
11. Public Comments
12. Airport Report
13. Closed Session: Land Acquisition, Personnel, Litigation
14. Adjournment

<p>Village President P. Sean Michels</p> <p>Village Clerk Cynthia Galbreath</p> <p>Village Administrator Brent M. Eichelberger</p>	 <p>10 S. Municipal Drive Sugar Grove, Illinois 60554 Phone: 630-466-4507 Fax: 630-466-4521</p>	<p>Village Trustees</p> <p>Robert Bohler Kevin Geary Sean Herron Mari Johnson Rick Montalto David Paluch</p>
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**Committee of the Whole Meeting
December 3, 2013
6:30 p.m.**

1. Call to Order
2. Roll Call
3. Public Comment
4. Discussion: 6 Month Budget Update
5. Discussion: Comprehensive Sign Ordinance
6. Closed Session Personnel, Land Acquisition, Litigation
7. Adjournment

*The consent agenda is made up of items that have been previously discussed, non-controversial, or routine in subject manner and are voted on as a 'package'. However, by simple request any member of the Board may remove an item from the consent agenda to have it voted upon separately. Items that are marked as *STAR – indicate that the item is Subject to Attorney Review*

Members of the public wishing to address the Board shall adhere to the following rules and procedures:

1. Complete the public comment sign-in sheet prior to the start of the meeting.
2. The Village President will call members of the public to the podium at the appropriate time.
3. Upon reaching the podium, the speaker should clearly state his or her name and address.
4. Individual comment is limited to three (3) minutes. The Village President will notify the speaker when time has expired.
5. Persons addressing the Board shall refrain from commenting about the private activities, lifestyles, or beliefs of others, including Village employees and elected officials, which are unrelated to the business of the Village Board. Also, speakers should refrain from comments or conduct that is uncivil, rude, vulgar, profane, or otherwise disruptive. Any person engaging in such conduct shall be requested to leave the meeting.
6. The aforementioned rules pertaining to public comment may be waived by the Village President, or by a majority of a quorum of the Village Board.
7. Except during the time allotted for public discussion and comment, no person, other than a member of the Board, shall address that body, except with the consent of two (2) of the members present.



**VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS**

ORDINANCE NO. 20131203D

**AN ORDINANCE ANNEXING TERRITORY TO THE
VILLAGE OF SUGAR GROVE, KANE COUNTY, ILLINOIS
(CROWN PROPERTY)**

Adopted by the
Board of Trustees and President
of the Village of Sugar Grove
this 3rd day of December, 2013.

Published in Pamphlet Form
by authority of the Board of Trustees
of the Village of Sugar Grove, Kane County,
Illinois, this 3rd day of December, 2013.

VILLAGE OF SUGAR GROVE

ORDINANCE NO. 20121203D

**AN ORDINANCE ANNEXING TERRITORY TO THE
VILLAGE OF SUGAR GROVE, KANE COUNTY, ILLINOIS
(CROWN PROPERTY)**

BE IT ORDAINED by the Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

WHEREAS, the Village of Sugar Grove is not a home rule municipality within Article VII, Section 6A of the Illinois Constitution and, pursuant to the powers granted to it under 65 ILCS 5/1-8 *et seq.*; and,

WHEREAS, the territory being annexed is legally described in **Exhibit A** attached hereto and incorporated herein by reference (hereinafter referred to as the Property) which is contiguous to the corporate limits of the Village of Sugar Grove (hereinafter referred to as the Village) and is not presently contained within the corporate limits of any municipality and the statutory number of electors (if any) residing thereon join in the annexation petition; and,

WHEREAS, there has been filed with the Clerk of the Village a Petition for Annexation (hereinafter referred to as the Petition) pursuant to 65 ILCS 5/7-1-8 *et seq.*, signed by all of the then owners of record of the property (if any), and by not less than 51% of the electors then residing on the property; and,

WHEREAS, the owner desires that the property be annexed to the Village, zoned pursuant to the terms and conditions set forth in the Annexation Agreement for said property; and,

WHEREAS, the Village acknowledges that the uses as permitted under the Zoning Ordinance of the Village and in accordance with the terms and conditions of the above referenced annexation agreement, will be compatible with and will further the planning objectives of the Village, will be of substantial benefit to the Village, will extend the corporate limits and jurisdiction of the Village, will permit orderly growth, planning and development of the Village, will increase the tax base of the Village, will inure to the benefit and improvement of the Village and its residents, and will otherwise enhance and promote the general welfare of the Village and its residents:

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

SECTION ONE: ANNEXATION

That the territory legally described in **Exhibit A** is hereby annexed to the Village of Sugar Grove, Kane County, Illinois. That such annexation shall extend to the far side of any territory contiguous to the territory described in **Exhibit A** which is dedicated or used for street or highway purposes under the jurisdiction of county or township highway department if no part of such contiguous territory is not within any other municipality.

That an accurate Map of Annexation of said territory is attached hereto and made part of this Ordinance as **Exhibit B**.

That the Corporate Limits of the Village of Sugar Grove are hereby amended and extended to include the territory hereby annexed and the Village Clerk is hereby authorized and directed to make such changes on Village maps.

SECTION TWO: RECORDING AND NOTICE

The Village Clerk is hereby authorized to record this ordinance along with all exhibits and a map of the territory being annexed in the Office of the Recorder of Kane County and to file copies with the Clerk of Kane County, the County Election Authority and to the Branch of the United of the United States Post Office servicing the territory hereby annexed.

SECTION THREE: GENERAL PROVISIONS

REPEALER: All ordinances or portions thereof in conflict with this annexation ordinance are hereby repealed.

SEVERABILITY: Should any provision of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions will remain in full force and effect the same as if the invalid provision had not been a part of this ordinance.

EFFECTIVE DATE: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois this 3rd day of December, 2013.

P. Sean Michels,
President of the Board of Trustees
of the Village of Sugar Grove, Kane
County, Illinois

ATTEST: _____
Cynthia L. Galbreath,
Clerk, Village of Sugar Grove

	Aye	Nay	Absent
Trustee Bohler	_____	_____	_____
Trustee Montalto	_____	_____	_____
Trustee Johnson	_____	_____	_____
Trustee Paluch	_____	_____	_____
Trustee Geary	_____	_____	_____
Trustee Herron	_____	_____	_____
President Michels	_____	_____	_____

EXHIBIT A- LEGAL DESCRIPTION

PARCEL 1: THAT PART OF SECTION 29, 30, 31 AND 32 TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 31; THENCE NORTH 80 DEGREES, 31 MINUTES, 14 SECONDS EAST 220.20 FEET TO AN EXISTING LIMESTONE MONUMENT; THENCE NORTH 86 DEGREES, 54 MINUTES, 14 SECONDS EAST 1463.91 FEET TO AN EXISTING IRON PIPE STAKE; THENCE NORTH 86 DEGREES, 54 MINUTES, 14 SECONDS EAST ALONG THE PROLONGATION OF THE LAST DESCRIBED COURSE 175.00 FEET; THENCE SOUTH 77 DEGREES, 24 MINUTES, 27 SECONDS EAST 265.54 FEET TO AN EXISTING CROSS CUT ON THE CENTER OF A CONCRETE BRIDGE OVER BLACKBERRY CREEK FOR A POINT OF BEGINNING; THENCE SOUTH 86 DEGREES, 55 MINUTES, 14 SECONDS EAST ALONG THE CENTER LINE OF SEAVEY ROAD 1908.39 FEET TO THE NORTHWEST CORNER OF A TRACT OF LAND KNOWN AS PARCEL E8- 28.2 ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY BY PROCEEDINGS OUTLINED IN CASE NO. 71-ED-7077 IN THE CIRCUIT COURT OF KANE COUNTY, ILLINOIS; THENCE SOUTH 6 DEGREES, 55 MINUTES, 15 SECONDS EAST ALONG THE WESTERLY LINE OF SAID TRACT 1165.95 FEET TO THE SOUTHWESTERLY CORNER OF SAID TRACT; THENCE SOUTH 83 DEGREES, 23 MINUTES, 39 SECONDS WEST ALONG A NORTHERLY LINE OF A TRACT OF LAND KNOWN AS PARCEL E8-28A ALSO ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY UNDER CASE NO. 71-ED-7077, AFOREMENTIONED, 669.96 FEET TO AN ANGLE IN SAID NORTHERLY LINE; THENCE NORTH 62 DEGREES, 24 MINUTES, 45 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID TRACT 845.31 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 36 DEGREES, 35 MINUTES, 25 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 712.02 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 30 DEGREES, 41 MINUTES, 55 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 349.97 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 37 DEGREES, 48 MINUTES, 25 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 102.08 FEET TO A LINE DRAWN NORTH 77 DEGREES, 24 MINUTES, 27 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 77 DEGREES, 24 MINUTES, 27 SECONDS EAST ALONG SAID LINE 35.13 FEET TO THE POINT OF BEGINNING, EXCEPT THE NORTH 300 FEET THEREOF, IN BLACKBERRY TOWNSHIP, KANE COUNTY, ILLINOIS.

PARCEL 4: THAT PART OF THE NORTH HALF OF SECTION 32 AND PART OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 32; THENCE SOUTH 89 DEGREES, 19 MINUTES, 26 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER 94.40 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 89 DEGREES, 19 MINUTES, 26 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER 161.28 FEET TO THE SOUTHEASTERLY CORNER OF A TRACT OF LAND KNOWN AS PARCEL E8-28B ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY BY PROCEEDINGS OUTLINED IN

CASE NO. 71-ED-7077 IN THE CIRCUIT COURT OF KANE COUNTY, ILLINOIS; THENCE NORTH 54 DEGREES, 13 MINUTES, 45 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID TRACT, 372.20 FEET TO A POINT OF CURVATURE IN SAID NORTHEASTERLY LINE; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE BEING ON A CURVE TO THE LEFT HAVING A RADIUS OF 2989.79 FEET AND WHOSE TANGENT LINE BEARS NORTH 54 DEGREES, 14 MINUTES, 43 SECONDS WEST FROM THE LAST DESCRIBED POINT AN ARC DISTANCE OF 194.86 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 57 DEGREES, 58 MINUTES, 47 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 490.70 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 68 DEGREES, 36 MINUTES, 48 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 876.97 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 65 DEGREES, 45 MINUTES, 51 SECONDS WEST 1246.86 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 79 DEGREES, 18 MINUTES, 31 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 409.64 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND KNOWN AS PARCEL E8-28. 3 ALSO ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY UNDER CASE NO. 71-ED- 7077, AFOREMENTIONED; THENCE NORTH 21 DEGREES, 25 MINUTES, 46 SECONDS WEST ALONG THE EASTERLY LINE OF SAID PARCEL E8- 28. 3, A DISTANCE OF 246.07 FEET TO AN ANGLE IN SAID EASTERLY LINE; THENCE NORTH 9 DEGREES, 35 MINUTES, 13 SECONDS WEST ALONG SAID EASTERLY LINE 828.42 FEET TO THE CENTER LINE OF SEAVEY ROAD; THENCE SOUTH 85 DEGREES, 18 MINUTES, 20 SECONDS EAST ALONG SAID CENTER LINE 2588.97 FEET TO AN EXISTING IRON PIPE STAKE AT AN ANGLE IN SAID CENTER LINE; THENCE SOUTH 84 DEGREES, 45 MINUTES, 32 SECONDS EAST ALONG SAID CENTER LINE 1902.50 FEET TO AN EXISTING IRON PIPE STAKE AT AN ANGLE IN SAID CENTER LINE; THENCE SOUTH 61 DEGREES, 31 MINUTES, 32 SECONDS EAST ALONG SAID CENTER LINE 274.10 FEET; THENCE SOUTH 28 DEGREES, 20 MINUTES, 58 SECONDS WEST 2297.15 FEET TO THE POINT OF BEGINNING, EXCEPT THE NORTH 300 FEET THEREOF, IN BLACKBERRY TOWNSHIP, KANE COUNTY, ILLINOIS.

PARCEL 5: THAT PART LYING EASTERLY OF A LINE DRAWN PARALLEL WITH AND 90 FEET NORMAL DISTANT EASTERLY OF THE CENTER LINE OF ILLINOIS STATE ROUTE 47 OF THAT PART OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID SOUTHWEST QUARTER, 16.90 CHAINS EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE TO THE WESTERLY LINE OF A TRACT OF LAND CONVEYED TO HORACE MASON BY DEED DATED OCTOBER 17, 1844 AND RECORDED APRIL 24, 1848 IN BOOK 10, PAGE 487; THENCE SOUTH 40 DEGREES EAST ALONG SAID WESTERLY LINE 13.83 CHAINS TO THE NORTHERLY LINE OF A TRACT OF LAND CONVEYED TO HARRY WHITE BY DEED DATED NOVEMBER 8, 1844 AND RECORDED DECEMBER 21, 1849 IN BOOK 16, PAGE 56; THENCE SOUTH 68 DEGREES WEST ALONG SAID NORTHERLY LINE 14.80 CHAINS; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO A POINT IN THE EAST LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 32

AFORESAID, 15.78 CHAINS SOUTH OF THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE WEST 1.58 CHAINS; THENCE NORTH THREE AND THREE QUARTERS DEGREES WEST 15.88 CHAINS TO THE POINT OF BEGINNING IN THE TOWNSHIP OF BLACKBERRY, KANE COUNTY, ILLINOIS.

PARCEL 6: THAT PART OF SECTION 32 AND PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 32; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 580.80 FEET TO THE CENTER LINE OF A ROAD; THENCE NORTH 87 DEGREES, 59 MINUTES, 0 SECONDS EAST ALONG SAID CENTER LINE 625.20 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 47; THENCE CONTINUING NORTH 87 DEGREES, 59 MINUTES, 0 SECONDS EAST 63.08 FEET TO THE EASTERLY LINE OF SAID STATE ROUTE AS ESTABLISHED BY DOCUMENT 1172075 FOR A POINT OF BEGINNING; THENCE CONTINUING NORTH 87 DEGREES, 59 MINUTES, 0 SECONDS EAST 66.12 FEET TO A POINT THAT IS 129.20 FEET NORTH 87 DEGREES, 59 MINUTES, 0 SECONDS EAST OF THE CENTER LINE OF SAID STATE ROUTE; THENCE NORTH 88 DEGREES, 37 MINUTES, 0 SECONDS EAST 4105.25 FEET TO THE SOUTHWESTERLY LINE OF PARCEL E8-31, BEING PART OF PREMISES ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY BY CONDEMNATION PROCEEDINGS HELD IN THE CIRCUIT COURT OF KANE COUNTY AND KNOWN AS CASE NO. 71-ED-7447; THENCE NORTH 55 DEGREES, 17 MINUTES, 41 SECONDS WEST ALONG SAID SOUTHWESTERLY LINE 1439.12 FEET TO AN ANGLE IN SAID SOUTHWESTERLY LINE; THENCE NORTH 60 DEGREES, 02 MINUTES, 46 SECONDS WEST ALONG SAID SOUTHWESTERLY LINE 301.10 FEET TO AN ANGLE IN SAID SOUTHWESTERLY LINE; THENCE NORTH 52 DEGREES, 25 MINUTES, 58 SECONDS WEST ALONG SAID SOUTHWESTERLY LINE 500.73 FEET TO AN ANGLE IN SAID SOUTHWESTERLY LINE; THENCE NORTH 55 DEGREES, 17 MINUTES, 41 SECONDS WEST ALONG SAID SOUTHWESTERLY LINE 1314.01 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 32; THENCE SOUTH 88 DEGREES, 15 MINUTES, 15 SECONDS WEST ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER 938.03 FEET TO A POINT THAT IS 995.45 FEET EASTERLY OF THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER; THENCE NORTH 4 DEGREES, 08 MINUTES, 43 SECONDS WEST 221.76 FEET TO A MONUMENTAL STONE; THENCE SOUTH 84 DEGREES, 15 MINUTES, 40 SECONDS WEST 1502.24 FEET TO THE NORTHEAST CORNER OF PARCEL E8-31, 1, BEING PART OF SAID ILLINOIS STATE TOLL HIGHWAY PREMISES; THENCE SOUTH 19 DEGREES, 39 MINUTES, 49 SECONDS EAST ALONG THE EASTERLY LINE OF SAID PARCEL 447.36 FEET TO THE SOUTHERLY CORNER THEREOF; THENCE SOUTH 41 DEGREES 08 MINUTES 37 SECONDS EAST ALONG THE NORTHEASTERLY LINE OF SAID STATE ROUTE 100.38 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE SOUTH 35 DEGREES, 25 MINUTES, 34 SECONDS EAST ALONG THE NORTHEASTERLY LINE OF SAID STATE ROUTE 72.39 FEET TO THE WESTERLY LINE OF A TRACT OF LAND CONVEYED TO HORACE MASON BY DEED RECORDED APRIL 24, 1848 IN BOOK 10 AT PAGE 487; THENCE SOUTH 39 DEGREES, 38 MINUTES, 22 SECONDS EAST ALONG

SAID WESTERLY LINE 328.87 FEET TO A STONE ON THE SOUTHEASTERLY LINE EXTENDED OF LOT 13 IN MARIAN WOODS, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 39 NORTH, RANGE 7, BLACKBERRY TOWNSHIP, KANE COUNTY, ILLINOIS; THENCE SOUTH 66 DEGREES, 02 MINUTES, 22 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE EXTENDED 24.63 FEET TO THE EASTERLY LINE OF SAID STATE ROUTE; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID STATE ROUTE AS ESTABLISHED BY DOCUMENT 1172075, A DISTANCE OF 1550.42 FEET TO THE POINT OF BEGINNING, IN BLACKBERRY TOWNSHIP, KANE COUNTY, ILLINOIS.

PARCEL 7: THAT PART OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER 580.8 FEET TO THE CENTER LINE OF A GRAVEL ROAD; THENCE NORTH 87 DEGREES 59 MINUTES EAST ALONG SAID CENTER LINE, 625.2 FEET TO THE CENTER LINE OF STATE HIGHWAY NO. 47 FOR THE POINT OF BEGINNING; THENCE NORTH 87 DEGREES 59 MINUTES EAST 129.2 FEET; THENCE NORTH 88 DEGREES 37 MINUTES EAST 215.1 FEET; THENCE SOUTH 9 DEGREES 54 MINUTES EAST 404.5 FEET; THENCE SOUTH 88 DEGREES 37 MINUTES WEST 290.6 FEET TO THE CENTER LINE OF SAID STATE HIGHWAY NO. 47; THENCE NORTHERLY ALONG SAID CENTER LINE 414.8 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART LYING WESTERLY OF A LINE DRAWN 60 FEET EASTERLY OF AND RADially DISTANT FROM THE CENTER LINE OF F.A. ROUTE 47), IN TOWNSHIP OF BLACKBERRY, KANE COUNTY, ILLINOIS.

PARCEL 8: THAT PART OF THE NORTH HALF OF SECTION 4, AND PART OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 32 AND PART OF THE SOUTH HALF OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF LAKEWOOD, BLACKBERRY AND SUGAR GROVE TOWNSHIPS, KANE COUNTY, ILLINOIS; THENCE NORTH 87 DEGREES 59 MINUTES 00 SECONDS EAST 129.20 FEET TO AN ANGLE POINT IN THE CENTER LINE OF A FORMER GRAVEL ROAD (NOW ABANDONED); THENCE NORTH 88 DEGREES 37 MINUTES 00 SECONDS EAST 215.10 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 9 DEGREES 54 MINUTES 00 SECONDS EAST 404.50 FEET; THENCE SOUTH 88 DEGREES 37 MINUTES 00 SECONDS WEST 228.93 FEET TO THE EASTERLY LINE OF ILLINOIS STATE ROUTE NO. 47 AS ESTABLISHED BY PROCEEDINGS OF THE CIRCUIT COURT OF THE 16TH JUDICIAL CIRCUIT, KANE COUNTY, ILLINOIS, AND KNOWN AS CASE 70 ED 7738; THENCE SOUTHERLY ALONG SAID EASTERLY LINE 1363.04 FEET TO THE SOUTH LINE EXTENDED WESTERLY OF UNIT NO. 1 - OAKCREST, SUGAR GROVE TOWNSHIP, KANE COUNTY, ILLINOIS; THENCE NORTH 88 DEGREES 02 MINUTES 38 SECONDS EAST ALONG SAID SOUTHERLY LINE EXTENDED 585.70 FEET TO THE SOUTHWEST CORNER OF SAID UNIT NO. 1; THENCE NORTH 34 DEGREES 50 MINUTES 01

SECONDS EAST ALONG THE NORTHWESTERLY LINE OF SAID UNIT 1, 472.01 FEET TO THE CENTER LINE OF MERRILL ROAD; THENCE SOUTH 55 DEGREES, 09 MINUTES 08 SECONDS EAST ALONG SAID CENTER LINE 56.0 FEET TO AN ANGLE IN SAID MERRILL ROAD CENTER LINE; THENCE SOUTH 57 DEGREES 45 MINUTES 58 SECONDS EAST ALONG SAID CENTER LINE 612.98 FEET TO THE SOUTHEAST CORNER OF SAID UNIT NO. 1, BEING ALSO ON THE NORTH LINE OF A TRACT OF LAND CONVEYED TO PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS BY DOCUMENT 714344; THENCE NORTH 88 DEGREES 02 MINUTES 38 SECONDS EAST ALONG THE NORTH LINE OF SAID PUBLIC SERVICE COMPANY (NOW COMMONWEALTH EDISON COMPANY) TRACT, 247.08 FEET TO AN ANGLE IN SAID NORTH LINE; THENCE NORTH 88 DEGREES 36 MINUTES 00 SECONDS EAST ALONG SAID NORTH LINE 4712.94 FEET TO THE SOUTHWESTERLY LINE OF PARCEL E-8-33 ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY; THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE 2960.71 FEET TO A LINE DRAWN NORTH 88 DEGREES 37 MINUTES 00 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE SOUTH 88 DEGREES 37 MINUTES 00 SECONDS WEST 3890.15 FEET TO THE POINT OF BEGINNING, IN SUGAR GROVE AND BLACKBERRY TOWNSHIPS, KANE COUNTY, ILLINOIS, EXCEPT THAT PART DESCRIBED AS FOLLOWS:

PART OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF LAKEWOOD SUBDIVISION, BLACKBERRY AND SUGAR GROVE TOWNSHIPS, KANE COUNTY, ILLINOIS; THENCE EASTERLY, 129.20 FEET TO AN ANGLE POINT IN THE CENTER LINE OF A FORMER GRAVEL ROAD (NOW ABANDONED); THENCE NORTH 89 DEGREES 41 MINUTES 51 SECONDS EAST (BEARINGS ASSUMED FOR DESCRIPTION PURPOSES ONLY), 215.10 FEET; THENCE SOUTH 08 DEGREES 50 MINUTES 33 SECONDS EAST 404.5 FEET; THENCE SOUTH 89 DEGREES 46 MINUTES 31 SECONDS WEST 229.34 FEET TO THE EASTERLY LINE OF ILLINOIS STATE ROUTE NO. 47 AS ESTABLISHED BY PROCEEDINGS OF THE CIRCUIT COURT OF THE 16TH JUDICIAL CIRCUIT, KANE COUNTY, ILLINOIS, AND KNOWN AS CASE 70 ED 7738; THENCE SOUTHERLY, 265.47 FEET ALONG SAID EASTERLY LINE, BEING ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 3879.83 FEET, THE CHORD OF SAID CURVE BEARING SOUTH 10 DEGREES 59 MINUTES 30 SECONDS EAST TO AN ANGLE POINT IN SAID EASTERLY LINE; THENCE SOUTH 15 DEGREES 56 MINUTES 15 SECONDS EAST, 76.93 TO AN ANGLE POINT IN SAID EASTERLY LINE; THENCE SOUTHERLY, 45.24 FEET ALONG SAID EASTERLY LINE, BEING ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 3889.83 FEET, THE CHORD OF SAID CURVE BEARING SOUTH 07 DEGREES 34 MINUTES 24 SECONDS EAST TO THE CENTERLINE OF MERRILL ROAD, AS STAKED; THENCE SOUTH 89 DEGREES 47 MINUTES 48 SECONDS EAST, 137.50 FEET ALONG SAID CENTERLINE AS STAKED; THENCE SOUTH 47 DEGREES 39 MINUTES 05 SECONDS EAST, 270.56 FEET ALONG SAID CENTERLINE OF MERRILL ROAD, AS STAKED TO THE POINT OF BEGINNING; THENCE NORTH 33 DEGREES 54 MINUTES 49 SECONDS EAST, 441.01 FEET; THENCE SOUTH 52 DEGREES 48 MINUTES 19 SECONDS EAST, 573.32 FEET; THENCE SOUTH 33

DEGREES 54 MINUTES 49 SECONDS WEST, 440.04 FEET TO THE SAID CENTERLINE OF MERRILL ROAD, AS STAKED; THENCE NORTH 54 DEGREES 03 MINUTES 27 SECONDS WEST, 470.21 FEET ALONG SAID CENTERLINE OF MERRILL ROAD, AS STAKED; THENCE NORTH 47 DEGREES 39 MINUTES 05 SECONDS WEST, 103.59 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS.

PARCEL 10: THAT PART OF THE NORTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTH HALF OF SAID NORTH HALF; THENCE SOUTH 89 DEGREES 07 MINUTES 36 SECONDS WEST (BEARINGS ASSUMED FOR DESCRIPTION PURPOSES ONLY), 99.46 FEET ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP AND RANGE AFORESAID TO A POINT IN MERILL ROAD; THENCE SOUTH 51 DEGREES 13 MINUTES 39 SECONDS EAST, 483.0 FEET ALONG MERILL ROAD TO THE POINT OF BEGINNING; THENCE NORTH 38 DEGREES 47 MINUTES 01 SECONDS EAST 393.71 FEET ALONG THE NORTHWESTERLY LINE OF PROPERTY DESCRIBED IN TRUSTEE'S DEED RECORDED AS DOCUMENT 00220581 TO THE NORTH LINE OF THE SOUTH HALF OF SAID NORTH HALF; THENCE NORTH 89 DEGREES 40 MINUTES 50 SECONDS EAST, 3036.76 FEET ALONG THE NORTH LINE OF THE SOUTH HALF OF SAID NORTH HALF TO THE NORTHEAST CORNER OF THE WEST 13.26 CHAINS, AS OCCUPIED, OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 4; THENCE SOUTH 00 DEGREES 30 MINUTES 10 SECONDS EAST, 1322.63 FEET ALONG THE EAST LINE, AS OCCUPIED, OF SAID WEST 13.26 CHAINS TO THE SOUTHEAST CORNER OF SAID WEST 13.26 CHAINS; THENCE SOUTH 89 DEGREES 51 MINUTES 30 SECONDS WEST, 2045.24 FEET ALONG THE SOUTH LINE, AS MONUMENTED, OF SAID NORTH HALF TO A POINT IN MERILL ROAD; THENCE NORTH 51 DEGREES 13 MINUTES 39 SECONDS WEST, 1602.92 FEET ALONG MERILL ROAD TO THE POINT OF BEGINNING, IN SUGAR GROVE TOWNSHIP, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING TWO TRACTS OF REAL ESTATE:

THAT PART OF THE NORTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTH HALF OF SAID NORTH HALF; THENCE SOUTH 89 DEGREES 07 MINUTES 36 SECONDS WEST (BEARINGS ASSUMED FOR DESCRIPTION PURPOSES ONLY), 99.46 FEET ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP AND RANGE AFORESAID TO A POINT IN MERILL ROAD; THENCE SOUTH 51 DEGREES 13 MINUTES 39 SECONDS EAST, 483.0 FEET ALONG MERILL ROAD TO THE POINT OF BEGINNING; THENCE NORTH 38 DEGREES 47 MINUTES 01 SECONDS EAST, 196.56 FEET ALONG THE NORTHWESTERLY LINE OF PROPERTY DESCRIBED IN TRUSTEE'S DEED RECORDED AS DOCUMENT 00220581; THENCE SOUTH 51 DEGREES 13 MINUTES 39 SECONDS EAST, 189.96 FEET; THENCE

NORTH 89 DEGREES 40 MINUTES 50 SECONDS EAST, 65.00 FEET; THENCE SOUTH 00 DEGREES 19 MINUTES 10 SECONDS EAST, 126.36 FEET; THENCE SOUTH 89 DEGREES 40 MINUTES 50 SECONDS WEST, 83.91 FEET; THENCE SOUTH 38 DEGREES 46 MINUTES 21 SECONDS WEST, 86.56 FEET TO A POINT IN MERILL ROAD; THENCE NORTH 51 DEGREES 13 MINUTES 39 SECONDS WEST, 255.00 FEET ALONG MERILL ROAD TO THE POINT OF BEGINNING, IN SUGAR GROVE TOWNSHIP, KANE COUNTY, ILLINOIS, AND ALSO,

AND ALSO,

THAT PART OF THE NORTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION; THENCE SOUTH 89 DEGREES 51 MINUTES 30 SECONDS WEST (BEARINGS ASSUMED FOR DESCRIPTION PURPOSES ONLY), 1156.98 FEET ALONG THE NORTH LINE OF SAID QUARTER SECTION, AS MONUMENTED, TO THE CENTER LINE OF MERILL ROAD, AS IT EXISTED IN 1936; THENCE NORTH 89 DEGREES 51 MINUTES 30 SECONDS EAST, 424.22 FEET ALONG THE NORTH LINE OF SAID QUARTER SECTION, AS MONUMENTED, TO THE POINT OF BEGINNING; THENCE NORTH ~~00~~ DEGREES ~~08~~ MINUTES ~~30~~ SECONDS WEST, 391.78 FEET; THENCE SOUTH 89 DEGREES 51 MINUTES 30 SECONDS WEST, 540.27 FEET; THENCE SOUTH 38 DEGREES 46 MINUTES 21 SECONDS WEST, 224.41 FEET TO A POINT IN MERILL ROAD; THENCE SOUTH 51 DEGREES 13 MINUTES 39 SECONDS EAST, 345.72 FEET ALONG MERILL ROAD TO THE AFOREMENTIONED NORTH LINE OF SAID QUARTER SECTION; THENCE NORTH 89 DEGREES 51 MINUTES 30 SECONDS EAST, 412.23 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING, IN SUGAR GROVE TOWNSHIP, KANE COUNTY, ILLINOIS.

EXHIBIT B- MAP OF ANNEXATION

(On following page)



**VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS**

ORDINANCE NO. 20131203C

**AN ORDINANCE AUTHORIZING EXECUTION OF THE ANNEXATION AGREEMENT FOR THE
VILLAGE OF SUGAR GROVE, KANE COUNTY, ILLINOIS
(CROWN PROPERTY)**

Adopted by the
Board of Trustees and President
of the Village of Sugar Grove
this 3rd day of December, 2013

Published in Pamphlet Form
by authority of the Board of Trustees
of the Village of Sugar Grove, Kane County,
Illinois, this 3rd day of December, 2013.

VILLAGE OF SUGAR GROVE

ORDINANCE NO. 20131203C

**AN ORDINANCE AUTHORIZING EXECUTION OF AN ANNEXATION AGREEMENT FOR THE
VILLAGE OF SUGAR GROVE, KANE COUNTY, ILLINOIS
(CROWN PROPERTY)**

BE IT ORDAINED by the Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

WHEREAS, the Village of Sugar Grove is not a home rule municipality within Article VII, Section 6A of the Illinois Constitution and, pursuant to the powers granted to it under 65 ILCS 5/1-8 *et seq.*; and,

WHEREAS, the corporate authorities of the Village has held a public hearing on the proposed amended agreement, similar in form and substance to the Agreement attached hereto, pursuant to notice by publication in a newspaper of general circulation in the Village being not less than 15 days nor more than 30 days prior to said public hearing; and,

WHEREAS, the corporate authorities have approved this Amended Agreement; and,

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

SECTION ONE: ANNEXATION AGREEMENT

That the Annexation Agreement entered into by and between the VILLAGE OF SUGAR GROVE, an Illinois municipal corporation (the "VILLAGE"); and Sugar Grove L.L.C., an Illinois Limited Liability Company, (the "Owner"); setting forth terms and conditions relating to the territory described in Exhibit "A" is hereby incorporated by reference in this ordinance as if fully set forth in the body hereof, a copy of which is attached hereto as Exhibit "B". Said Exhibit "B" is hereby approved and the Village President and Clerk are hereby authorized to execute said amended agreement on behalf of the Village of Sugar Grove.

SECTION TWO: RECORDING AND NOTICE

The Village Clerk is hereby authorized to record this ordinance along with all exhibits in the Office of the Recorder of Kane County.

SECTION THREE: GENERAL PROVISIONS

REPEALER: All ordinances or portions thereof in conflict with this annexation ordinance are hereby repealed.

SEVERABILITY: Should any provision of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions will remain in full force and effect the same as if the invalid provision had not been a part of this ordinance.

EFFECTIVE DATE: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois this 3rd day of December, 2013.

P. Sean Michels,
President of the Board of Trustees
of the Village of Sugar Grove, Kane
County, Illinois

ATTEST: _____
Cynthia L. Galbreath,
Clerk, Village of Sugar Grove

	Aye	Nay	Absent
Trustee Bohler	_____	_____	_____
Trustee Montalto	_____	_____	_____
Trustee Johnson	_____	_____	_____
Trustee Paluch	_____	_____	_____
Trustee Geary	_____	_____	_____
Trustee Herron	_____	_____	_____
President Michels	_____	_____	_____

EXHIBIT A

PARCEL 1: THAT PART OF SECTION 29, 30, 31 AND 32 TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 31; THENCE NORTH 80 DEGREES, 31 MINUTES, 14 SECONDS EAST 220.20 FEET TO AN EXISTING LIMESTONE MONUMENT; THENCE NORTH 86 DEGREES, 54 MINUTES, 14 SECONDS EAST 1463.91 FEET TO AN EXISTING IRON PIPE STAKE; THENCE NORTH 86 DEGREES, 54 MINUTES, 14 SECONDS EAST ALONG THE PROLONGATION OF THE LAST DESCRIBED COURSE 175.00 FEET; THENCE SOUTH 77 DEGREES, 24 MINUTES, 27 SECONDS EAST 265.54 FEET TO AN EXISTING CROSS CUT ON THE CENTER OF A CONCRETE BRIDGE OVER BLACKBERRY CREEK FOR A POINT OF BEGINNING; THENCE SOUTH 86 DEGREES, 55 MINUTES, 14 SECONDS EAST ALONG THE CENTER LINE OF SEAVEY ROAD 1908.39 FEET TO THE NORTHWEST CORNER OF A TRACT OF LAND KNOWN AS PARCEL E8- 28.2 ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY BY PROCEEDINGS OUTLINED IN CASE NO. 71-ED-7077 IN THE CIRCUIT COURT OF KANE COUNTY, ILLINOIS; THENCE SOUTH 6 DEGREES, 55 MINUTES, 15 SECONDS EAST ALONG THE WESTERLY LINE OF SAID TRACT 1165.95 FEET TO THE SOUTHWESTERLY CORNER OF SAID TRACT; THENCE SOUTH 83 DEGREES, 23 MINUTES, 39 SECONDS WEST ALONG A NORTHERLY LINE OF A TRACT OF LAND KNOWN AS PARCEL E8-28A ALSO ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY UNDER CASE NO. 71-ED-7077, AFOREMENTIONED, 669.96 FEET TO AN ANGLE IN SAID NORTHERLY LINE; THENCE NORTH 62 DEGREES, 24 MINUTES, 45 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID TRACT 845.31 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 36 DEGREES, 35 MINUTES, 25 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 712.02 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 30 DEGREES, 41 MINUTES, 55 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 349.97 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 37 DEGREES, 48 MINUTES, 25 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 102.08 FEET TO A LINE DRAWN NORTH 77 DEGREES, 24 MINUTES, 27 SECONDS WEST FROM THE POINT OF BEGINNING; THENCE SOUTH 77 DEGREES, 24 MINUTES, 27 SECONDS EAST ALONG SAID LINE 35.13 FEET TO THE POINT OF BEGINNING, EXCEPT THE NORTH 300 FEET THEREOF, IN BLACKBERRY TOWNSHIP, KANE COUNTY, ILLINOIS.

PARCEL 4: THAT PART OF THE NORTH HALF OF SECTION 32 AND PART OF THE NORTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE NORTHEAST QUARTER OF SAID SECTION 32; THENCE SOUTH 89 DEGREES, 19 MINUTES, 26 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER 94.40 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 89 DEGREES, 19 MINUTES, 26 SECONDS WEST ALONG THE SOUTH LINE OF SAID NORTHEAST QUARTER 161.28 FEET TO THE SOUTHEASTERLY CORNER OF A TRACT OF LAND KNOWN AS PARCEL E8-28B ACQUIRED BY THE

ILLINOIS STATE TOLL HIGHWAY AUTHORITY BY PROCEEDINGS OUTLINED IN CASE NO. 71-ED-7077 IN THE CIRCUIT COURT OF KANE COUNTY, ILLINOIS; THENCE NORTH 54 DEGREES, 13 MINUTES, 45 SECONDS WEST ALONG THE NORTHEASTERLY LINE OF SAID TRACT, 372.20 FEET TO A POINT OF CURVATURE IN SAID NORTHEASTERLY LINE; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY LINE BEING ON A CURVE TO THE LEFT HAVING A RADIUS OF 2989.79 FEET AND WHOSE TANGENT LINE BEARS NORTH 54 DEGREES, 14 MINUTES, 43 SECONDS WEST FROM THE LAST DESCRIBED POINT AN ARC DISTANCE OF 194.86 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 57 DEGREES, 58 MINUTES, 47 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 490.70 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 68 DEGREES, 36 MINUTES, 48 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 876.97 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 65 DEGREES, 45 MINUTES, 51 SECONDS WEST 1246.86 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE NORTH 79 DEGREES, 18 MINUTES, 51 SECONDS WEST ALONG SAID NORTHEASTERLY LINE 409.64 FEET TO THE SOUTHEAST CORNER OF A TRACT OF LAND KNOWN AS PARCEL E8-28. 3 ALSO ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY UNDER CASE NO. 71-ED- 7077, AFOREMENTIONED; THENCE NORTH 21 DEGREES, 25 MINUTES, 46 SECONDS WEST ALONG THE EASTERLY LINE OF SAID PARCEL E8- 28. 3, A DISTANCE OF 246.97 FEET TO AN ANGLE IN SAID EASTERLY LINE; THENCE NORTH 9 DEGREES, 35 MINUTES, 13 SECONDS WEST ALONG SAID EASTERLY LINE 828.42 FEET TO THE CENTER LINE OF SEAVEY ROAD; THENCE SOUTH 85 DEGREES, 18 MINUTES, 20 SECONDS EAST ALONG SAID CENTER LINE 2588.97 FEET TO AN EXISTING IRON PIPE STAKE AT AN ANGLE IN SAID CENTER LINE; THENCE SOUTH 84 DEGREES, 45 MINUTES, 32 SECONDS EAST ALONG SAID CENTER LINE 1902.50 FEET TO AN EXISTING IRON PIPE STAKE AT AN ANGLE IN SAID CENTER LINE; THENCE SOUTH 61 DEGREES, 31 MINUTES, 32 SECONDS EAST ALONG SAID CENTER LINE 274.10 FEET; THENCE SOUTH 28 DEGREES, 20 MINUTES, 58 SECONDS WEST 2297.15 FEET TO THE POINT OF BEGINNING, EXCEPT THE NORTH 300 FEET THEREOF, IN BLACKBERRY TOWNSHIP, KANE COUNTY, ILLINOIS.

PARCEL 5: THAT PART LYING EASTERLY OF A LINE DRAWN PARALLEL WITH AND 90 FEET NORMAL DISTANT EASTERLY OF THE CENTER LINE OF ILLINOIS STATE ROUTE 47 OF THAT PART OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: BEGINNING AT A POINT IN THE NORTH LINE OF SAID SOUTHWEST QUARTER, 16.90 CHAINS EAST OF THE NORTHWEST CORNER THEREOF; THENCE EAST ALONG SAID NORTH LINE TO THE WESTERLY LINE OF A TRACT OF LAND CONVEYED TO HORACE MASON BY DEED DATED OCTOBER 17, 1844 AND RECORDED APRIL 24, 1848 IN BOOK 10, PAGE 487; THENCE SOUTH 40 DEGREES EAST ALONG SAID WESTERLY LINE 13.83 CHAINS TO THE NORTHERLY LINE OF A TRACT OF LAND CONVEYED TO HARRY WHITE BY DEED DATED NOVEMBER 8, 1844 AND RECORDED DECEMBER 21, 1849 IN BOOK 16, PAGE 56; THENCE SOUTH 68 DEGREES WEST ALONG SAID NORTHERLY LINE 14.80 CHAINS; THENCE WESTERLY ALONG SAID NORTHERLY LINE TO A POINT IN THE EAST

LINE OF THE WEST HALF OF THE SOUTHWEST QUARTER OF SECTION 32 AFORESAID, 15.78 CHAINS SOUTH OF THE NORTH LINE OF SAID SOUTHWEST QUARTER; THENCE WEST 1.58 CHAINS; THENCE NORTH THREE AND THREE QUARTERS DEGREES WEST 15.88 CHAINS TO THE POINT OF BEGINNING IN THE TOWNSHIP OF BLACKBERRY, KANE COUNTY, ILLINOIS.

PARCEL 6: THAT PART OF SECTION 32 AND PART OF THE SOUTHWEST QUARTER OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION 32; THENCE NORTHERLY ALONG THE EAST LINE OF SAID SOUTHWEST QUARTER 580.80 FEET TO THE CENTER LINE OF A ROAD; THENCE NORTH 87 DEGREES, 59 MINUTES, 0 SECONDS EAST ALONG SAID CENTER LINE 625.20 FEET TO THE CENTER LINE OF ILLINOIS STATE ROUTE NO. 47; THENCE CONTINUING NORTH 87 DEGREES, 59 MINUTES, 0 SECONDS EAST 63.08 FEET TO THE EASTERLY LINE OF SAID STATE ROUTE AS ESTABLISHED BY DOCUMENT 1172075 FOR A POINT OF BEGINNING; THENCE CONTINUING NORTH 87 DEGREES, 59 MINUTES, 0 SECONDS EAST 66.12 FEET TO A POINT THAT IS 129.20 FEET NORTH 87 DEGREES, 59 MINUTES, 0 SECONDS EAST OF THE CENTER LINE OF SAID STATE ROUTE; THENCE NORTH 88 DEGREES, 37 MINUTES, 0 SECONDS EAST 4105.25 FEET TO THE SOUTHWESTERLY LINE OF PARCEL E8-31, BEING PART OF PREMISES ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY BY CONDEMNATION PROCEEDINGS HELD IN THE CIRCUIT COURT OF KANE COUNTY AND KNOWN AS CASE NO. 71-ED-7447; THENCE NORTH 55 DEGREES, 17 MINUTES, 41 SECONDS WEST ALONG SAID SOUTHWESTERLY LINE 1439.12 FEET TO AN ANGLE IN SAID SOUTHWESTERLY LINE; THENCE NORTH 60 DEGREES, 02 MINUTES, 46 SECONDS WEST ALONG SAID SOUTHWESTERLY LINE 301.10 FEET TO AN ANGLE IN SAID SOUTHWESTERLY LINE; THENCE NORTH 52 DEGREES, 25 MINUTES, 58 SECONDS WEST ALONG SAID SOUTHWESTERLY LINE 500.73 FEET TO AN ANGLE IN SAID SOUTHWESTERLY LINE; THENCE NORTH 55 DEGREES, 17 MINUTES, 41 SECONDS WEST ALONG SAID SOUTHWESTERLY LINE 1314.01 FEET TO THE NORTH LINE OF THE SOUTHEAST QUARTER OF SAID SECTION 32; THENCE SOUTH 88 DEGREES, 15 MINUTES, 15 SECONDS WEST ALONG THE NORTH LINE OF SAID SOUTHEAST QUARTER 938.03 FEET TO A POINT THAT IS 995.45 FEET EASTERLY OF THE NORTHWEST CORNER OF SAID SOUTHEAST QUARTER; THENCE NORTH 4 DEGREES, 08 MINUTES, 43 SECONDS WEST 221.76 FEET TO A MONUMENTAL STONE; THENCE SOUTH 84 DEGREES, 15 MINUTES, 40 SECONDS WEST 1502.24 FEET TO THE NORTHEAST CORNER OF PARCEL E8-31. 1, BEING PART OF SAID ILLINOIS STATE TOLL HIGHWAY PREMISES; THENCE SOUTH 19 DEGREES, 39 MINUTES, 49 SECONDS EAST ALONG THE EASTERLY LINE OF SAID PARCEL 447.36 FEET TO THE SOUTHERLY CORNER THEREOF; THENCE SOUTH 41 DEGREES 08 MINUTES 37 SECONDS EAST ALONG THE NORTHEASTERLY LINE OF SAID STATE ROUTE 100.38 FEET TO AN ANGLE IN SAID NORTHEASTERLY LINE; THENCE SOUTH 35 DEGREES, 25 MINUTES, 34 SECONDS EAST ALONG THE NORTHEASTERLY LINE OF SAID STATE ROUTE 72.39 FEET TO THE WESTERLY LINE OF A TRACT OF LAND CONVEYED TO HORACE MASON BY DEED RECORDED APRIL 24, 1848 IN BOOK 10

AT PAGE 487; THENCE SOUTH 39 DEGREES, 38 MINUTES, 22 SECONDS EAST ALONG SAID WESTERLY LINE 328.87 FEET TO A STONE ON THE SOUTHEASTERLY LINE EXTENDED OF LOT 13 IN MARIAN WOODS, BEING A SUBDIVISION OF PART OF THE SOUTHWEST QUARTER OF SECTION 32, TOWNSHIP 39 NORTH, RANGE 7, BLACKBERRY TOWNSHIP, KANE COUNTY, ILLINOIS; THENCE SOUTH 66 DEGREES, 02 MINUTES, 22 SECONDS WEST ALONG SAID SOUTHEASTERLY LINE EXTENDED 24.63 FEET TO THE EASTERLY LINE OF SAID STATE ROUTE; THENCE SOUTHERLY ALONG THE EASTERLY LINE OF SAID STATE ROUTE AS ESTABLISHED BY DOCUMENT 1172075, A DISTANCE OF 1550.42 FEET TO THE POINT OF BEGINNING, IN BLACKBERRY TOWNSHIP, KANE COUNTY, ILLINOIS.

PARCEL 7: THAT PART OF THE SOUTHEAST QUARTER OF SECTION 32, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE SOUTHWEST CORNER OF SAID SOUTHEAST QUARTER; THENCE NORTH ALONG THE WEST LINE OF SAID SOUTHEAST QUARTER 580.8 FEET TO THE CENTER LINE OF A GRAVEL ROAD; THENCE NORTH 87 DEGREES 59 MINUTES EAST ALONG SAID CENTER LINE, 625.2 FEET TO THE CENTER LINE OF STATE HIGHWAY NO. 47 FOR THE POINT OF BEGINNING; THENCE NORTH 87 DEGREES 59 MINUTES EAST 129.2 FEET; THENCE NORTH 88 DEGREES 37 MINUTES EAST 215.1 FEET; THENCE SOUTH 9 DEGREES 54 MINUTES EAST 404.5 FEET; THENCE SOUTH 88 DEGREES 37 MINUTES WEST 290.6 FEET TO THE CENTER LINE OF SAID STATE HIGHWAY NO. 47; THENCE NORTHERLY ALONG SAID CENTER LINE 414.8 FEET TO THE POINT OF BEGINNING (EXCEPT THAT PART LYING WESTERLY OF A LINE DRAWN 60 FEET EASTERLY OF AND RADially DISTANT FROM THE CENTER LINE OF F.A. ROUTE 47), IN TOWNSHIP OF BLACKBERRY, KANE COUNTY, ILLINOIS.

PARCEL 8: THAT PART OF THE NORTH HALF OF SECTION 4, AND PART OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, AND PART OF THE SOUTHEAST QUARTER OF SECTION 32 AND PART OF THE SOUTH HALF OF SECTION 33, TOWNSHIP 39 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF LAKEWOOD, BLACKBERRY AND SUGAR GROVE TOWNSHIPS, KANE COUNTY, ILLINOIS; THENCE NORTH 87 DEGREES 59 MINUTES 00 SECONDS EAST 129.20 FEET TO AN ANGLE POINT IN THE CENTER LINE OF A FORMER GRAVEL ROAD (NOW ABANDONED); THENCE NORTH 88 DEGREES 37 MINUTES 00 SECONDS EAST 215.10 FEET FOR A POINT OF BEGINNING; THENCE SOUTH 9 DEGREES 54 MINUTES 00 SECONDS EAST 404.50 FEET; THENCE SOUTH 88 DEGREES 37 MINUTES 00 SECONDS WEST 228.93 FEET TO THE EASTERLY LINE OF ILLINOIS STATE ROUTE NO. 47 AS ESTABLISHED BY PROCEEDINGS OF THE CIRCUIT COURT OF THE 16TH JUDICIAL CIRCUIT, KANE COUNTY, ILLINOIS, AND KNOWN AS CASE 70 ED 7738; THENCE SOUTHERLY ALONG SAID EASTERLY LINE 1363.04 FEET TO THE SOUTH LINE EXTENDED WESTERLY OF UNIT NO. 1 - OAKCREST, SUGAR GROVE TOWNSHIP, KANE COUNTY, ILLINOIS; THENCE NORTH 88 DEGREES 02 MINUTES 38 SECONDS EAST ALONG SAID SOUTHERLY LINE EXTENDED 585.70 FEET TO THE SOUTHWEST

CORNER OF SAID UNIT NO. 1; THENCE NORTH 34 DEGREES 50 MINUTES 01 SECONDS EAST ALONG THE NORTHWESTERLY LINE OF SAID UNIT 1, 472.01 FEET TO THE CENTER LINE OF MERRILL ROAD; THENCE SOUTH 55 DEGREES, 09 MINUTES 08 SECONDS EAST ALONG SAID CENTER LINE 56.0 FEET TO AN ANGLE IN SAID MERRILL ROAD CENTER LINE; THENCE SOUTH 57 DEGREES 45 MINUTES 58 SECONDS EAST ALONG SAID CENTER LINE 612.98 FEET TO THE SOUTHEAST CORNER OF SAID UNIT NO. 1, BEING ALSO ON THE NORTH LINE OF A TRACT OF LAND CONVEYED TO PUBLIC SERVICE COMPANY OF NORTHERN ILLINOIS BY DOCUMENT 714344; THENCE NORTH 88 DEGREES 02 MINUTES 38 SECONDS EAST ALONG THE NORTH LINE OF SAID PUBLIC SERVICE COMPANY (NOW COMMONWEALTH EDISON COMPANY) TRACT, 247.08 FEET TO AN ANGLE IN SAID NORTH LINE; THENCE NORTH 88 DEGREES 36 MINUTES 00 SECONDS EAST ALONG SAID NORTH LINE 4712.94 FEET TO THE SOUTHWESTERLY LINE OF PARCEL E-8-33 ACQUIRED BY THE ILLINOIS STATE TOLL HIGHWAY AUTHORITY; THENCE NORTHWESTERLY ALONG SAID SOUTHWESTERLY LINE 2960.71 FEET TO A LINE DRAWN NORTH 88 DEGREES 37 MINUTES 00 SECONDS EAST FROM THE POINT OF BEGINNING; THENCE SOUTH 88 DEGREES 37 MINUTES 00 SECONDS WEST 3890.15 FEET TO THE POINT OF BEGINNING, IN SUGAR GROVE AND BLACKBERRY TOWNSHIPS, KANE COUNTY, ILLINOIS, EXCEPT THAT PART DESCRIBED AS FOLLOWS:

PART OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHEAST CORNER OF LAKEWOOD SUBDIVISION, BLACKBERRY AND SUGAR GROVE TOWNSHIPS, KANE COUNTY, ILLINOIS; THENCE EASTERLY, 129.20 FEET TO AN ANGLE POINT IN THE CENTER LINE OF A FORMER GRAVEL ROAD (NOW ABANDONED); THENCE NORTH 89 DEGREES 41 MINUTES 51 SECONDS EAST (BEARINGS ASSUMED FOR DESCRIPTION PURPOSES ONLY), 215.10 FEET; THENCE SOUTH 08 DEGREES 50 MINUTES 33 SECONDS EAST 404.5 FEET; THENCE SOUTH 89 DEGREES 46 MINUTES 31 SECONDS WEST 229.34 FEET TO THE EASTERLY LINE OF ILLINOIS STATE ROUTE NO. 47 AS ESTABLISHED BY PROCEEDINGS OF THE CIRCUIT COURT OF THE 16TH JUDICIAL CIRCUIT, KANE COUNTY, ILLINOIS, AND KNOWN AS CASE 70 ED 7738; THENCE SOUTHERLY, 265.47 FEET ALONG SAID EASTERLY LINE, BEING ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 3879.83 FEET, THE CHORD OF SAID CURVE BEARING SOUTH 10 DEGREES 59 MINUTES 30 SECONDS EAST TO AN ANGLE POINT IN SAID EASTERLY LINE; THENCE SOUTH 15 DEGREES 56 MINUTES 15 SECONDS EAST, 76.93 TO AN ANGLE POINT IN SAID EASTERLY LINE; THENCE SOUTHERLY, 45.24 FEET ALONG SAID EASTERLY LINE, BEING ALONG A CURVE TO THE RIGHT HAVING A RADIUS OF 3889.83 FEET, THE CHORD OF SAID CURVE BEARING SOUTH 07 DEGREES 34 MINUTES 24 SECONDS EAST TO THE CENTERLINE OF MERRILL ROAD, AS STAKED, THENCE SOUTH 89 DEGREES 47 MINUTES 48 SECONDS EAST, 137.50 FEET ALONG SAID CENTERLINE AS STAKED; THENCE SOUTH 47 DEGREES 39 MINUTES 05 SECONDS EAST, 270.56 FEET ALONG SAID CENTERLINE OF MERRILL ROAD, AS STAKED TO THE POINT OF BEGINNING; THENCE NORTH 33 DEGREES 54 MINUTES 49 SECONDS EAST, 441.01 FEET; THENCE SOUTH 52

DEGREES 48 MINUTES 19 SECONDS EAST, 573.32 FEET; THENCE SOUTH 33 DEGREES 54 MINUTES 49 SECONDS WEST, 440.04 FEET TO THE SAID CENTERLINE OF MERRILL ROAD, AS STAKED; THENCE NORTH 54 DEGREES 03 MINUTES 27 SECONDS WEST, 470.21 FEET ALONG SAID CENTERLINE OF MERRILL ROAD, AS STAKED; THENCE NORTH 47 DEGREES 39 MINUTES 05 SECONDS WEST, 103.59 FEET ALONG SAID CENTERLINE TO THE POINT OF BEGINNING, IN KANE COUNTY, ILLINOIS.

PARCEL 10: THAT PART OF THE NORTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTH HALF OF SAID NORTH HALF; THENCE SOUTH 89 DEGREES 07 MINUTES 36 SECONDS WEST (BEARINGS ASSUMED FOR DESCRIPTION PURPOSES ONLY), 99.46 FEET ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP AND RANGE AFORESAID TO A POINT IN MERILL ROAD; THENCE SOUTH 51 DEGREES 13 MINUTES 39 SECONDS EAST, 483.0 FEET ALONG MERILL ROAD TO THE POINT OF BEGINNING; THENCE NORTH 38 DEGREES 47 MINUTES 01 SECONDS EAST 393.71 FEET ALONG THE NORTHWESTERLY LINE OF PROPERTY DESCRIBED IN TRUSTEE'S DEED RECORDED AS DOCUMENT 00220581 TO THE NORTH LINE OF THE SOUTH HALF OF SAID NORTH HALF; THENCE NORTH 89 DEGREES 40 MINUTES 50 SECONDS EAST, 3036.76 FEET ALONG THE NORTH LINE OF THE SOUTH HALF OF SAID NORTH HALF TO THE NORTHEAST CORNER OF THE WEST 13.26 CHAINS, AS OCCUPIED, OF THE SOUTH HALF OF THE NORTHEAST QUARTER OF SAID SECTION 4; THENCE SOUTH 00 DEGREES 30 MINUTES 10 SECONDS EAST, 1322.63 FEET ALONG THE EAST LINE, AS OCCUPIED, OF SAID WEST 13.26 CHAINS TO THE SOUTHEAST CORNER OF SAID WEST 13.26 CHAINS; THENCE SOUTH 89 DEGREES 51 MINUTES 30 SECONDS WEST, 2045.24 FEET ALONG THE SOUTH LINE, AS MONUMENTED, OF SAID NORTH HALF TO A POINT IN MERILL ROAD; THENCE NORTH 51 DEGREES 13 MINUTES 39 SECONDS WEST, 1602.92 FEET ALONG MERILL ROAD TO THE POINT OF BEGINNING, IN SUGAR GROVE TOWNSHIP, KANE COUNTY, ILLINOIS, EXCEPTING THEREFROM THE FOLLOWING TWO TRACTS OF REAL ESTATE:

THAT PART OF THE NORTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF THE SOUTH HALF OF SAID NORTH HALF; THENCE SOUTH 89 DEGREES 07 MINUTES 36 SECONDS WEST (BEARINGS ASSUMED FOR DESCRIPTION PURPOSES ONLY), 99.46 FEET ALONG THE NORTH LINE OF THE SOUTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 5, TOWNSHIP AND RANGE AFORESAID TO A POINT IN MERILL ROAD; THENCE SOUTH 51 DEGREES 13 MINUTES 39 SECONDS EAST, 483.0 FEET ALONG MERILL ROAD TO THE POINT OF BEGINNING; THENCE NORTH 38 DEGREES 47 MINUTES 01 SECONDS EAST, 196.56 FEET ALONG THE NORTHWESTERLY LINE OF PROPERTY DESCRIBED IN TRUSTEE'S DEED RECORDED AS DOCUMENT 00220581;

THENCE SOUTH 51 DEGREES 13 MINUTES 39 SECONDS EAST, 189.96 FEET; THENCE NORTH 89 DEGREES 40 MINUTES 50 SECONDS EAST, 65.00 FEET; THENCE SOUTH 00 DEGREES 19 MINUTES 10 SECONDS EAST, 126.36 FEET; THENCE SOUTH 89 DEGREES 40 MINUTES 50 SECONDS WEST, 83.91 FEET; THENCE SOUTH 38 DEGREES 46 MINUTES 21 SECONDS WEST, 86.56 FEET TO A POINT IN MERILL ROAD; THENCE NORTH 51 DEGREES 13 MINUTES 39 SECONDS WEST, 255.00 FEET ALONG MERILL ROAD TO THE POINT OF BEGINNING, IN SUGAR GROVE TOWNSHIP, KANE COUNTY, ILLINOIS, AND ALSO,

AND ALSO,

THAT PART OF THE NORTH HALF OF SECTION 4, TOWNSHIP 38 NORTH, RANGE 7 EAST OF THE THIRD PRINCIPAL MERIDIAN DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF THE SOUTHWEST QUARTER OF SAID SECTION; THENCE SOUTH 89 DEGREES 51 MINUTES 30 SECONDS WEST (BEARINGS ASSUMED FOR DESCRIPTION PURPOSES ONLY), 1156.98 FEET ALONG THE NORTH LINE OF SAID QUARTER SECTION, AS MONUMENTED, TO THE CENTER LINE OF MERILL ROAD, AS IT EXISTED IN 1936; THENCE NORTH 89 DEGREES 51 MINUTES 30 SECONDS EAST, 424.22 FEET ALONG THE NORTH LINE OF SAID QUARTER SECTION, AS MONUMENTED, TO THE POINT OF BEGINNING; THENCE NORTH 00 DEGREES 08 MINUTES 30 SECONDS WEST, 391.78 FEET; THENCE SOUTH 89 DEGREES 51 MINUTES 30 SECONDS WEST, 540.27 FEET; THENCE SOUTH 38 DEGREES 46 MINUTES 21 SECONDS WEST, 224.41 FEET TO A POINT IN MERILL ROAD; THENCE SOUTH 51 DEGREES 13 MINUTES 39 SECONDS EAST, 345.72 FEET ALONG MERILL ROAD TO THE AFOREMENTIONED NORTH LINE OF SAID QUARTER SECTION; THENCE NORTH 89 DEGREES 51 MINUTES 30 SECONDS EAST, 412.23 FEET ALONG SAID NORTH LINE TO THE POINT OF BEGINNING, IN SUGAR GROVE TOWNSHIP, KANE COUNTY, ILLINOIS.

EXHIBIT B

**VILLAGE OF SUGAR GROVE
BOARD REPORT**

TO: VILLAGE PRESIDENT & BOARD OF TRUSTEES
FROM: RICH YOUNG, COMMUNITY DEVELOPMENT DIRECTOR
MIKE FERENCAK, VILLAGE PLANNER
SUBJECT: ORDINANCE: AUTHORIZING ANNEXATION AGREEMENT FOR
CROWN PROPERTY AND ANNEXATION OF FIRST PHASE
AGENDA: DECEMBER 3, 2013 REGULAR VILLAGE BOARD MEETING
DATE: NOVEMBER 27, 2013

ISSUE

Shall the Village Board approve of an Ordinance Authorizing Execution of the Annexation Agreement for property owned by Sugar Grove LLC (aka Crown Property) near Interstate 88 and State Route 47, as well as an Ordinance Annexing Territory.

DISCUSSION

This item was previously discussed at the September 17, 2013 Committee of the Whole meeting. A public hearing for the annexation agreement was held at the October 1, 2013 meeting. There was no public comment.

With the ongoing effort for the approval and funding of a full interchange at Interstate 88 and State Route 47, the Village is prepared to annex much of the property surrounding the interchange.

The annexation agreement would include all 791.9 acres owned by Sugar Grove LLC, which is contiguous to the Village by way of Hannaford Farm subdivision. The current use of the property is agricultural (plants, not animal husbandry). There are also two clusters of structures on the property. These uses would be allowed to continue upon and after annexation until such time that an Annexation Agreement Amendment is approved by the Village.

In addition, no new uses would be allowed nor would development be allowed to commence until such time that an Annexation Agreement Amendment and Planned Unit Development ordinance is approved by the Village. At that time other approvals such as Preliminary Plat and Rezoning would also take place.

The property would be annexed in two phases (see attached colored map). The first phase would include 589.9 acres and would be annexed tonight. The property would be

automatically zoned E-1 Estate Residential District upon annexation per the Sugar Grove Zoning Ordinance and this is consistent with the request from Crown.

The second phase would include 202.0 acres and would be annexed at the time of future Planned Unit Development approvals. The phased annexation is proposed to provide for a controlled expansion of Village territory and service provision. There is also a portion of land located northeast of Interstate 88 that is not technically contiguous to the rest of the property at this time.

ATTACHMENTS

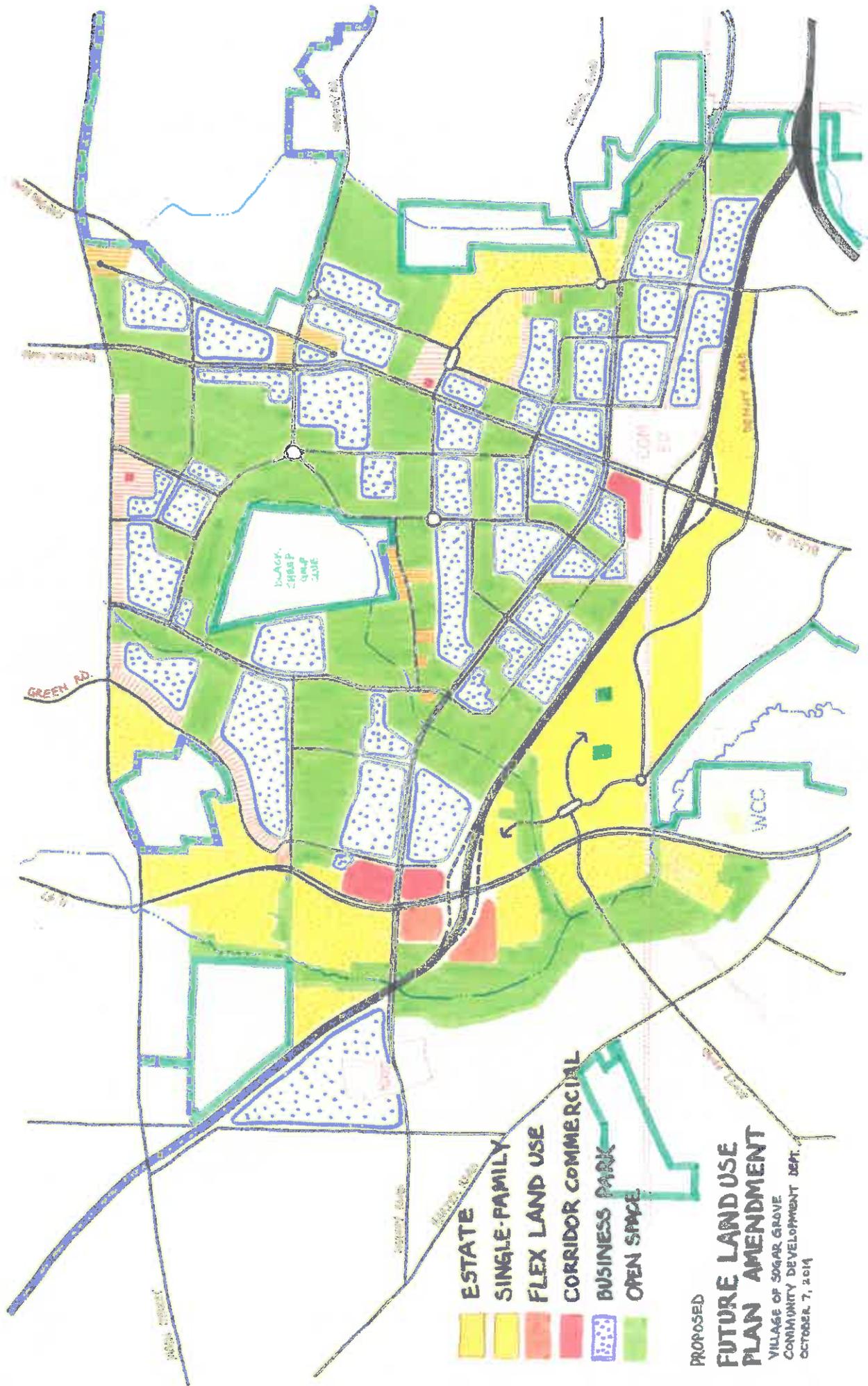
1. Plat of Annexation (Highlighted)
2. Ordinance Authorizing Execution of an Annexation Agreement
3. Annexation Agreement
4. Ordinance Annexing Territory
5. Plat of Annexation

COSTS

There have been Village Attorney costs associated with this project that the Village will pay for.

RECOMMENDATION

That the Village Board approve of an Ordinance Authorizing Execution of an Annexation Agreement for the Crown Property (791.9 acres) and an Ordinance Annexing Territory (589.9 acres). These will be subject to attorney review.



- ESTATE
- SINGLE-FAMILY
- FLEX LAND USE
- CORRIDOR COMMERCIAL
- BUSINESS PARK
- OPEN SPACE

PROPOSED
**FUTURE LAND USE
 PLAN AMENDMENT**
 VILLAGE OF SUGAR GROVE
 COMMUNITY DEVELOPMENT DEPT.
 OCTOBER 7, 2014



**VILLAGE OF SUGAR GROVE
KANE COUNTY, ILLINOIS**

ORDINANCE NO. 2014-1118D

**AN ORDINANCE APPROVING AN AMENDMENT OF THE VILLAGE COMPREHENSIVE PLAN
(TOLLWAY CORRIDOR)**

Adopted by the
Board of Trustees and President
of the Village of Sugar Grove
this 18th day of November, 2014.

Published in Pamphlet Form
by authority of the Board of Trustees
of the Village of Sugar Grove, Kane County,
Illinois, this 18th day of November, 2014.

VILLAGE OF SUGAR GROVE

ORDINANCE NO. 2014-1118D

**AN ORDINANCE APPROVING AN AMENDMENT OF THE VILLAGE COMPREHENSIVE PLAN
(TOLLWAY CORRIDOR)**

BE IT ORDAINED by the Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

WHEREAS, the Village of Sugar Grove is not a home rule municipality within Article VII, Section 6A of the Illinois Constitution and, pursuant to the powers granted to it under 65 ILCS 5/1-8 *et seq.*; and,

WHEREAS, after due notice the Plan Commission held a public hearing on October 22, 2014 to consider the proposed Comprehensive Plan Land Use Plan amendment, similar in form and substance to the land use plan and text attached hereto; and,

WHEREAS, the corporate authorities have determined that amending the Comprehensive Plan Land Use Plan is in the best interests of the future growth and development of the Village; and,

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

SECTION ONE: COMPREHENSIVE PLAN LAND USE PLAN AMENDMENT

That the Village of Sugar Grove Comprehensive Plan previously adopted by the Village of Sugar Grove be, and it is hereby, amended by approving the land uses in the locations shown in Exhibit A, attached hereto and made a part hereof by this reference, and approving the written description of the land use recommendations in Exhibit B, attached hereto and made a part hereof by this reference, as an addendum to said Comprehensive Plan.

SECTION TWO: GENERAL PROVISIONS

REPEALER: All ordinances or portions thereof in conflict with this annexation ordinance are hereby repealed.

SEVERABILITY: Should any provision of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions will remain in full force and effect the same as if the invalid provision had not been a part of this ordinance.

EFFECTIVE DATE: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois this 18th day of November, 2014.



 P. Sean Michels,
 President of the Board of Trustees
 of the Village of Sugar Grove, Kane
 County, Illinois

ATTEST: 

 Cynthia L. Galbreath
 Clerk, Village of Sugar Grove

	Aye	Nay	Absent	Abstain
Trustee Robert E. Bohler	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee Kevin M. Geary	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee Sean Herron	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee Mari Johnson	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee Rick Montalto	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Trustee David Paluch	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
President P. Sean Michels	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Exhibit A

(Land Use Plan)

Exhibit B

Sugar Grove Future Land Use Plan Tollway Corridor Amendment

The Tollway Corridor amendment changes the predominant land use in the Tollway corridor from Lorang Road on the west to Lake Run on the east from Single-Family and Estate Residential to Business Park in order to exploit the infrastructure investment embodied in the Reagan Tollway (I-88) and the imminent expansion of the IL 47 interchange, and to respond to changing dynamics in the office and industrial real estate market in the I-88 corridor. The land use plan amendment also removes Business Park land use from the south side of the Tollway thereby using the Tollway as a physical barrier between the residential uses and character of development lying south of the Tollway and the non-residential land uses north of the Tollway.

The land use categories used in the proposed amendment are consistent with the land use descriptions provided in the Comprehensive Plan, except as described below. The land use and transportation network recommendations of the 2004 Future Land Use Plan prevail except where the amendment recommends a different land use or transportation network improvement.

The key features of the Tollway Corridor amendment include the following:

- Open Space land use appears to be the dominant land use in the area north of the Tollway which is a result of mapping floodplain, open water, forested lands and wetlands and providing a realistic vision of developable land. Additionally, the Open Space land use recommendation accounts for locations of future storm water management facilities so that this function is incorporated in the open space system as an amenity, not a utility function, complementing the environmental features in the landscape.
- The Com Ed property and future substation at Bliss Road and I-88 are identified on the plan within the Business Park land use.
- The Corridor Commercial land use at IL 47 and Seavey Road may need to be thought of as flexible land use. The property on the west side of IL 47 could be commercial but there may be access and visibility challenges with these two tracts of land and an alternate land use such as Multiple Family may be considered here.

- With the exception of Seavey-Healy Road, Green Road, Norris Road, and Bliss Road, the thoroughfares shown in the Business Park land use on the plan are flexible and may be removed or relocated without materially affecting circulation in the Business Park.
- A 200-foot buffer is recommended along Green Road, Norris Road and Main Street to maintain the character of these corridors. Uses such as agriculture, farmsteads and large estate lots would be appropriate uses within this buffer. Wherever possible, storm water detention facilities are recommended as part of this buffer requirement. The buffer is generally shown as Estate Residential on the Land Use Plan amendment.

Land Use Recommendations

The Open Space land use shown on the plan represents environmental features such as wetlands, floodplain, open water and storm water management facilities and is ownership neutral and need not be publicly owned. However, the placement of storm water management areas adjacent the wetlands and floodplain provides the opportunity to create continuous and contiguous environmental corridors enabling landscape restoration and rehabilitation, and an extensive trail system to be developed in the midst of all the workspace in the business park. The Land Use Plan amendment assumes a regional or master planned approach to storm water management within the territory north of the Tollway. When the storm water management functions are organized in a coherent system, rather than the isolated bathtubs we are accustomed to, the open space benefits are multiplicative. The end result is a utility function transformed into an amenity. The actual amount of land devoted to storm water management may be more or less than indicated on the Land Use Plan but the concept remains.

The proposed storm water management system and environmental corridors permit connection of the County's various Forest preserves adjacent the study area: Blackberry Maples, Dick Young/Nelson Lake, and Lake Run. A trail along Seavey Road Run with a pedestrian bridge over the Tollway would provide a connection to the Hannaford Woods/Nickels Farm Forest Preserve.

The Business Park land use aims to achieve the type of development described in the Comprehensive Plan. The development blocks depicted on the plan can accommodate any Business Park building typology. Office buildings, office-warehouse, warehouse, corporate campuses, and manufacturing buildings will fit and block sizes can be varied depending on building footprints, as well. It is not unreasonable to expect a small

amount of commercial land uses to materialize in the Business Park land use to support the needs of employees and businesses in the Business Park land use area.

Where Business Park land uses are adjacent Green Road and Norris Road or Estate Residential land uses along these roads a significant transition yard, exclusive of parking and outdoor storage, should be provided. Uses such as agriculture, farmsteads and large estate lots would be appropriate uses within this buffer. Storm water management facilities could occupy these transition yards if topography permits. The buffer is generally shown as Estate Residential on the Land Use Plan amendment.

While not specifically identified in the amendment, it is conceivable that nodes of mixed-use development could appear in the Business Park land use in the future. These mixed-use development areas would need to be compact high density multiple-family and commercial uses usually in mixed-use buildings with structured parking and organized around intersections along the arterial roadways.

Road Network Recommendations

The amendment recommends the creation of a new arterial roadway, Seavey-Healy Road that would extend from Harter Road on the west to Orchard Gateway in Aurora on the east. This alignment replaces the disjointed connection in the current Comprehensive Plan Thoroughfare Plan and avoids a direct connect to Tanner Road. While outside the limits of the study area, the amendment also recognizes a planned re-alignment of Bliss Road and Fabyan Parkway at Main Street, along with the extension of Bunker Road to Bliss Road to provide convenient connection to the La Fox commuter rail station.

The thoroughfare plan, or road network, that is married to the plan shows re-connecting Seavey Road and Norris Road where they are separated by I-88. This is not a new idea since both re-connections were included in the Transportation Plan component of the 2004 Comprehensive Plan. Future land uses west of the Tollway are directly influenced by the realization of this improvement. Without reconnection of Seavey Road development of the territory west of I-88 for Business Park land uses is doubtful and the land use may remain agriculture well into the future. For the time being, the Future Land Use Plan recommends Business Park north and south of Seavey Road and west of the Tollway. Re-connection of Norris Road is not critical to the development of the Business Park land use but would provide a convenient alternative for crossing the Tollway for Village residents.

While the 2004 Thoroughfare Plan referenced an interchange at Bliss Road and I-88, the amendment shows the interchange. Access and circulation to the Business Park land uses north of the Tollway would benefit greatly by the presence of a Bliss Road interchange. This interchange also would benefit traffic volumes at the Orchard Road and IL 47 interchanges once it becomes operational.

On the south side of the Tollway the amendment recommends realigning Merrill and Denny Roads to converge on property via a series of roundabouts providing traffic calming and access to IL 47 at Scott Road.

Intersection spacing along Seavey-Healy Road and Bliss Road is between 1/3 and 1/2 mile intervals. The Plan assumes these thoroughfares will be classified as arterial roadways and will be treated as limited or controlled access thoroughfares and they are identified as divided highways on the Plan. The final design of the thoroughfares on the Plan will be determined at a later date.

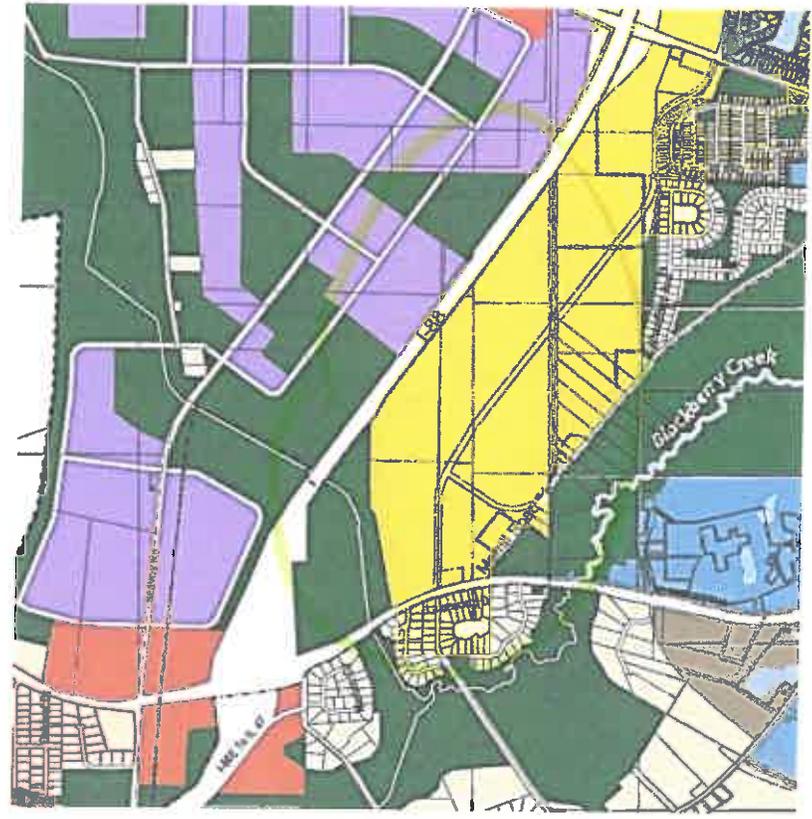
Seavey-Healy Road and Bliss Road are assumed to be limited access arterial thoroughfares and a parallel thoroughfare is envisioned along these arterial roads to provide direct access to land uses along the arterial thoroughfares. It is also envisioned that these thoroughfares will be designed as parkways with copious amounts of landscaping and parallel off-street trails for pedestrians and bicyclists. An off-street path system along the primary thoroughfares would complement a path system that could be developed in the open space system represented on the Plan.

The road network in the Business Park land use is disconnected from Green Road, Norris Road and Seavey Road adjacent the Black Sheep Golf Club. This is accomplished by providing a road network in the Business Park land use that functions independently of these roads. The intention behind disconnecting these roads from the Business Park land use is to retain their present road cross section and character of development along the road frontages, e.g. agriculture lands, farmsteads, estate lots. Storm water detention facilities designed as wet prairies also could occupy the frontage of these roads where topography dictates. By segregating the Business Park land uses from these roads the potential for mixing Business Park traffic with local traffic is greatly reduced. And without direct access to these roads the Business Park land uses are not inclined to develop the frontage of these roads, thereby contributing to the preservation of the character of these roads.

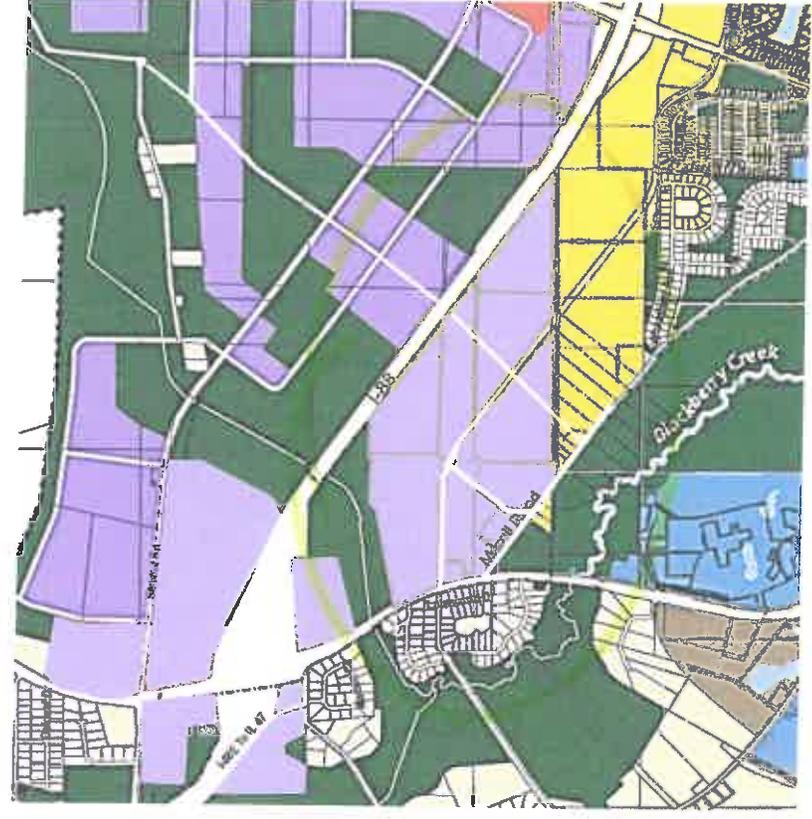
**Petition #18-004 Comprehensive Plan
Amendment**

- Estate Residential
- Single Family Residential
- Multiple Family Residential
- Corridor Commercial
- Business Park
- Open Space
- Public Semi-Public

2015 Land Use Plan



Proposed Land Use Plan



ORDINANCE NO. 2018-0403C

AN ORDINANCE APPROVING AN AMENDMENT OF THE VILLAGE COMPREHENSIVE PLAN (TOLLWAY CORRIDOR)

WHEREAS, the Village of Sugar Grove is not a home rule municipality within Article VII, Section 6A of the Illinois Constitution and, pursuant to the powers granted to it under 65 ILCS 5/1-8 et seq.; and,

WHEREAS, after due notice the Plan Commission held a public hearing on March 21, 2018 to consider the proposed Comprehensive Plan Land Use Plan amendment, similar in form and substance to the land use plan and text attached hereto; and,

WHEREAS, the corporate authorities have determined that amending the Comprehensive Plan Land Use Plan is in the best interests of the future growth and development of the Village; and,

NOW, THEREFORE, BE IT ORDAINED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, as follows:

SECTION ONE: COMPREHENSIVE PLAN LAND USE PLAN AMENDMENT

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SEVERABILITY: Should any provision of this ordinance be declared invalid by a court of competent jurisdiction, the remaining provisions will remain in full force and effect the same as if the invalid provision had not been a part of this ordinance.

EFFECTIVE DATE: This ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED AND APPROVED by the President and Board of Trustees of the Village of Sugar Grove, Kane County, Illinois, on this 3rd day of April 2018.

P. Sean Michels, Village President

ATTEST: Cynthia L. Galbreath, Village Clerk

Table with 5 columns: Name, Aye, Nay, Absent, Abstain. Rows include Trustee Sean Herron, Trustee Mari Johnson, Trustee Ted Koch, Trustee Heidi Lendi, Trustee Rick Montalto, and Trustee David Paluch.



Exhibit A

(Land Use Plan Area of Amendment.0)

Exhibit B

(Land Use Plan Narrative)

Sugar Grove Future Land Use Plan Tollway Corridor Amendment

The Tollway Corridor amendment changes the predominant land use in the Tollway corridor from Lorange Road on the west to Lake Run on the east from Single-Family and Estate Residential to Business Park in order to exploit the infrastructure investment embodied in the Reagan Tollway (I-88) and the imminent expansion of the IL 47 interchange, and to respond to changing dynamics in the office and industrial real estate market in the I-88 corridor.

The land use categories used in the proposed amendment are consistent with the land use descriptions provided in the Comprehensive Plan, except as described below. The land use and transportation network recommendations of the 2004 Future Land Use Plan prevail except where the amendment recommends a different land use or transportation network improvement.

The key features of the Tollway Corridor amendment include the following:

- Open Space land use appears to be the dominant land use in the area north of the Tollway which is a result of mapping floodplain, open water, forested lands and wetlands and providing a realistic vision of developable land. Additionally, the Open Space land use recommendation accounts for locations of future storm water management facilities so that this function is incorporated in the open space system as an amenity, not a utility function, complementing the environmental features in the landscape.
- The Com Ed property and future substation at Bliss Road and I-88 are identified on the plan within the Business Park land use.
- The Business Park land use at IL 47 and Seavey Road may need to be thought of as flexible land use. The property having frontage on IL 47 could have some limited commercial applications but there may be access and visibility challenges with these tracts of land.
- With the exception of Seavey-Healy Road, Green Road, Norris Road, Denny Road and Bliss Road, the thoroughfares shown in the Business Park land use on the plan are flexible and may be removed or relocated without materially affecting circulation in the Business Park.
- A 200-foot buffer is recommended along Green Road, Norris Road and Main Street to maintain the character of these corridors. Uses such as agriculture, farmsteads and large estate lots would be appropriate uses within this buffer. Wherever possible,

storm water detention facilities are recommended as part of this buffer requirement. The buffer is generally shown as Estate Residential on the Land Use Plan amendment.

Land Use Recommendations

The Open Space land use shown on the plan represents environmental features such as wetlands, floodplain, open water and storm water management facilities and is ownership neutral and need not be publicly owned. However, the placement of storm water management areas adjacent the wetlands and floodplain provides the opportunity to create continuous and contiguous environmental corridors enabling landscape restoration and rehabilitation, and an extensive trail system to be developed in the midst of all the workspace in the business park. The Land Use Plan amendment assumes a regional or master planned approach to storm water management within the territory north of the Tollway. When the storm water management functions are organized in a coherent system, rather than the isolated bathtubs we are accustomed to, the open space benefits are multiplicative. The result is a utility function transformed into an amenity. The actual amount of land devoted to storm water management may be more or less than indicated on the Land Use Plan but the concept remains.

The proposed storm water management system and environmental corridors permit connection of the County's various Forest preserves adjacent the study area: Blackberry Maples, Dick Young/Neilson Lake, and Lake Run. A trail along Seavey Road Run with a pedestrian bridge over the Tollway would provide a connection to the Hannaford Woods/Nickels Farm Forest Preserve.

The Business Park land use aims to achieve the type of development described in the Comprehensive Plan. The development blocks depicted on the plan can accommodate any Business Park building typology. Office buildings, office-warehouse, warehouse, corporate campuses, and manufacturing buildings will fit and block sizes can be varied depending on building footprints, as well. It is not unreasonable to expect a small amount of commercial land uses to materialize in the Business Park land use to support the needs of employees and businesses in the Business Park land use area, and travel needs of the public on Interstate 88 and IL 47.

Where Business Park land uses are adjacent Green Road and Norris Road or Estate Residential land uses along these roads a significant transition yard, exclusive of parking and outdoor storage, should be provided. Uses such as agriculture, farmsteads and large estate lots would be appropriate uses within this buffer. Storm water management facilities could occupy these transition yards if topography permits. The buffer is generally shown as Estate Residential on the Land Use Plan amendment.

While not specifically identified in the amendment, it is conceivable that nodes of mixed-use development could appear in the Business Park land use in the future. These mixed-use development areas would need to be compact high-density multiple-family and commercial uses usually in mixed-use buildings with structured parking and organized around intersections along the arterial roadways.

Road Network Recommendations

The amendment recommends the creation of a new arterial roadway, Seavey-Healy Road that would extend from Harter Road on the west to Orchard Gateway in Aurora on the east. This alignment replaces the disjointed connection in the current Comprehensive Plan Thoroughfare Plan and avoids a direct

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While the 2004 Thoroughfare Plan referenced an interchange at Bliss Road and I-88, the amendment shows the interchange. Access and circulation to the Business Park land uses north of the Tollway would benefit greatly by the presence of a Bliss Road interchange. This interchange also would benefit traffic volumes at the Orchard Road and IL 47 interchanges once it becomes operational.

The 2004 Thoroughfare Plan also recommended a new arterial road crossing the Tollway midway between Bliss Road and IL 47. This corridor is recommended because the development of large super-blocks of business park uses will require a more robust network of arterial streets to serve these land uses.

On the south side of the Tollway the amendment recommends realigning Merrill and Denny Roads to converge on property via a series of roundabouts providing traffic calming and access to IL 47 at or in the vicinity of Scott Road.

Intersection spacing along Seavey-Healy Road and Bliss Road is between 1/3 and 1/2 mile intervals. The Plan assumes these thoroughfares will be classified as arterial roadways and will be treated as limited or controlled access thoroughfares and they are identified as divided highways on the Plan. The final design of the thoroughfares on the Plan will be determined at a later date.

Seavey-Healy Road and Bliss Road are assumed to be limited access arterial thoroughfares and a parallel thoroughfare is envisioned along these arterial roads to provide direct access to land uses along the arterial thoroughfares. It is also envisioned that these thoroughfares will be designed as parkways with copious amounts of landscaping and parallel off-street trails for pedestrians and bicyclists. An off-street path system along the primary thoroughfares would complement a path system that could be developed in the open space system represented on the Plan.

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mixing Business Park traffic with local traffic is greatly reduced. And without direct access to these roads the Business Park land uses are not inclined to develop the frontage of these roads, thereby contributing to the preservation of the character of these roads.



Warehouse Associate at Staffmark Joliet, IL

About the Job

Job Description

We are currently looking for Warehouse Workers that can start as soon as possible! Apply today!

Requirements:

- High School Diploma/GED equivalent required.
- Ability to lift 50 pounds frequently
- Ability to stand for long periods of time in a warehouse environment
- Experience in large logistics/ distribution center preferred
- Basic math and reading skills to perform job tasks and complete necessary paperwork.
- Ability to follow oral and/or written instruction.

Job Description:

- Follow specific work instructions and best practices to safely and accurately complete daily work assignments in a timely manner.
- Support all operational processes and procedures to ensure value to the customer and compliance with all DSC policies, customer requirements and federal/state/local regulations.
- Inspect each pallet and or case for proper quantities, items brands, and lot codes (as applicable) damages and follow any special instructions on Work Assignment Form and /or additional documentation.
- Maintain a clean, neat, and orderly work area. Perform duties in a safe and productive manner.
- Participate in all assigned training programs and adhere to all learning's.
- Perform other duties as assigned.

Shift and Pay:

- 1st shift— Monday through Friday 6am- 2pm @ \$12.80
- 2nd shift—Monday through Friday 2pm- 10pm @ \$13.30
- 3rd shift—Monday through Friday 10pm- 6am @ \$13.55

How to Apply:

You can complete an application online at [Mystaffmark.com](https://mystaffmark.com)- it only takes about 10 minutes to complete and you can do it from your smart phone. Have a friend you want to work with? Have

them apply too and receive a referral bonus!

For expedited processing from the comfort of your living room, call or text our toll-free number 833.818.0910.

Requirements:

- High School Diploma/GED equivalent required.
- Ability to lift 50 pounds frequently
- Ability to stand for long periods of time in a warehouse environment
- Experience in large logistics/ distribution center preferred
- Basic math and reading skills to perform job tasks and complete necessary paperwork.
- Ability to follow oral and/or written instruction.

Staffmark is committed to providing equal employment opportunity for all persons regardless of race, color, religion, sex,sexual orientation, gender identity, age, marital status, national origin, citizenship status, disability or veteran status.

Salary

Between \$12.80 - 13.55 / Hour

Job summary

Location

Joliet, IL

Job type

Full Time, Temporary/Contract/Project

Posted

3 Days ago

Industries

Staffing/Employment Agencies

Career level

Entry Level

Reference code

94392-5491

About this company

Staffmark



As one of the top commercial staffing companies in the country, Staffmark has the experience and the expertise to help you find a job that works for you. At Staffmark, you will receive the personal attention and professional treatment you deserve. We invest the time to get to know you, your goals, and your career objectives. Then we work with you to find the right job opportunity. Staffmark offers a wide range of employment opportunities including short- and long-term temporary assignments, direct hire, and professional placement. Apply today and let Staffmark find the right opportunity for you!

The best company to work with

The opportunity to grow in the company

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Lead Warehouse Worker
Warehouse Worker - Material Handler
Production/Warehouse Operator
Warehouse Picker/Packer
Warehouse Lead Associate
Order Picker

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Warehouse Associate at Staffmark Des Plaines, IL

About the Job

Job Description

We are currently looking for Warehouse Workers! Apply today!

Requirements:

- High School Diploma/GED equivalent required.
- Ability to lift 50 pounds frequently
- Ability to stand for long periods of time in a warehouse environment
- Experience in large logistics/ distribution center preferred
- Basic math and reading skills to perform job tasks and complete necessary paperwork.
- Ability to follow oral and/or written instruction.

Job Description:

- Follow specific work instructions and best practices to safely and accurately complete daily work assignments in a timely manner.
- Support all operational processes and procedures to ensure value to the customer and compliance with all DSC policies, customer requirements and federal/state/local regulations.
- Inspect each pallet and or case for proper quantities, items brands, and lot codes (as applicable) damages and follow any special instructions on Work Assignment Form and /or additional documentation.
- Maintain a clean, neat, and orderly work area. Perform duties in a safe and productive manner.
- Participate in all assigned training programs and adhere to all learning's.
- Perform other duties as assigned.

Shift and Pay:

- 2nd shift—Monday through Friday 3pm- 11pm @ \$12.80

How to Apply:

You can complete an application online at Mystaffmark.com- it only takes about 10 minutes to complete and you can do it from your smart phone. Have a friend you want to work with? Have them apply too and receive a referral bonus!

For expedited processing from the comfort of your living room, call or text our toll-free number 833.818.0910.

Requirements:

- High School Diploma/GED equivalent required.
- Ability to lift 50 pounds frequently
- Ability to stand for long periods of time in a warehouse environment
- Experience in large logistics/ distribution center preferred
- Basic math and reading skills to perform job tasks and complete necessary paperwork.
- Ability to follow oral and/or written instruction.

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Salary

At least \$12.80 / Hour

Job summary

Location

Des Plaines, IL

Job type

Full Time, Temporary/Contract/Project

Posted

3 Days ago

Industries

Staffing/Employment Agencies

Career level

Entry Level

Reference code

94469-5491

About this company

Staffmark



As one of the top commercial staffing companies in the country, Staffmark has the experience and the expertise to help you find a job that works for you. At Staffmark, you will receive the personal attention and professional treatment you deserve. We invest the time to get to know you, your goals, and your career objectives. Then we work with you to find the right job opportunity. Staffmark offers a wide range of employment opportunities including short- and long-term temporary assignments, direct hire, and professional placement. Apply today and let Staffmark find the right opportunity for you!

The best company to work with

The opportunity to grow in the company

○○○

[View company profile](#)

Related jobs

Lead Warehouse Worker

Warehouse Worker

Warehouse Worker - Material Handler

Order Picker/Loader

Seasonal Warehouse Person (Loader) (PT/Evenings)

UPS Warehouse Associate II

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The Life and Death of an Amazon Warehouse Temp

What the future of low-wage work really looks like.

BY DAVE JAMIESON ART BY DAVIDE BONAZZI



See Page 5

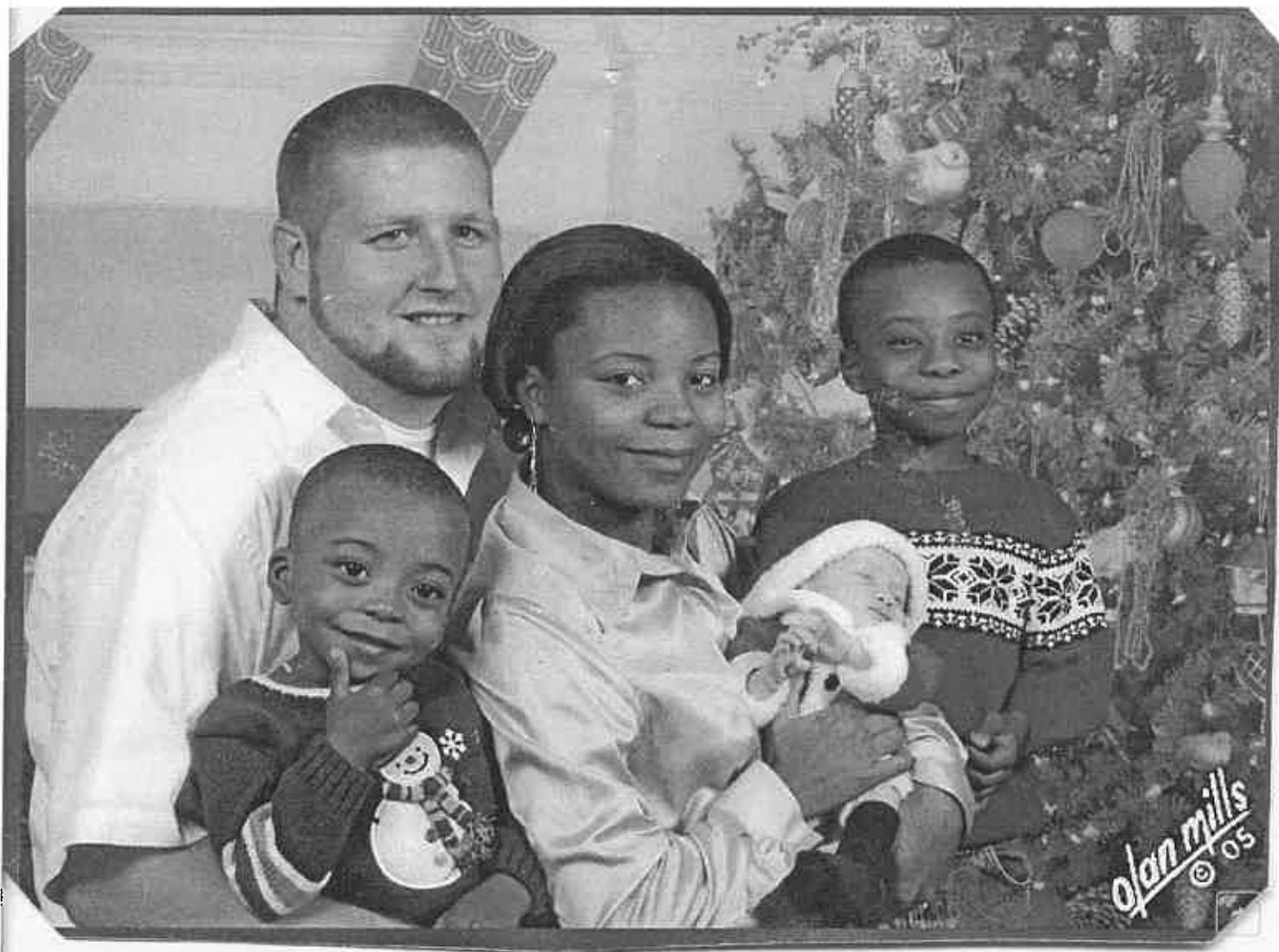
O His wife, Di-Key, was in the bathroom fixing her hair in micro-braids and preparing for another evening alone with her three sons. Jeff had been putting in long hours lately, and so the couple planned a breakfast date at Shoney's for when his shift ended around dawn. "You better have your hair done by then," he teased her.

As he headed out the door, Jeff, who was 29, said goodbye to the boys. He told Jeffrey, the most rambunctious, not to give his mom a hard time; Kelton, the oldest, handed his father his iPod for the ride. Then Jeff climbed into his Chevy Suburban, cranked the bass on the stereo system he'd customized himself, and headed for the Amazon fulfillment center in nearby Chester, Virginia, just south of Richmond.

When the warehouse opened its doors in 2012, there were about **37,000 unemployed people** living within a 30-minute drive; in nearby Richmond, more than a quarter of residents were living in poverty. The warehouse only provided positions for a fraction of the local jobless: It currently has around 3,000 full-time workers. But it also enlists hundreds, possibly thousands, of temporary workers to fill orders during the holiday shopping frenzy, known in Amazon parlance as "peak." Since full-timers and temps perform the same duties, the only way to tell them apart is their badges. Full-time workers wear blue. Temps wear white.

That meant Jeff wore white. He'd started working at the warehouse in November 2012, not long after it opened. It was the first job he'd been able to find in months, ever since he'd been laid off from his last steady gig at a building supply store. By January, peak season had come and gone, and hundreds of Jeff's fellow temps had been let go. But he was still there, two months after he'd started, wearing his white badge. What he wanted was to earn a blue one.





Jeff and Di-Key with their children, Jervontay, Jeffrey and Kelton (left to right). Family photos courtesy of Di-Key Lockhart.

At the warehouse, Jeff was a picker, fetching orders to be shipped to Amazon customers. A handheld scanner gun told him what he needed to pull and the exact aisle and shelf where he would find it. Since the Chester facility covers **1.1 million square feet**, the equivalent of roughly 18 football fields, the right shelf might be just around the corner, or it might be 100 yards away. Once he pulled the item, his scanner would give him his next assignment, and off he'd go, wherever the gun took him next. He got a kick out of this peculiar window into the desires of the American consumer. Once, he stumbled on a small soccer set and made a note to buy it for Jeffrey when spring arrived. Another time, he filled an order for a mysterious item



Being a picker was a demanding job for a man of Jeff's size. He was built like an offensive lineman—6-foot-3 and 300 pounds, with a flowing, dirty-blond beard, wire-rimmed glasses and a head shaved almost completely bald. Since workers at the Chester facility were typically expected to pull 100 items or more per hour, a picker could expect to walk more than 12 miles over the course of a shift. The handheld scanners allowed managers to track precisely how long it takes workers to fulfill an order, and those who failed to "make rate" could lose their jobs. Jeff moved quickly up and down the aisles alongside men and women half his size, earning the nickname "Tornado." "If I gave him a directive, he took care of it," said Tim Taylor, a supervisor at the warehouse. "You didn't have to explain it—he just knocked it out."

"He liked it, and it exhausted him," says Jeff's father, Jeff Lockhart Sr. "He'd come over here on the weekends when he could. He wouldn't sit there long and he'd fall asleep." As a big guy, Jeff was mindful of his weight—he didn't want to develop diabetes later in life. He'd taken up jogging and was eating better at home. After he started working at the warehouse, his family noticed that he was shedding pounds. "He dropped two, almost three pant sizes," Di-Key says.

Sometime around 2 a.m. that January morning, Jeff took his 30-minute "lunch break." Most days, he would clock out and go out to his Suburban in the parking lot. He would pull his lunch from his cooler and grab his phone, which, under warehouse policy, wasn't allowed on the floor. He always at least texted Di-Key, who found it hard to sleep while her husband was away at work. On this particular morning, he called her. He asked how her braids had come along, told her that he loved her and that she should get some sleep. Then he said he needed to get back to work.

Less than an hour later, a worker found Jeff on the third floor. He had collapsed and was lying unconscious in aisle A-215, beneath shelves stocked with Tupperware and heating pads.



In the years since Amazon became the symbol of the online retail economy, horror stories have periodically emerged about the conditions at its warehouses—workers faced with near-impossible targets, people dropping on the job from heat or extreme fatigue. This isn't one of those stories. Jobs at Amazon are physically demanding and the expectations can be high, but the company's fulfillment centers are not sweatshops. In late September, I visited the Chester warehouse for an hour-long guided tour. Employees were working at a speed that seemed brisk yet reasonable. There were no idle moments, but no signs of exhaustion, either.

At the same time, we are living in an era of maximum productivity. It has never been easier for employers to track the performance of workers and discard those who don't meet their needs. This applies to employees at every level, from warehouse grunts to white-collar workers like those at Amazon headquarters who were recently the subject of a much-discussed **New York Times** piece about the company's brutally competitive corporate culture. The difference is that people like Jeff don't have the option of moving to Google, Microsoft or a tech startup eager to poach managers and engineers with Amazon on their resume.

When it comes to low-wage positions, companies like Amazon are now able to precisely calibrate the size of its workforce to meet consumer demand, week by week or even day by day. Amazon, for instance, says it has 90,000 full-time U.S. employees at its fulfillment and sorting centers—but it **plans to bring on an estimated 100,000 seasonal workers to help handle this year's peak**. Many of these seasonal hires come through Integrity Staffing Solutions, a Delaware-based temp firm. The company's website recently listed 22 corporate offices throughout the country, 15 of which were recruiting offices for **Amazon fulfillment centers**, including the one in Chester.

The minimum wage in Pennsylvania is \$7.25 an hour.

It's a good sign that the company is hiring.



to so-called third-party logistics providers, which in turn contract the work to staffing companies. At some of Walmart's critical logistics hubs, multiple temp agencies may be **providing workers under the same roof.** The

Lisa Vacula, who worked at an Amazon warehouse in Pennsylvania.



temp model also extends far beyond retail. The housekeeper who cleans your room at a Hyatt hotel **may not work for Hyatt**, but for a temp firm you've never heard of, for less money and fewer benefits than a direct hire. "It's the standard operating model," said Nelson Lichtenstein, a labor historian at the University of California, Santa Barbara. "The entire service economy is based on this kind of hyper-flexibility. If you don't have it, it sends costs way up."

For employers, the appeal of this system is obvious. It allows companies to meet demand while keeping their permanent workforce at a minimum, along with all the costs that go with it—payroll taxes, benefits, workers' compensation costs and certain legal liabilities. ^① (When Amazon warehouse workers around the country claimed they were victims of wage theft in a Supreme Court case last year, Integrity, not Amazon, was **named as the defendant.**) For employees, though, it means showing up to work every day with the knowledge that you are always disposable. You are at least one entity removed from the company where you work, and you are only as good as your last recorded input in a computerized performance monitoring system. In the event that something goes wrong in your life—illness, injury, a family crisis—you have few, if any, protections. And yet for Americans like Jeff, this precarious existence now represents one of the only remaining potential paths to a middle-class life.

Jeff Lockhart took a warehouse temp job because it was the best opportunity he could find. He had graduated from high school in nearby Petersburg, where he met Di-Key while working at a local Wendy's. The two dated for a while—Jeff even gave her a promise ring—but later drifted apart. After high school, Jeff hoped to make a career



Unemployment in Petersburg is high—the jobless rate is still over 9 percent. First, Jeff loaded pastries onto trucks for a vending company. Later, he landed a job at a building supply store where his father worked.

He and Di-Key reconnected in their early 20s. The two made a striking couple—a tall, imposing white guy and his petite African-American girlfriend. “I had a really tough childhood,” says Di-Key. “I didn’t think anyone could love me, but he showed me differently.” She had left school at 17 and had two sons from previous relationships—the oldest, Kelton, is legally blind. “I had a hard time finding a job, and ended up going on assistance,” she says. But after she and Jeff got together, they slowly started to build a more secure life. Jeff pushed Di-Key to get her GED. They had a child together and got married, and Jeff adopted Di-Key’s sons. “He always treated those boys just like they were his own,” says Jeff’s sister, Laura Lockhart. Di-Key worked a series of jobs in retail and office cleaning, and Jeff stayed on at the building supply store. Eventually, they even managed to buy a house—a three-bedroom starter in Hopewell for \$86,000. Then, not long after the housing crash, the building supply store closed down, and both Jeff and his father lost their jobs.

Jeff went on unemployment and started hunting for work with his usual dedication. “He was putting in application after application,” Di-Key says—for everything from building supply to TV cable installation to mall retail. But callbacks were hard to come by. Jeff helped his father run a kettle corn concession stand, while Di-Key baked and sold cakes for birthdays and weddings, finding customers through word-of-mouth and Facebook. Being unemployed shook Jeff’s sense of himself. He had always taken a lot of pride in providing for his family, and after months of fruitless searching, he became anxious and depressed. He got up later and spent more time hanging around the house. “Me being the breadwinner hurt him. He wanted me staying with the boys, going to football and soccer practice,” says Di-Key. “When he got Amazon—OK, this is something he can retire from. Something he can work his way up.”



its logistics network to speed up delivery to customers. Bob McDonnell, Virginia's Republican governor at the time, called it "a tremendous win for the greater Richmond region." Word quickly spread that there was a major new employer in the vicinity. "That was the only place around here that was really hiring," says Jeff's best friend, Johnathan Evans, who has also struggled to find a steady job in recent years. "In this area there's like two factories, and that's it."

Jeff interviewed at Integrity's local office, which is sandwiched between a Papa John's and a nail salon. Amazon isn't especially picky when peak rolls around. Job seekers had to pass a background check and be willing to work overtime. Jeff was offered a temporary job on the overnight shift for roughly \$12 per hour. He wasn't sure he would enjoy warehouse work. But it was the only place that had called him back so far, and he liked the idea of being around during the day for Kelton's doctor's appointments.

By all accounts, Jeff viewed the job as an audition for a permanent position with Amazon. He was angling for what warehouse workers call "conversion": the moment when you graduate from being an Integrity temp to a full-time "Amazonian." "He knew that once they're done with the season, they let the stragglers go and keep the best men," says Di-Key. "He was determined not to be let go like everybody else."

Over the past year and a half, I interviewed more than 50 current and former temporary and full-time Amazon warehouse workers from around the country. Most of the temp workers I spoke with said they were told that if they performed well, there was a decent chance Amazon would hire them full-time. (Of the roughly 80,000 seasonal employees brought on last year, Amazon says "tens of thousands" secured full-time spots.) For temps hired outside of peak, the probability of converting was reasonably high, many workers said. But many of the temps hired for the busy season told me they lost their jobs with little or no notice.

Within the warehouse, a quiet caste system separated the Integrity temps from the



typically said they did not. (Integrity says it offers health care coverage in line with the Affordable Care Act, as well as other supplemental insurance plans, though for many temps the cost of participating would likely have represented a sizeable portion of their wages.)

There were other differences, too. "Integrity is a lot harder on you," says Tiffany Hios, who worked for both companies in Virginia and said she generally enjoyed her time at the warehouse. "Amazon will give you chances. Integrity will not. Amazon will give you time to work up to your rate. Integrity will ride you until you get to your rate. It is a lot easier to lose your job with Integrity." "It was sort of like a class warfare kind of thing," says Lisa Vacula, who worked for more than three years at an Amazon warehouse in Pennsylvania before she was recently let go, she said, for productivity reasons. Vacula added that she thought her Amazon experience had made her a tougher worker: "When I got the blue badge, I felt proud that I earned that bitch."

After surviving most of the cutbacks, Jeff told friends and family that he would soon be wearing a blue badge. He hadn't gotten an official offer, but he was confident it was coming soon. Around Christmas, he put a deposit down on a customized cane for Kelton. The handle of the cane would be carved to look like the head of Kelton's favorite comic-book character, Spiderman. It was the kind of small indulgence that seemed newly within reach.



Whoever found Jeff on the third floor apparently alerted Amcare, Amazon's in-house medical team, which is staffed with EMTs and other medical personnel. In the event of a health issue, Amazon instructs workers to notify security before calling emergency services. An **employee brochure** from a facility in Tennessee, obtained through a public records request, reads: "In the event of a medical emergency, contact Security. Do Not call 911! Tell Security the nature of the medical emergency and location. Security and/or Amcare will provide emergency response."

The Amcare employee found that Jeff had "a rapid heartbeat but limited respirations," according to a **confidential Amazon report obtained** through a public records request. He began performing CPR and put Jeff on an electronic defibrillator, a device that can save a life during cardiac events when deployed



“They came in four or five doctors deep and told me that he's gone and there's nothing they can do,” says Di-Key. Aside from a **brief obituary**, Jeff's death never made the local papers. I learned about it through public records requests for safety investigations of Amazon facilities.

It isn't clear from any of the official reports on Jeff's death—Amazon's, the county's or the state's—how quickly Jeff was found and treated. The Amazon report says that he was discovered at “approximately 2:30 a.m., which is within **one minute of his last reported pick.**” Yet according to a county EMS report, the 911 call came in at 2:39 a.m., suggesting he may have been down for several minutes before he was found. ⁽²⁾ Amazon said CPR and the defibrillator were “quickly provided” by its in-house team. However, the ambulance didn't get there until 2:49 a.m.—nearly 20 minutes after his last apparent pick, a significant amount of time in a cardiac emergency.



The aisle where Jeff collapsed. Photo from the Virginia Department of Labor and Industry.

The state's medical examiner pinned the death on "**cardiac dysrhythmia**," commonly known as an irregular heartbeat. Di-Key and Jeff's father say they were not aware that Jeff had a potential heart problem, and don't know whether he knew of any, either. The examiner found no prior documentation of an irregular heartbeat, although there was a "verbal report" of one during a physical Jeff received at a previous job, according to the autopsy.

I asked Theodore Abraham, a cardiologist who directs the Hypertrophic Cardiomyopathy Center of Excellence at Johns Hopkins, to review Jeff's autopsy. Abraham said that the report doesn't contain enough information to conclusively explain Jeff's death. There is no evidence his size was a factor (though the examination shows that he had an unusually large heart). But it's also impossible to know for sure whether the fast-paced nature of Jeff's work contributed to his collapse. However, Abraham observed, the autopsy doesn't suggest that Jeff died of an ordinary heart attack. If he was exerting himself when he collapsed, Abraham added, hypertrophic cardiomyopathy would be "high on the list" of possible causes. This condition, known to sometimes **kill young athletes in the middle of competition**, causes the heart to beat out of rhythm, frequently during strenuous activity. The disease is often genetic and is the leading cause of sudden cardiac death in people under 30. Still, even if Jeff did suffer from the condition, he could have died from it at any time.

Mike Roth, vice president of North American operations for Amazon, said the company ensures employees are working at a safe pace. "We do have goals for employees in regards to performance metrics," he says. "We have a team that regularly looks at the metrics to ensure they are safe, fair and attainable." Like many warehouse staffing companies, Integrity doesn't require workers to take a physical to work in an Amazon facility. (3) However, the company said it provides prospective



warns. “You will be on your FEET the entire shift and walking upwards of 12 MILES per shift. (yeah, that’s really far!) ... YOU WILL HAVE TO: LIFT, BEND, SQUAT, REACH & MOVE (there are no sit-down positions.) DON’T BE AFRAID; YOU CAN DO IT.” Applicants are also quizzed on their ability to perform basic requirements. If an employee has a medical condition, Integrity says it will allow for more frequent breaks or lifting restrictions.

A former supervisor at Jeff’s warehouse described the safety culture as “very, very methodical,” with “exceptionally high standards.” Amazon, she said, required Amcare to call 911 in certain situations even when there was no obvious emergency — say, if a worker’s blood pressure reached a certain level. Still, she said, some workers were clearly unprepared for the pace. “We had people who were bookkeepers or laid-off accountants or other desk-type jobs,” the supervisor said. “We tried to be very, very upfront. ... I said, ‘You are going to hurt after the first week. ... You are going to crawl into bed and pray you can get out in the morning.’”

In 2011, the *Morning Call*, a Pennsylvania newspaper, published an **extensive report** on the physical pressures inside an Amazon warehouse in Lehigh Valley. The paper revealed that Amazon’s private medical teams regularly tended to Integrity temps sick with heat and exhaustion. One worker told officials from the Occupational Safety and Health Administration that **15 people had collapsed** in a single day.

At the time of Jeff’s death, the Chester warehouse had been open for four months. The local fire and EMS department had dispatched personnel to its address at least **34 times** during that period, according to data obtained through a public records request. In its first two and a half years of operation, **more than 180 calls** were placed to 911, many of them for patients in their 20s and 30s. The most common issues cited were difficulty breathing, chest pains, cardiac problems, spells of unconsciousness or other undefined illnesses. The frequency of calls tended to climb during peak season.

Amazon and Integrity say the vast majority of emergency calls are prompted by



to work events.” (Integrity's complete response to a detailed list of questions can be [read here](#).) Amazon's Roth told me that “the safety and security of employees is our top priority and we are proud of our safety record.” He pointed out that the illness and injury rate among the Chester facility's thousands of employees, who have worked 12.5 million hours since it opened, is 42 percent lower than that for general warehousing. It's worth noting that these rates, however, are based on numbers that companies self-report to OSHA. ⁴

The EMS dispatch reports do suggest that some people may have been trying to work while ill. During the peak season of 2012, a 26-year-old woman was experiencing stomach pains and vomiting. “Been going on for the last 48 hrs,” **the report reads**. About a year later, a 24-year-old woman was reported to be suffering an asthma attack at the warehouse, even though she'd been diagnosed with bronchitis at the hospital earlier that morning. In another case, the Amcare clinic appeared to be understaffed. Amcare was tending to a 21-year-old woman who was between 24 and 36 weeks pregnant with twins. She'd been in labor pain for 20 minutes, and the 911 dispatcher apparently asked Amcare to take her to the front entrance. The Amcare paramedic was “unable to facilitate” that **request**: “There is another patient in the clinic and [the paramedic] is the only one working.”



Tim Taylor, a staff trainer at the warehouse, was working on the first floor when Jeff collapsed. He said he saw warehouse personnel take Jeff off the freight lift on a cart. Taylor was a true believer in the company—he'd worked his way up from a warehouse grunt—and he and Jeff had become friends. They worked the same hours and both liked to detail cars in their spare time. Sometimes, they got breakfast after work and discussed what Jeff needed to do to earn a full-time position. When we talked, Taylor was on temporary leave after having back surgery, although he said his problems had nothing to do with his warehouse work.

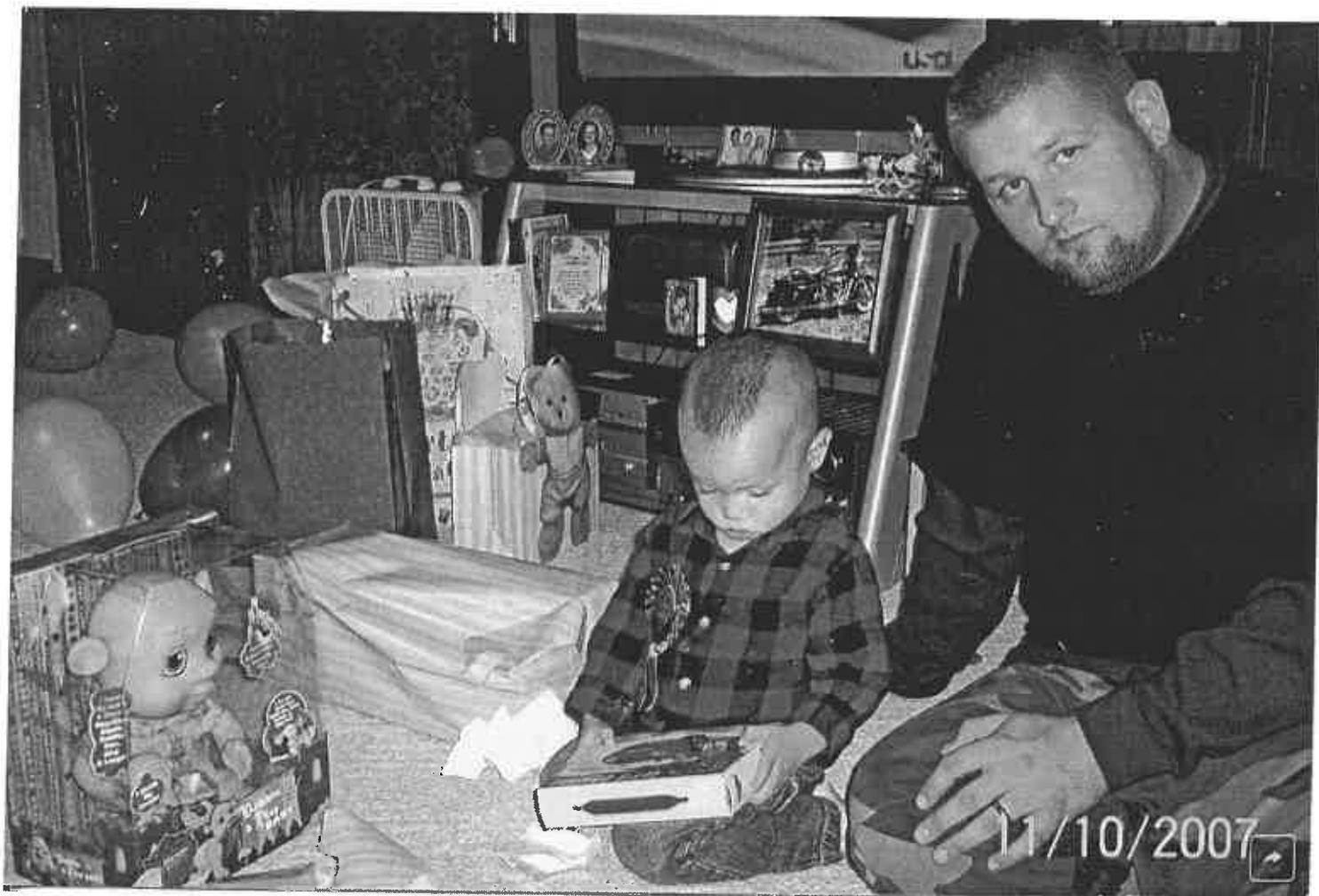
The day Jeff died, Taylor said that he couldn't find a supervisor to ask permission to go to the hospital, so he worked the rest of his hours. A staffer from human resources called and asked him if he was all right, and workers on his shift were told to alert a manager if they didn't feel well. A grief counselor was made available. Amazon and Integrity say they notified employees immediately, though at least one employee told me he never heard a formal announcement. Stephen Hicks, another worker, said a





you hydrate, eventually you've got to use the bathroom," he says, explaining that he didn't like to do that outside official breaks, for fear that it would hurt his rate.

Otherwise, Taylor said, everyone seemed to quickly move on. "Word didn't get around. It was really odd," he said. "This was a situation that happened, and then all of the sudden it just disappeared." A few weeks after I spoke to him, in June 2014, Taylor also died unexpectedly, of complications stemming from his back surgery. Like Jeff, he left behind a family—a fiancé and a 7-month-old baby daughter. But unlike Jeff, his status as a full-time Amazon employee gave him certain benefits. He had a life insurance policy through his job, with his fiancé and daughter listed as beneficiaries. It was enough to cover the cost of his funeral, as well as some of the lost income due to his death.



While working at the warehouse, Jeff sometimes got ideas for presents for his kids.



Jeff's death left his family in a shaky financial state. When he'd been unemployed, Jeff had paid for a life insurance policy out of pocket for a while. But he and Di-Key had cancelled it not long before he'd started at the warehouse and used the extra money to get through the holidays. Jeff didn't get life insurance or health insurance through Integrity, his family said. (Integrity wouldn't comment on Jeff's benefits, citing privacy concerns.)

Jeff's hope, of course, was that he would soon become a fully fledged Amazonian, bringing real benefits within reach. It's not clear why he believed his conversion was imminent, although Amazon's internal report described him as "a consistently high performer." But even if Jeff had been told he was going to be made a full-time employee, that was hardly a guarantee that it would actually happen, according to numerous temps who have cycled through the Chester warehouse.

Phyllis Branch 55, says she worked at the facility in late 2013 and early 2014. She'd recently resigned from her job at a college bookstore where she didn't get along with her manager. "I was led to believe I would be [at the warehouse] permanently," she told me. She said she was even given her "conversion papers." "No sooner had I gotten online to do the conversion, Integrity leaves me a message on my phone that my job has ended," she said. Amazon told her to speak with Integrity about it; Integrity told her to speak with Amazon. What Branch believed to be her long-awaited promotion turned out to be her layoff, she said.

Antonio Miller was a temp at the Chester facility in 2013, after graduating from Radford University with a bachelor's degree in political science. He, too, said he was given the impression he would be made permanent after a few months. It never happened, due to production penalties he said he disputed. After the high season, he was let go via voicemail message. "It was basically a weeding process," said Miller. "Whoever thought of it is genius. The way it runs, you get all the work you can out of people, and you don't have to manage them. It's brilliant."



employment,” Integrity said. Roth, of Amazon, says, “[W]e clearly advertise that positions for seasonal employees are temporary roles, although there is a possibility to stay on in long-term positions.”

Yet some temps have shown up to the Chester warehouse for scheduled shifts only to discover that their badges no longer grant them access to the building, according to former workers and an Integrity manager who helped staff Amazon warehouses. Integrity said that this is “not a common practice,” and that it is “highly unlikely that an associate would not be contacted.” Vacula, the former employee from Pennsylvania, said she witnessed this situation at her facility. “They just shut the badge off,” she says. “They make you waste your bus fare. It could be the last three dollars you have ... just to show up there and learn you don’t work there anymore.”

After Jeff died, his father went to the warehouse and asked managers what the companies were going to do for his son's family.



After Jeff died, his father went to the warehouse and asked managers what the companies were going to do for his son's family. “They were getting ready to make him full-time anyway. Could they kick in some benefits now?” The response, Lockhart Sr. recalled, was, “We’ll see what we can do.”

Integrity says that in the days following Jeff's death, its local office reached out to Di-Key to see how the company could help. “Our plan was to provide additional assistance to Mrs. Lockhart and her children. We had various supportive services to offer the family,” the company said, adding that it has helped pay for the funerals of other employees who have died, and even those of their family members. (Di-Key said she recalls the company’s condolences but not the offers of assistance.) Amazon said it “closely partnered with Integrity Staffing who supported Mr. Lockhart’s family.” The general manager of the warehouse, Sean Loso, says, “We were deeply saddened by the passing of Mr. Lockhart. The loss of a life at such a young age is a



In its official investigation, the Virginia Department of Labor and Industry did not fault Amazon or Integrity, and no fines or citations were issued. The state's medical examiner deemed Jeff's death the result of natural causes. Jeff's family never seriously considered a lawsuit, not knowing whom, if anyone, was to blame. And the ambiguous nature of his death meant that his family was unable to obtain other forms of assistance, such as workers' compensation benefits. If a worker dies on the job, the burden tends to lie on the employee's estate to prove the death was work-related—and the bar is high for deaths that involve cardiac events.

Jeff's wake and funeral were held at a chapel in Hopewell, not far from the house he'd bought. Di-Key fixed her hair in the same micro-braids she'd worn the night that Jeff died. After the funeral, his body was taken three hours north to the family plot in Maryland, where he was given a working-man's burial. He was laid to rest in a Dickie's button-down shirt, his favorite shorts and a new pair of Adidas sneakers. Inside the casket were the promise rings he and Di-Key had given each other years earlier, plus a set of high-quality speakers thrown in by his friends. Evans led the procession out of the cemetery, driving Jeff's Suburban with the windows down and the stereo blaring Young Jeezy's "Put On," which Jeff considered his personal anthem.

Not long after the funeral, Di-Key received a condolence card in the mail. It was signed by people she assumed worked at the warehouse, and included a prepaid gift card with a few hundred dollars on it, as well as a small personal check from a stranger. She figures the workers pooled it among themselves.



This May, Jeff's friends gathered at a racetrack near Petersburg for their annual celebration of his life, the **Jeff Lockhart Memorial Bass Competition**. The two-day show draws hundreds of car audio enthusiasts from up and down the East Coast, giving them the opportunity to show off their stereo setups. In some cars, the bass is forceful enough to move hair.

Jeff served as vice president of Team Deadly Hertz, the audio club that hosts the event. Many of the tricked-out cars in the parking lot have Jeff Lockhart stickers in their rear windows, and there are T-shirts for sale bearing his name. "If you wanted to work on your stereo in the middle of the night, he would wake up and come do it,"

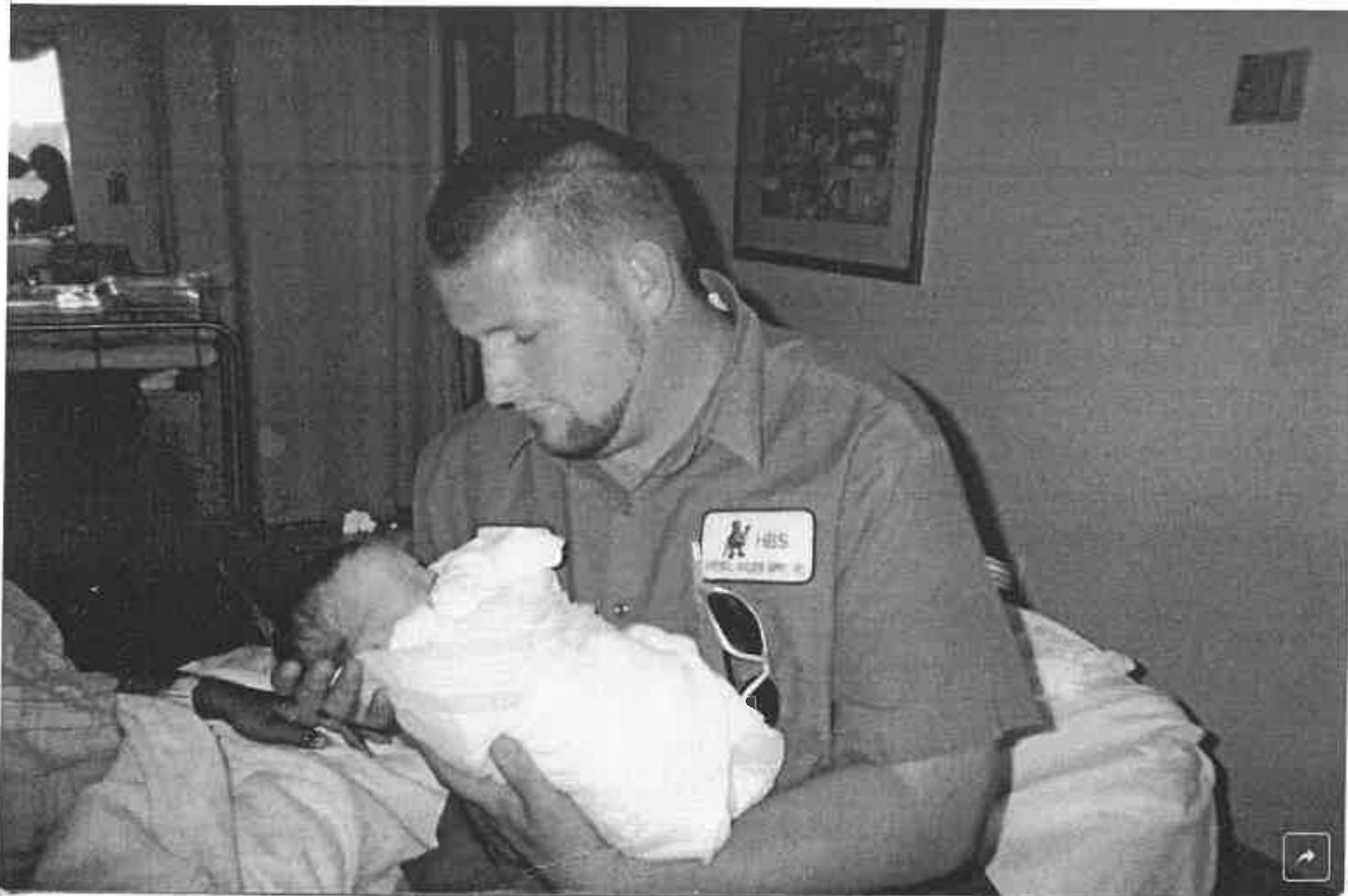


you liked it or not, it was fact. He was a leader. He demanded respect without asking for it."

Di-Key and her sons hung around Jeff's Suburban throughout the show, chatting with well-wishers. Di-Key has kept the SUV just as Jeff left it. "It feels like my husband," she said. "Especially when the bass drops, and everything vibrates. I look at it as his heartbeat."

At the moment, Jeff's family is getting by mostly on Social Security survivor benefits. Last year, the bank foreclosed on Jeff and Di-Key's home, and these days the kids split time between Di-Key's rental and Jeff's parents' home nearby. Di-Key told me that she doesn't blame Amazon or Integrity for Jeff's death. What bothers her most is how expendable her husband seemed to be inside the warehouse system. She believes that had he not died as a second-class temp worker, his family might have been in a better position to sustain the loss. "Just feeling like he wasn't human, like he was just a piece of paper," she said. "You know, [they] can dispose of you. It kind of hurt."





Jeff at the hospital with Di-Key when his youngest son, Jeffrey, was born.

Johnathan Evans was also at the competition, wandering around the cars. He told me that he had spoken with his friend the day before he collapsed. The two had talked about getting together to put a new alternator in Evans' car, so he didn't have to take it into the shop. "Things ain't been the same since he passed," Evans said. "At first it was really, really hard for me. The only way that I could really deal with it was alcohol. Then it got to a point where [it was like], 'Let's not think about the sad memories. Let's remember the things that make you smile.'"

Evans took comfort in knowing his friend died in an honorable way, doing his best to support his family. But he's still troubled by unanswered questions about Jeff's death. "I think that the way that he passed, it was messed up," he said.



That makes what Evans did last year all the more surprising. He was still unemployed, with child support to pay. He needed work badly. So he headed down to the Integrity office in Chester. He was given a white badge with his name on it, and soon he was hustling through the warehouse, scanner in hand. On most shifts, he wore a T-shirt with photo of his best friend's face and the years of his birth and death: 1983 to 2013. But not long after he started, Evans began to feel pain in his knee. He left the warehouse after a few weeks. He's currently looking for work.

CREDITS

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7 Comments

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**Denise Freeman**

Chilling. There are numerous stories of this new economy killing the over 50 set but now even the young can't make it work.

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**Jamaal Christian**

Never looked back after I left. Paid slavery. Pocket change compared to the amount of money this company pulls in and they know there's always people desperate for work to hire.

RIP Jeff. Shame you got caught up in this mess.

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Let's think about this before we place the next order on Amazon. We make them what they are...

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Job Description

Staffmark

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St. Charles, IL

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"This is Jane. Yes, I am live in Saint Charles with the manager of Staffmark. His name is Bradley. Hi Bradley! Can you tell me the details of the work available?"

"Yes, Jane here's what I can tell everyone:"

"We are looking for employees who can handle picking, packing and assembling advertisements for our clients like Kroger, Home Depot, Wendy's and Walgreens. Also, the job requires preparing kits and moving products staged on pallets using pallet jacks."

"Sounds good. What's the schedule like, Bradley?"

"I am glad you asked! The schedule is Monday through Friday 7am to 3 pm with voluntary overtime as needed."

"Is there any heavy lifting?"

"The job requires the ability to lift up to 35 pounds regularly. We need employees who can stand for the entire shift."

"Our positions are temp to hire, so after 90 days there's the possibility of being hired based on the employee's performance!"

"What is the pay, Bradley?"

"It is \$9.50/ hour. Once hired by the client your wage increases to \$10.80/hr with a \$0.30 increase every six months for two years.

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"Thanks for the information, Bradley! This is Jane reporting live in Saint Charles, IL, back to you in the studio!"

Requirements:

- Steel toed shoes
- Ability to lift up to 35 pounds regularly
- Should be able to stand for entire shift

Staffmark is committed to providing equal employment opportunity for all persons regardless of race, color, religion, sex,sexual orientation, gender identity, age, marital status, national origin, citizenship status, disability or veteran status.

Salary

At least \$9.50 / Hour

Job summary

Location

Saint Charles, IL

Job type

Full Time, Temporary/Contract/Project

Posted

3 Days ago

Industries

Staffing/Employment Agencies

Career level

Entry Level

Reference code

86102-5604

About this company

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Warehouse Picker / Packer

Assembler/Packer

Packer

Packer/Packaging Operator

Warehouse Packer (SJ St Charles)

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Warehouse Worker at Randstad DeKalb, IL 60115

About the Job

Are you a reliable individual that thrives in a fast paced environment? We are looking for hard working people to join our growing team today! We are currently hiring warehouse workers for a large retail company, fulfilling store inventory. Pay is competitive and there is room to grow within the organization.

Shift Available:

Sun-Tues 6am-6pm

Sun-Tues 6pm-6am

Weds-Sat 6am-4pm

Weds-Sat 4pm-6am

Immediate openings available!

Responsibilities:

As a general warehouse worker, you will be organizing & cutting boxes open to send through the conveyor system. Our best workers demonstrate a strong sense of order an organization, plus gain an easy familiarity with the product labeling. In addition, you have the potential to move to various roles throughout the conveyor system and be responsible for duties such as: separating product & placing into the system, closing out boxes to ship to store, pulling individual items, and more! In this position, you will be measured by your production rates and job efficiency.

Working hours: 4:00 PM - 2:00 AM

Skills:

- Manually loading and unloading material from carts & conveyor belt
- Organizing and cutting open boxes
- Working as a team to achieve an end goal
- Assembling packages or products in a timely manner

Education:

High School

Experience:

Entry Level

Qualifications:

- No prior warehouse experience required, but is preferred
- Ability to lift and carry up to 50lbs
- Ability to stand for 10 to 12 hours
- Attention to detail and accuracy
- Ability to read and follow safety precautions
- Willing to submit to a background check & drug screening
- Two good references (professional preferred)
- Good, upbeat attitude!

Please contact Megan Wollenweber by,

Call: 815-754-6618

Text: 815-570-3116

Email: megan.wollenweber@randstadusa.com ()

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Salary

\$13.85 - \$14.00 /hour

none

Job summary

Location

DeKalb, IL 60115

Job type

Full Time, Employee

Posted

17 Days ago

Industries

Transport and Storage - Materials ; Other/Not Classified

Career level

Experienced (Non-Manager)

Reference code

S_718766

Contact information

Contact name

Wollenweber, Megan

Phone

815-754-6618

Address

**1111 Macon Drive
60115**

Related jobs

Lead Warehouse Worker

Warehouse Worker

Warehouse Worker / Order Puller - Elgin, IL

Warehouse/Distribution Worker 5323

Packer

Warehouse Lead Associate

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Lead Warehouse Worker at Penske Batavia, IL

About the Job

Description Position Summary: Penske Logistics is looking for warehouse associates to become part of an excellent team. This is a great opportunity for individuals who are safety conscious and have a pleasant, outgoing attitude who want to excel in a warehouse environment. Provides support and some supervision to regular and temporary warehouse associate functions. Works closely with Operations Supervisors to ensure employee productivity expectations are met. Provides a variety of responsibilities to meet the supervisors expectations. **Lead Warehouse Worker-Forklift Operator** \$16.35 / hour Second shift: Mon-Fri / 2 pm-11 pm with overtime extending shift to midnight or 1 am, depending on need. Major Responsibilities: Job requirements may include the following where applicable: -Stage and sort products for loading -Loads and unloads trailers -Executes & provides process & project visibility to Operations Supervisor -Expert in warehouse functions -Leads & complies with Safety and Well Being efforts on assigned shift -Opens and closes dock doors -Maintain a clean and safe work area -Sorts and places parts in racks or other designated areas -Pulling of manual dock chain -Stacks cardboard boxes and pallets -Move materials within the warehouse -Package or kit finished product for shipping (shrink wrapping, boxing, labeling) -Electronically scan products using a warehouse management system -Quality control -Ensure damaged products are sent out and identify damaged products when received -Complete daily logs -Communicate with associates from other shifts -Attach identifying tags to containers, or mark them with identifying information -Read work orders or receive oral instructions to determine work assignments and material and equipment needs -Record numbers of units handled and moved, using daily production sheets or work tickets -Assemble product containers and crates, using hand tools and precut lumber -Pack containers and re-pack damaged containers -Reads production schedule, customer order, work order, shipping order, or requisition to determine items to be moved, gathered, or distributed -Sorts and stores perishable goods in refrigerated rooms -Fills requisitions, work orders, or requests for materials, tools, or other stock items and distributes items to production workers or assembly line -Assembles customer orders from stock and places orders on pallets or shelves, or conveys orders to packing station or shipping department -Weighs or counts items for distribution within plant to ensure conformance to company standards -Uses computer to enter records -Prepares parcels for mailing -Maintains inventory records -Operate forklifts, pallet jacks and a variety of warehouse mechanical equipment (where applicable) -Operate forklifts or pallet jacks to transport stored items from warehouse to plant or to pick up items from several locations for shipment (where applicable) -Other projects and tasks as assigned by supervisor **Qualifications** -4 years of warehouse experience required -2 years of inventory or materials management experience preferred -2 years of supervisory experience preferred -High School diploma or equivalent preferred -Prior forklift

certification preferred-Basic computer skills including Microsoft Outlook, Word, Excel, Access, and Powerpoint preferred-Ability to learn and use proprietary software required-Flexible to work overtime preferred-Ability to work in non-climate controlled conditions-Ability to lead a small team, ability to work independently, customer service, dealing with others, multi-tasking skills, organizational skills, flexibility required, excellent with numbers, time management, and ability to execute are required.-Regular, predictable, full attendance is an essential function of the job.-Willingness to travel as necessary, work the required schedule, work at the specific location required, complete Penske employment application, submit to a background investigation (to include past employment, education, and criminal history) and drug screening required.Physical Requirements:-The physical and mental demands described here are representative of those that must be met by an associate to successfully perform the essential functions of this job. Reasonable accommodations may be made to enable individuals with disabilities to perform the essential functions.-The associate will be required to remember and understand certain instructions, guidelines or other information. The associate must be able to see and verbally communicate. Specific vision abilities required by this job include close vision, distance vision, peripheral vision, depth perception and the ability to adjust focus.-While performing the duties of this job, the associate will be required to move frequently, stand, walk, and sit. The associate is frequently required to use hands to touch, handle, and feel, and to reach with hands and arms. The associate must be able to regularly lift and/or move up to 70lbs/32kg and occasionally lift and/or move up to 120lbs/54kg.Penske is an Equal Opportunity Employer.About Penske LogisticsPenske Logistics is a wholly owned subsidiary of Penske Truck Leasing. With operations in North America, South America, Europe and Asia, Penske Logistics provides supply chain management and logistics services to leading companies around the world. Penske Logistics delivers value through its design, planning and execution in transportation, warehousing and freight management. Visit www.PenskeLogistics.com to learn more.

Job summary

Location

Batavia, IL

Posted

3 Days ago

Reference code

1815512

Related jobs

Warehouse Lead Associate

Lead Warehouse Associate

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Sugar Grove, Illinois

Sugar Grove is a far west suburban Chicago village in Kane County, Illinois, United States. The population was 3,909 at the 2000 census. The population was 6,016 in the 2003 special census. The population was 7,958 in the 2005 special census. The 2010 census population is 8,997.

Contents

- Geography**
- Demographics**
- Transportation and utilities**
- Major highways**
- Education**
- Services**
- Notable people**
- References**
- External links**

Geography

Sugar Grove is located at 41°46′N 88°27′W﻿ / ﻿41.772529, -88.442374﻿ / 41.772529; -88.442374.^[4]

According to the 2010 census, Sugar Grove has a total area of 10.485 square miles (27.16 km²), of which 10.47 square miles (27.12 km²) (or 99.86%) is land and 0.015 square miles (0.04 km²) (or 0.14%) is water.^[5]

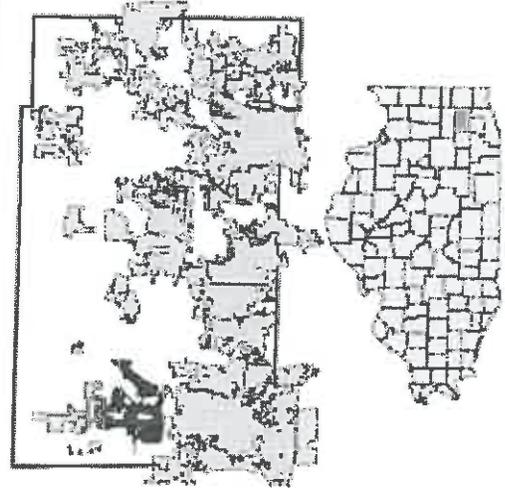
The Village of Sugar Grove is located within the band of heavy growth at the edge of the Chicago metropolitan area, stretching from approximately the Huntley area in McHenry County to the New Lenox area in Will County. The Village adopted its first Comprehensive Land Use Plan January 12, 1981.

Demographics

As of the census^[7] of 2000, there were 3,909 people, 1,272 households, and 1,074 families residing in the village. The population density was 606.1 people per square mile (234.0/km²). There were 1,297 housing units at an average density of 201.1 per square mile (77.6/km²). The racial makeup of the village was 95.86% White, 1.38% African

Sugar Grove

Village



Location of Sugar Grove in Kane County, Illinois.

Coordinates: 41°46′N 88°27′W﻿ / ﻿41.767°N 88.450°W﻿ / 41.767; -88.450

Country	 United States
State	Illinois
County	Kane
Townships	Sugar Grove, Big Rock
Incorporated	1957
Government <ul style="list-style-type: none">Type President	Council-Manager government <ul style="list-style-type: none">Sean Michels
Area ^[1] <ul style="list-style-type: none">Total Land Water	<ul style="list-style-type: none">11.58 sq mi (29.99 km²) 11.56 sq mi (29.95 km²) 0.01 sq mi (0.04 km²) 0.19%
Population (2010) <ul style="list-style-type: none">Total Estimate (2016)^[2] Density	<ul style="list-style-type: none">8,997 9,573 827.90/sq mi (319.64/km²) Up 94.96% from

American, 0.03% Native American, 0.51% Asian, 1.28% from other races, and 0.95% from two or more races. Hispanic or Latino of any race were 4.43% of the population.

There were 1,272 households out of which 47.2% had children under the age of 18 living with them, 76.7% were married couples living together, 5.1% had a female householder with no husband present, and 15.5% were non-families. 12.0% of all households were made up of individuals and 2.9% had someone living alone who was 65 years of age or older. The average household size was 3.07 and the average family size was 3.37.

In the village, the population was spread out with 32.4% under the age of 18, 5.9% from 18 to 24, 33.9% from 25 to 44, 23.1% from 45 to 64, and 4.7% who were 65 years of age or older. The median age was 35 years. For every 100 females, there were 102.5 males. For every 100 females age 18 and over, there were 99.3 males.

The median income for a household in the village was \$75,856, and the median income for a family was \$83,332. Males had a median income of \$52,425 versus \$35,028 for females. The per capita income for the village was \$30,299. About 1.1% of families and 1.8% of the population were below the poverty line, including 1.5% of those under age 18 and 3.4% of those age 65 or over.

Transportation and utilities

Sugar Grove is accessible by one interstate highway (Interstate 88), one US highway (US Route 30), and two state highways, (Illinois Route 47) and (Illinois Route 56). Illinois Route 56 connects the central part of Sugar Grove to Interstate 88. US Route 30 utilizes the same pavement as Illinois Route 47 from the Village's southern planning boundary to the interchange with Illinois Route 56. US Route 30 then continues west. Illinois Route 47 is a heavily travelled route at the far western edge of the Chicago area and runs north-south through the Village. Aurora Municipal Airport is situated on the northwest side of town, capable of handling small jets. The BNSF Railway's mainline from Chicago to Seattle runs through the Village. The Virgil Gilman Trail is a paved bicycle trail connecting the City of Aurora with Waubensee Community College.

Major highways

Major highways in Sugar Grove include:

Interstate Highways

 Interstate 88

US Highways

 US 30

Illinois Highways

 Route 47

 Route 56

 Route 110

1990

Standard of living

• Per capita income	\$30,299 (median: \$75,856)
• Home value	\$230,103(2000) (median: \$185,400)

ZIP code(s)	60554
Area code(s)	630 and 331
Geocode	73391

FIPS code 17-73391

Website www.sugar-grove.il.us (<http://www.sugar-grove.il.us>)

Demographics (2000)^[3]

White	Black	Hispanic	Asian
95.86%	1.38%	4.43%	0.51%
Islander	Native	Other	
0.00%	0.03%	1.28%	

Historical population

Census	Pop.	%±
1960	326	—
1970	1,230	277.3%
1980	1,366	11.1%
1990	2,005	46.8%
2000	3,909	95.0%
2010	8,997	130.2%
Est. 2016	9,573 ^[2]	6.4%

U.S. Decennial Census^[6]

Education

Students who live in Sugar Grove attend either Kaneland Community Unit School District #302 or West Aurora School District #129. In Kaneland, children who are in grades K-5 attend Kaneland John Shields Elementary School in Sugar Grove or Kaneland McDole Elementary School in Montgomery. For grades 6-8, they attend Kaneland Harter Middle School in Sugar Grove, while grades 9-12 are served by Kaneland High School in Maple Park.

Waubonsee Community College, a two-year public community college, is located on Route 47 in the northern part of Sugar Grove.

Services

In 2004, the library district passed an \$8 million building bond for a new library. The bond was issued in February 2005. The doors opened on August 8, 2009. The facility is approximately 25,500 sq ft (2,370 m²). The library district service area encompasses nearly all of Sugar Grove Township and the portion of Blackberry Township south of Seavey Road. Excluded from this geography are the areas in the City of Aurora and the Village of North Aurora. In 2008, the district population was 15,476, of which 40% had a library card.

Notable people

- P. J. Fleck, head football coach at University of Minnesota
- Jim Oberweis, businessman and politician

References

1. "2016 U.S. Gazetteer Files" (https://www2.census.gov/geo/docs/maps-data/data/gazetteer/2016_Gazetteer/2016_gaz_place_17.txt). United States Census Bureau. Retrieved Jun 30, 2017.
2. "Population and Housing Unit Estimates" (<https://www.census.gov/programs-surveys/popest/data/tables.2016.html>). Retrieved June 9, 2017.
3. 2000 United States Census Data (<https://www.census.gov/prod/cen2000/dp1/2kh17.pdf>)
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5. "G001 - Geographic Identifiers - 2010 Census Summary File 1" (http://factfinder.census.gov/bkmk/table/1.0/en/DEC/10_SF1/G001/1600000US1773391). United States Census Bureau. Retrieved 2015-12-25.
6. "Census of Population and Housing" (<https://www.census.gov/prod/www/decennial.html>). Census.gov. Retrieved June 4, 2015.
7. "American FactFinder" (<http://factfinder2.census.gov>). United States Census Bureau. Retrieved 2008-01-31.

External links

- Sugar Grove Economic Development Corporation (<http://www.sugargroveedc.org>)
 - Sugar Grove Chamber of Commerce and Industry (<http://www.sugargrovechamber.org>)
 - Sugar Grove Public Library (<http://www.sugargrove.lib.il.us/>)
-

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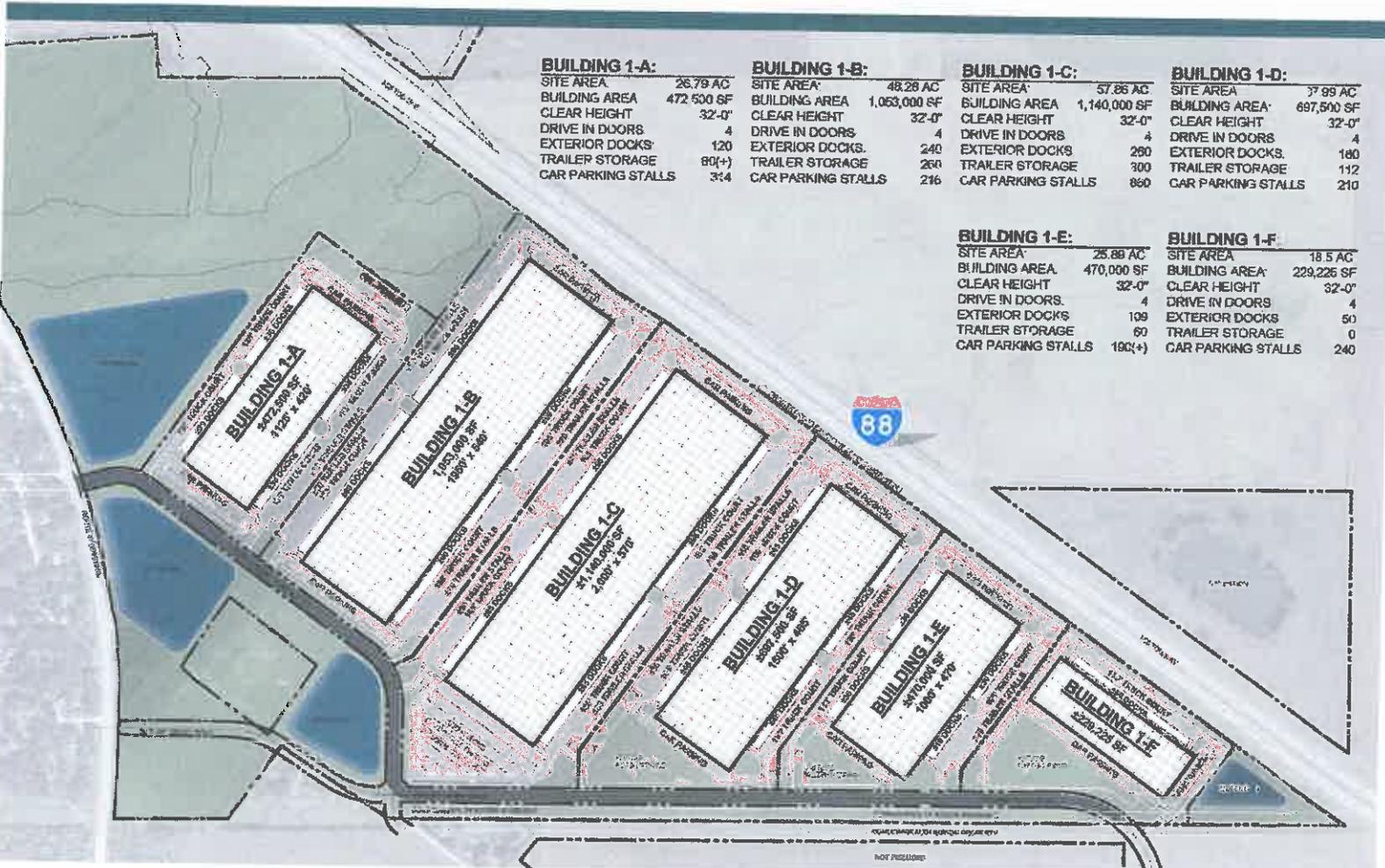
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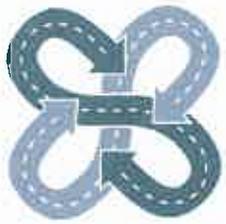


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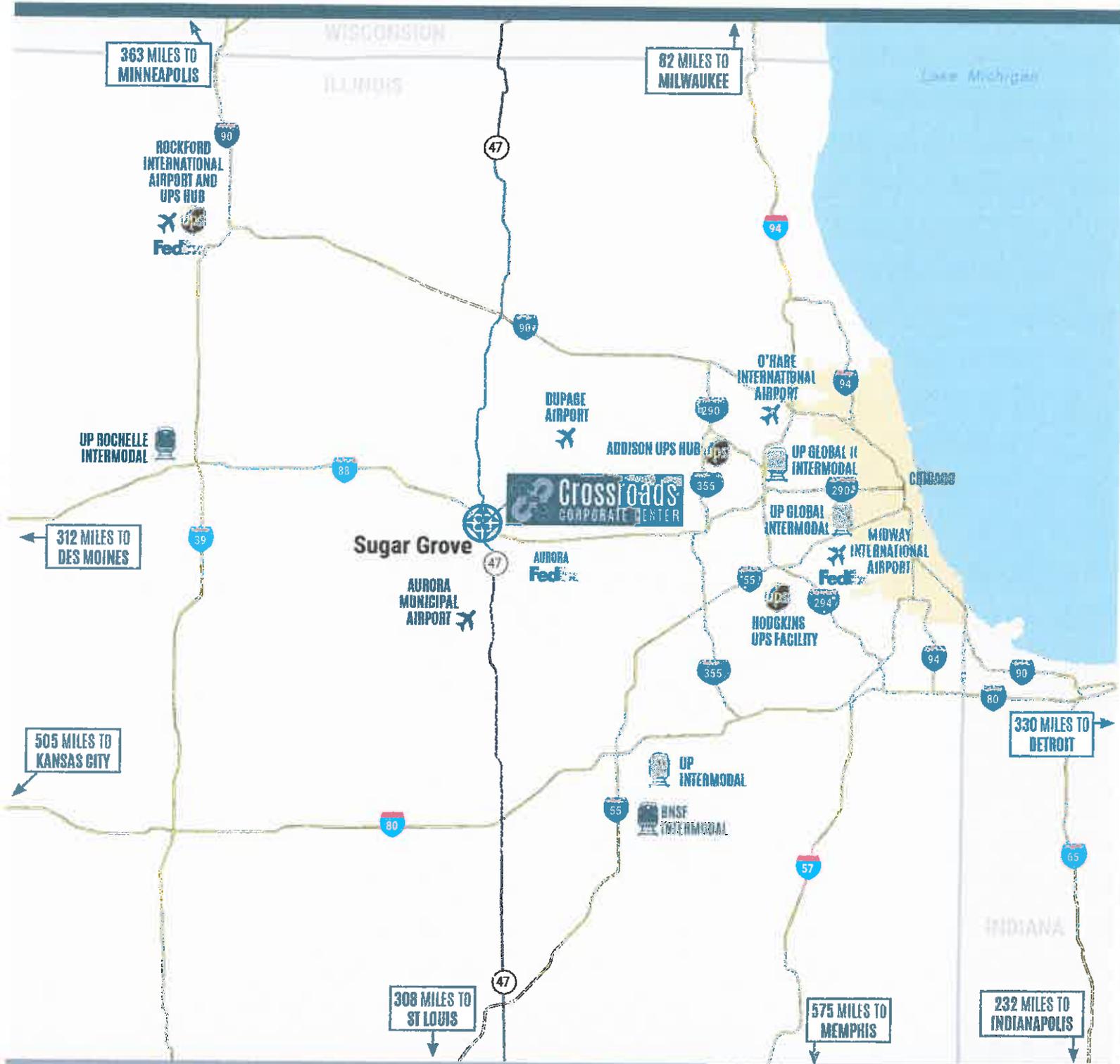
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TOTAL ACRES

4M+
TOTAL SF



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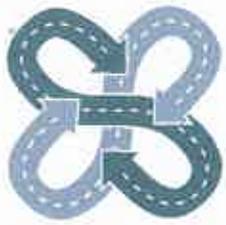
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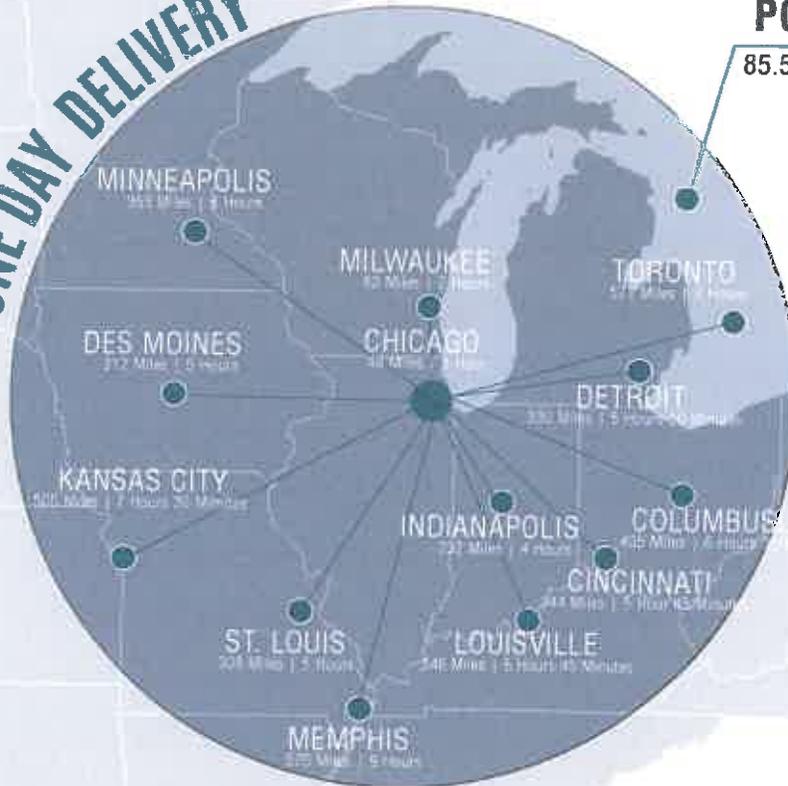
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Typical Home in Lake of Bliss Woods Subdivision



Typical Home in Lake of Bliss Woods Subdivision



Typical Home in Hannaford Farm Subdivision



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607 Willow St. | 60455

4 beds | 2,550 sqft | 0.27 acres

Single Family Home

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162 days

\$127

2 cars

realfor.com Sugar Grove, IL

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Request more information

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4 beds | 2,432 sqft | 0.25 acres

Single Family Home

\$288k in 2005

51 days

\$130

3 cars

Current Listings in Lakes of Bliss Woods as of 21 January 2019