

Hilco Redevelopment Partners (HRP) is pleased to provide the following responses to the questions received during our second project update community meeting held on April 27, 2023. For ease of review, questions and answers have been edited for length and clarity. We have attempted to group the questions by topic and where multiple attendees raised related questions, we have provided a combined response. You can watch [the recorded community meeting here](#). Presentation materials and responses to questions from the community meeting are posted on the project website at www.exchange-55.com/en/lawndale-activity

ECONOMIC DEVELOPMENT

Is this project under a PLA? (Project Labor Agreement) How many union jobs have been created with this project and what trades are involved?

- Yes, the project is under a PLA. Our general contractor made the commitment and executed a PLA with the Chicago trade unions. Approximately 100 union jobs are being created from this project.

What efforts have you made to diversify the construction workforce on your site?

- HRP has partnered with HACIA and IHCC to help introduce the project team to minority, women and local-owned businesses for the project. HACIA is also completing monthly equitable hiring reports for this project's voluntary hiring best efforts.
- The HRP team has also partnered with Bear Construction and HACIA to present quarterly workshops for minority, women and local businesses in educating trying to remove the barriers that these businesses typically face in the construction industry.

What positive economic impact can the community expect from this additional fleet yard development?

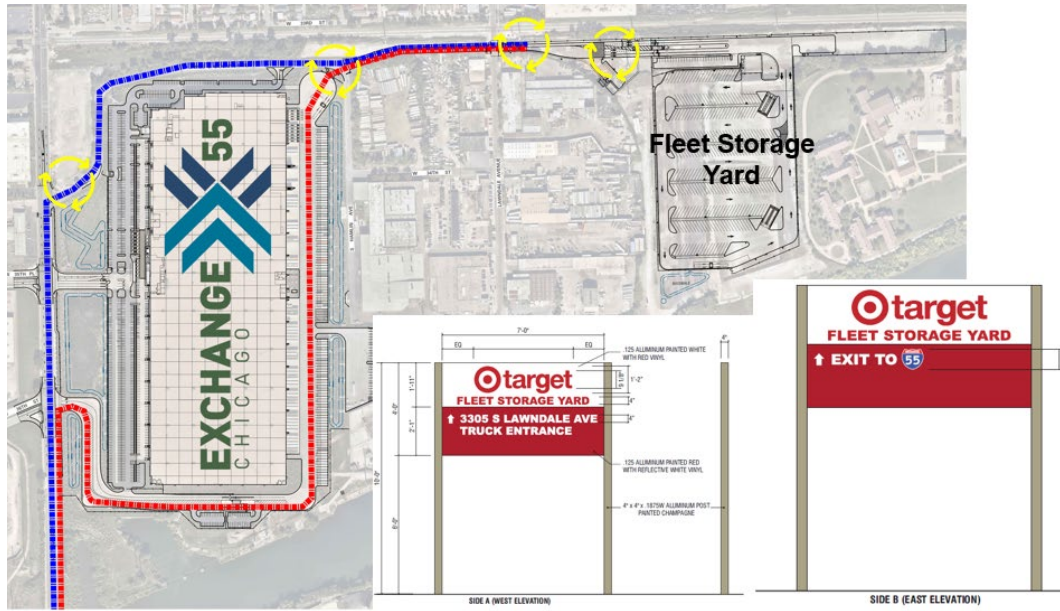
- In addition to the 100 union construction jobs, we have done a great deal of engagement with minority, women-owned, and local businesses to bring them into this project.
- There will also be an additional number of permanent jobs created by this project, adding to the thousands of jobs created at the adjacent Flow Center.

TRAFFIC

How is Hilco addressing any community concerns (truck traffic, etc.)? How will these rules be enforced?

- A commitment was made for both projects that trucks will not go north of 33rd St. on Pulaski Rd. or Lawndale Ave.

- There are two primary routes to and from the project as depicted in red and blue on the image below. The trucks will go South towards Interstate- 55 on Pulaski Road from the Flow Center and access the fleet storage yard via James O'Connor Road.



How are you improving access to & from the site?

- One of the key improvements being made is the creation of a new entrance off the northeast corner of the Flow Center (Exchange 55) to allow trucks easy access to and from the fleet storage yard.
- The private access road between the Flow Center and Fleet Storage Yard is currently a gravel road. As part of the Fleet Storage Yard project, we will improve the private access road to a fully paved and lite road in accordance with Chicago Department of Transportation specifications. The improvements will consist of a complete pavement section, curbs, landscaping, and lighting once the project is complete.
- A traffic impact study found that overall truck traffic from the site will be reduced by approximately 30%.

REMEDICATION

Will air monitoring be conducted by an outside organization?

- In July 2021, HRP voluntarily committed to producing an air impact study through a third party for the Lawndale Fleet Storage Yard and shared it with the Chicago Department of Public Health. We also maintain our commitment to working with the

Chicago Department of Public Health on area-wide air quality for the Little Village Industrial Corridor through a contribution to an air monitoring program.

Will independent soil testing be conducted?

- The fleet storage yard has been entered into the IEPA’s voluntary Site Remediation Program, and the site will be remediated to comprehensive industrial regulatory closure standards and seeking a No Further Remediation Letter (“NFR”).

GENERAL

Why is this project better than the prior use?

- The lot was previously utilized as a minimally maintained gravel lot for container stacking and storage, trailer and truck parking, and truck repair that did not meet zoning and building requirements.
- The landscape design will conform to the Chicago Landscaping ordinance, including, but not limited to, a native planting selection and interior greenspace including 466 interior shade trees amongst other design features. Per the City of Chicago Landscape ordinance, the internal landscape area required is 10% of the vehicular use area, HRP is exceeding the total landscape area provided by 5% of the requirement. A hedge and ornamental fence screening will be provided as a landscape buffer along the West driveway North curb line of the Property. A shade tree and ornamental fence screening will be placed along the East Property line adjacent to the Paul Simon Job Center. Furthermore, additional landscape area will be included in the North driveway center median East of the proposed guardhouse including native grasses, shrubs, and perennials.
- It is the current intent of the stormwater management plan to establish infiltration opportunities and provide sufficient on-site storage to reduce peak discharges. Promoting infiltration in islands between trailer stalls, using stone voids and perforated underdrains will allow the design to meet or exceed the volume control aspects of the City’s Storm Water Management Ordinance.
- In addition, the rate control detention storage will be collected in an underground chamber system in a manner to hold approximately 8 Ac Ft below the surface lot. The most current site plan affords us the opportunity to construct a volume and water quality control basin (14,892 SF facility) in the proposed treatment train, prior to a gravity discharge outlet to the Chicago Sanitary Ship Canal. The design will meet the current City of Chicago Storm Water Management Ordinance.

How did you conduct community outreach for this virtual meeting?

- Three (3) e-mail blasts were distributed two (2) weeks prior to the April 27th project update meeting.
- Flyers were distributed to nearby residents in the Little Village neighborhood.
- Social media posts were used as a supplemental way to reach community members.

Why isn't this meeting being done in person?

- We've made frequent and transparent community engagement a priority, and we will continue to explore all possible ways to execute our commitment.
- We believe that this virtual meeting format is an effective and inclusive way to reach the most people possible, but we remain open to all forms of engagement and will continue to work with Alderman Rodriguez and all stakeholders to keep the community informed.

Why did HRP not attend a community meeting in March hosted by Alderman Rodriguez?

- We appreciate Alderman Rodriguez's collaboration and support in facilitating our prior community update in December. HRP had communicated prior to the March meeting that the team was not able to participate at that time and committed to providing this community update in April.

What is the rationale behind the number of scholarships?

- The HRP Scholars Program is an annual college scholarship program featuring two \$5,000 scholarships for Little Village students to attend any four-year accredited university or any of the seven City Colleges of Chicago (CCC). As long as scholars maintain enrollment, they will receive an additional \$5,000 scholarship in the next academic year. Recipients will also have the opportunity to interview for a 6-week paid internship at HRP's Chicago office.
- HRP has invested over \$100,000 towards higher education for Chicago students in the last four years. We are committed to giving youth the tools they need to succeed.