February 6, 2019

Good evening. My name is Tim Balles. My wife Rachel and I, along with our two young children live at 43W398 Thornapple Tree Road in Sugar Grove.

In the interest of not repeating or otherwise overlapping the comments made by fellow residents who have already spoke, I wish to simply say that I too am very concerned about this project's impacts to our safety, threats to the quality of our air and our sensitive water supply, noise pollution and traffic congestion, impairment to my property value, and the aesthetic degradation of this beautiful landscape.

I also want to mention that I am a second-time Sugar Grove resident. I lived on Scott Road in the early 2000s, and after moving around between Dekalb, Aurora, Geneva, and North Aurora, my family and I returned to Sugar Grove in late 2017. I too am among those who made a deliberate choice to live in Sugar Grove, being attracted to the Village's unique balance of rural landscape, beautiful neighborhoods, and convenient access to all the required amenities. I will close this part of my testimony by saying that the prospect of four million square feet of warehouse facilities and the inescapable, around-the-clock noise from heavy truck engine braking and gear shifting is not what I was drawn to.

Given the proximity to Rt 47 and I88, I can understand why the site is an attractive one for distribution and warehousing. However, efforts to convert the property for this use are simply too late. Residential communities have already been built up in the surrounding areas, and there is no longer sufficient space to appropriately buffer the proposed project from the current, residential use in surrounding neighborhoods. This may have been a reasonable zoning/usage proposal in 1960, but it makes no sense at all in 2019. There have been attempts to characterize this project as natural growth and progression for our community, but it is not that at all. It is a 180 degree change in direction from how this area has developed over the past 60 years. That said, I encourage the Commission and Village Board to consider the current context in their decision-making by accepting how this area has developed to date, and not make this into an attempt to rewrite history. Our community is not a dry erase board that can be simply wiped clean and started over from a clean slate.

<u>What follows is a short list of questions that I have. I ask that any answers (those which can be provided) be posted publicly so they are available to fellow community residents.</u>

1. Will the primary tenant be Amazon? If so, is there a representative or point of contact that could be made available to the community? It makes sense that with such a significant proposal, the primary operator/tenant should be publicly involved in this process. Shielding this information from the public only makes sense if would work to lessen Crown's chances of this proposal being accepted. By not disclosing this information, many are left with the expectation that the primary tenant would be, in some way, undesirable.

2. Estimated daily averages for trip frequency were provided. What is the expected range (high/low) of trips to/from the facility?

3. Is traffic expected to be seasonal? If so, what is the estimated peak traffic condition?

4. Can a directional breakdown of traffic be made available (e.g. North/South/East/West)?

Exhibit W

5. Will the large majority of freight traffic (based on frequency of trips) be heavy trucks (class 6+) or will there also be a significant amount of light and medium duty freight traffic (e.g. freight vans or personal delivery vehicles from services such as Amazon Flex)? If so, how are the various traffic types captured in the trip estimates?

6. What are the estimated traffic impacts for workers coming to/from the facility (total trips, peak hours, shift changes, seasonality, etc.)?

7. What is the expected breakdown of where workers will commute from? What is the basis/rationale for this expectation? What is the expected split of new hires vs current employee transfers from nearby facilities (if applicable)?

8. If the primary tenant has current warehouse operations in Illinois, what percentage of their current, warehouse workforce receives public aid?

9. Is the attractiveness of the site in any way enhanced by proximity to the Aurora Airport? If so, in what way is this impacted?

10. Are the developers aware of any plans, proposals, future initiatives, etc., that involve a modified use of the Aurora Airport (for instance, relaxed weight restrictions or potential air freight service)? If so, how would such traffic be routed?

11. At this time, are the developers aware of any other (that is, "other" than the signal control shown in the current traffic study) potential uses or modifications to Scott Road or Dugan Road that have been contemplated or proposed by the primary tenant, the developer, or the City of Aurora? If so, what?

12. What are the Crown affiliated legal entities involved in the project? What is the anticipated function and expected duration of each? Will there be continuity between the legal entity developing this project and the future operation?

Thank you for your time.

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 2/6/19
(date) by Kristin Sudol (name of person).

(seal)

Kristin Sudol
signature of notary public

OFFICIAL SEAL
KRISTIN SUDOL
NOTARY PUBLIC - STATE OF ILLINOIS
MY COMMISSION EXPIRES:08/28/20