

## **PROJECT DESCRIPTION**

### Proposed Redevelopment of the Baxter Campus

Bridge Industrial ("Bridge") is the contract purchaser of 1 Baxter Parkway in unincorporated Lake County. The 101-acre site is currently improved with a series of office buildings totaling 645,688 square feet. Baxter International developed the campus in 1972 as their corporate headquarters but given the age and functional obsolescence of the buildings, they are in the process of relocating to a to be determined, newer, more functional facility. The property is currently zoned LI-Limited Industrial and GO-General Office by Lake County.

Bridge proposes to annex the property to Deerfield and rezone the site for industrial and recreational use. The intent is to demolish all existing structures and redevelop the property as a state-of-the-art business park that will attract new users to the area. The three-building plan includes an 896,700 square foot, speculative, industrial building, a 228,450 square foot, speculative, multi-tenant, industrial building and a 156,600 square foot recreational facility with a full size indoor soccer field, an indoor youth baseball field and 6 outdoor pickleball courts. The two industrial buildings would be able to accommodate a variety of uses including warehouse, distribution, assembly, and light manufacturing. The recreational facility would be designed such that it could be converted to industrial use in the future if need be. The Deerfield Park District has expressed a high level of interest in leasing the recreational facility, which has been designed to meet their needs. All three buildings would be available for use 24 hours a day, seven days a week.

## PLAN REVIEW RESPONSE

TO: Jeff Ryckaert, Principal Planner and Dan Nakahara, Planner  
FROM: Jon Pozerycki and Mark Houser, Bridge Industrial  
DATE: February 10, 2023  
RE: Prefiling Conference Plan Review Response

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### Narrative

1. Explain if the project will be done in one phase, or if the project is phased, please explain.

**Response:** Phasing of the project depends on the timing of the Deerfield Park District (“DPD”). If the DPD is ready to go when Bridge is, all three building will be developed at the same time as soon as Bridge receives Village approval. If the DPD is not ready to go when Bridge is, mass grading and construction of Buildings B & C will occur at the same time in Phase I and Building A will be developed in Phase II when the DPD is ready.

**Regardless of phasing, both industrial buildings will be constructed on a speculative basis at the same time immediately after closing.**

2. Describe how the property will be used during the overnight hours.

**Response:** Buildings B & C will be developed as speculative, industrial warehouse distribution facilities so Bridge can’t say definitively how the buildings will be used during the overnight hours. Bridge speculates that the typical users in this area and for these types of buildings will have minimal overnight usage. The DPD currently has no plans to operate Building A overnight.

3. Please explain what measures (design of the facility, landscape buffering, distance to property lines) are taken in these plans to contain noise generated at facility.

**Response:** There will be extensive landscaping around the perimeter of the development, which is designed to shield all sight lines from the building (see

plans for visual representation). In addition, the docks on the west side of Building C and the docks on Building B are shielded by building bump outs at either end of the docks as well as the fact that they face each other so that all three buildings help screen the docks. The docks on the east side of Building C face I-94, which acts as a buffer. The nearest industrial building to Saunders Road will be roughly 900'

4. Explain how many tenants do you anticipate could go into Building B & Building C? Is there any likelihood that a single user can use both buildings or single use for each building?

**Response: Building A will be operated by the DPD as a single tenant. Building B is designed to accommodate multiple tenants with the most likely scenario being one to three tenants depending on the market. Building C is designed to accommodate multiple tenants with the most likely scenario being one or two tenants depending on the market.**

5. Explain if the size of the proposed buildings is an industry standard with many user types?

**Response: Building A is designed specifically for the DPD. Building B is very typical of smaller multi-tenant buildings that are found throughout Lake County and northern Cook County. Building C is typical of cross-dock facilities that more and more tenants are looking for in the entire Chicago metropolitan area and specifically designed to attract a higher end Fortune 500 company that is looking for a regional headquarters.**

### **Site Plan**

The I-2 Limited Industrial District is the most appropriate district for variety of uses envisioned for the property. See Articles 12.08 (Industrial Planned Unit Development and Article 6.02 I-2 Limited Industrial District. Please update the data table with the maximum height of 35 feet and the minimum perimeter setbacks of 100 feet for the front yard and corner side yards, and side and rear yards of 25 feet. Add recreational parking requirement to the data table. Parking for recreational uses is 1 parking space for each 3 patrons based on the design capacity of the facility in terms of the largest number of patrons to be served at one time.

**Response: See attached site plan.**

**Landscape Plan (see attached plan)**

1. What is the height of proposed berms on west property line?

**Response: 2-3'**

2. The Plan Commission may want to see what is visible from the viewpoint of someone looking at the property from the north, south and west across the street. Attached are example line of sight drawings for other larger projects and we would recommend trying to have one for the pre-filing conference.

**Response: See attached exhibit.**

3. Will the proposed landscaping mitigate the landscaping lost on the property per the Village's tree ordinance?

**Response: A tree survey is currently being conducted so we'll have a definitive answer shortly. The expectation is that Bridge will meet the Village's tree ordinance.**

**Stormwater Management**

1. How deep are the stormwater basins? Will they have standing water in them on a permanent basis?

**Response: The proposed stormwater basins are intended to be natively planted with deep-rooted vegetation to promote infiltration with a minimal water depth – 6" or less in the bottom. This is necessary to provide for the RVR requirement of the Lake County Watershed management ordinance.**

**During the design of the site, some of the ponds may have an open water component to that will be anywhere from 8' to 10' deep. The design of the site is in process and will be finalized over the next couple months.**

2. Since there is a nature walk is there any safety concern with the side slopes of detention basin?

**Response: The design of the proposed paths will take into consideration the proximity to the proposed ponds and provide adequate distance for safety.**

**Traffic (see attached memo)**

1. Please provide more information on the type of delivery vehicles (semi-trucks, box trucks, cargo vans) this facility is expected to generate – will the traffic in this development mostly be from semi-trailer truck type trucks? If you have a percentage estimate of semi-trucks to the rest of the delivery vehicles, that would be useful.

**Response: While it is anticipated that the truck traffic will be a mix of different size vehicles, given that the development is speculative, it is typical to the market to assume that the projected truck traffic will primarily be semi-trucks.**

2. When is weekday morning peak hour?

**Response: The Weekday morning peak is between 7:45 A.M. and 8:45 A.M.**

3. When is weekday evening peak hour?

**Response: The Weekday evening peak hour is between 4:30 P.M. and 5:30 P.M.**

4. Are there any weekend peak hours?

**Response: Weekend traffic conditions were not considered as traffic from the proposed development as well as on the roadway system will generally be lower than during the critical weekday peak hours.**

**DATA:**

TOTAL SITE AREA: ±4,400,463 SQ.FT.  
±101.02 ACRES

OPEN SPACE/ROAD AREA: ±1,400,353 SQ.FT.  
±32.14 ACRES

**BUILDING A**

SITE A AREA: ±381,715 SQ.FT.  
±8.76 ACRES

BUILDING AREA (GROSS): ±156,600 SQ.FT.  
EXTERIOR DOCKS: 0 DOCKS  
DRIVE-IN-DOORS: 0 DOORS  
TRAILER POSITIONS: 0 POSITIONS  
CAR PARKING: 287 CARS

CLEAR HEIGHT: 40 FEET  
F.A.R.: .41

**BUILDING B**

SITE B AREA: ±519,331 SQ.FT.  
±11.92 ACRES

BUILDING AREA (GROSS): ±228,369 SQ.FT.  
EXTERIOR DOCKS: 50 DOCKS  
DRIVE-IN-DOORS: 2 DOORS  
TRAILER POSITIONS: 58 POSITIONS  
CAR PARKING: 256 CARS

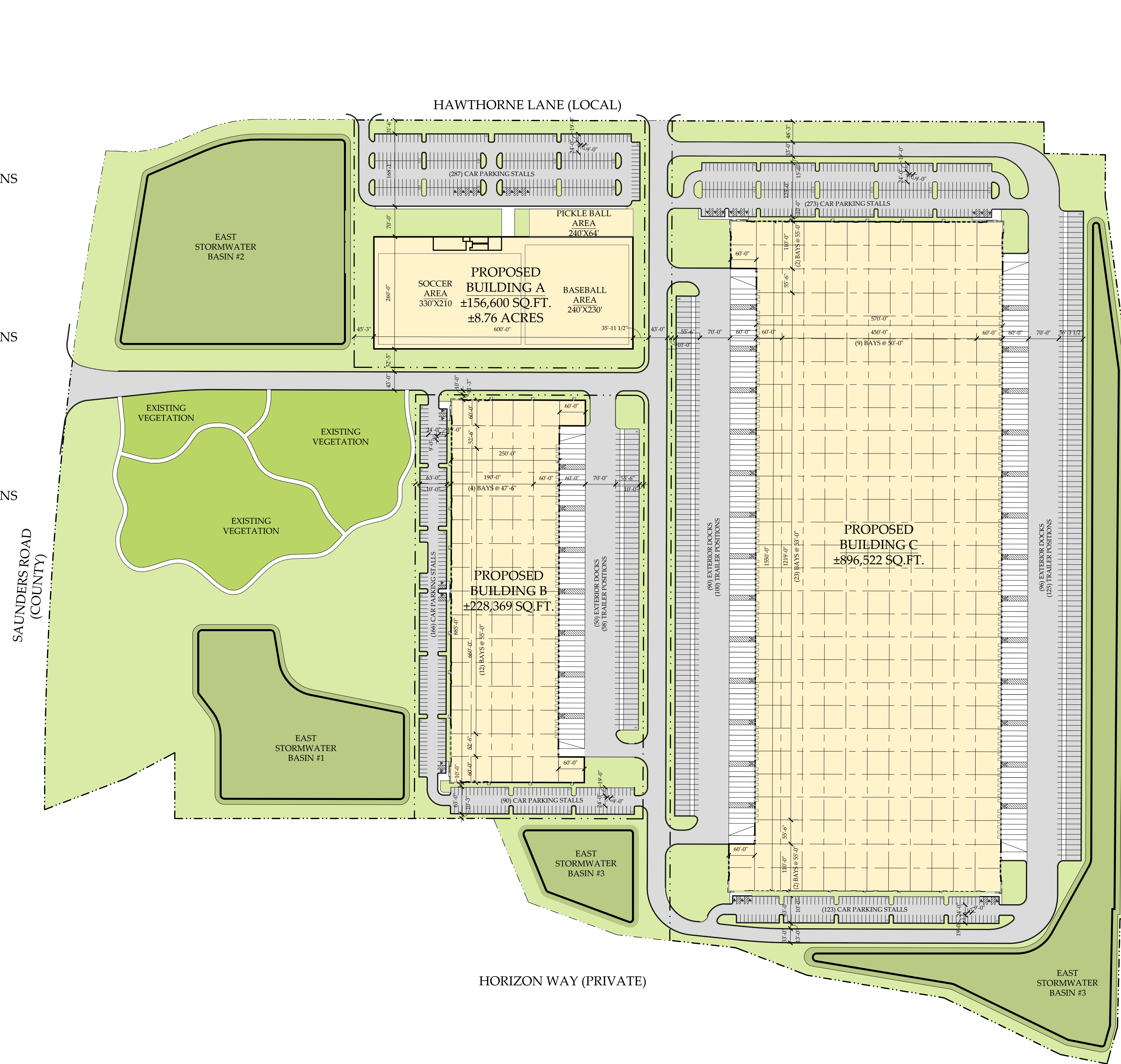
CLEAR HEIGHT: 36 FEET  
F.A.R.: .42

**BUILDING C**

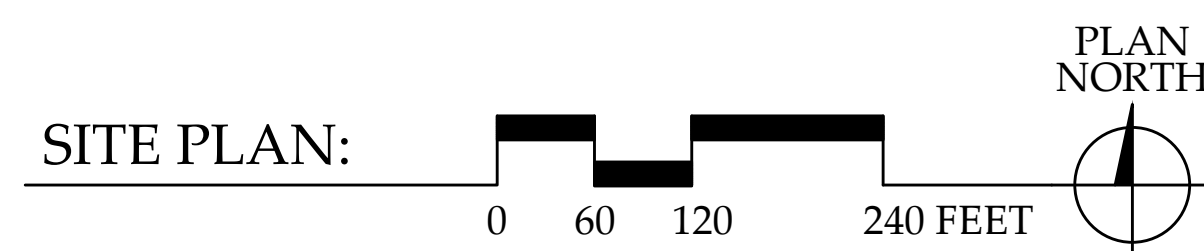
SITE C AREA: ±2,099,063 SQ.FT.  
±48.18 ACRES

BUILDING AREA (GROSS): ±896,522 SQ.FT.  
EXTERIOR DOCKS: 186 DOCKS  
DRIVE-IN-DOORS: 4 DOORS  
TRAILER POSITIONS: 225 POSITIONS  
CAR PARKING: 396 CARS

CLEAR HEIGHT: 40 FEET  
F.A.R.: .43



ZONING/DATA TABLE		
ZONE: I-2 LIMITED INDUSTRIAL		
	REQUIRED	PROVIDED
MIN. GROSS AREA OF SITE (ACRES)	5	101.1
MIN. LOT AREA PER PRINCIPAL USE (ACRES)	2	59.27
MIN. LOT WIDTH (FEET)	75	>75
MIN. USABLE OPEN SPACE (%)	≥10%	>10%
MAX. LOT COVERAGE (%)	≤40%	<40%
MAX. BUILDING HEIGHT (FEET)	35	49.5 MAX.
MIN. REQUIRED PARKING (WAREHOUSING AND STORAGE)	ONE (1) PARKING SPACE FOR EACH NINE HUNDRED (900) SQUARE FEET OF GROSS FLOOR AREA.	652 SPACES
MIN. REQUIRED PARKING (RECREATIONAL AND SOCIAL FACILITIES)	ONE (1) PARKING SPACE SHALL BE PROVIDED FOR EACH THREE (3) PATRONS, BASED ON THE DESIGN CAPACITY OF THE FACILITY IN TERMS OF THE LARGEST NUMBER OF PATRONS TO BE SERVED AT ONE TIME.	287 SPACES
MIN. PARKING STALL DIMENSIONS	9'-0"x19'-0" FOR 90° PARKING	9'-0"x19'-0"
MIN. DRIVE AISLE WIDTH (FEET)	24	24
MIN. FRONT YARD (FEET)	100	>100
MIN. SIDE YARD (FEET)	25	>25
MIN. CORNER SIDE YARD (FEET)	100	83
MIN. REAR YARD (FEET)	25	>25



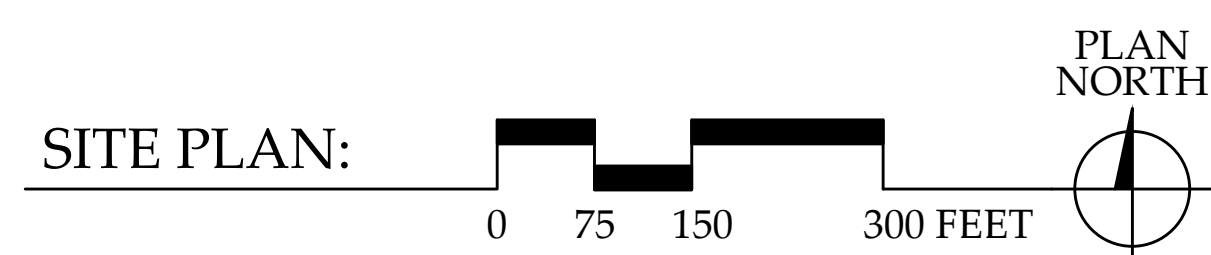
# PROPOSED BUSINESS CAMPUS

SAUNDERS ROAD & HAWTHORNE LANE, DEERFIELD, ILLINOIS

FEBRUARY 08, 2023 #22283

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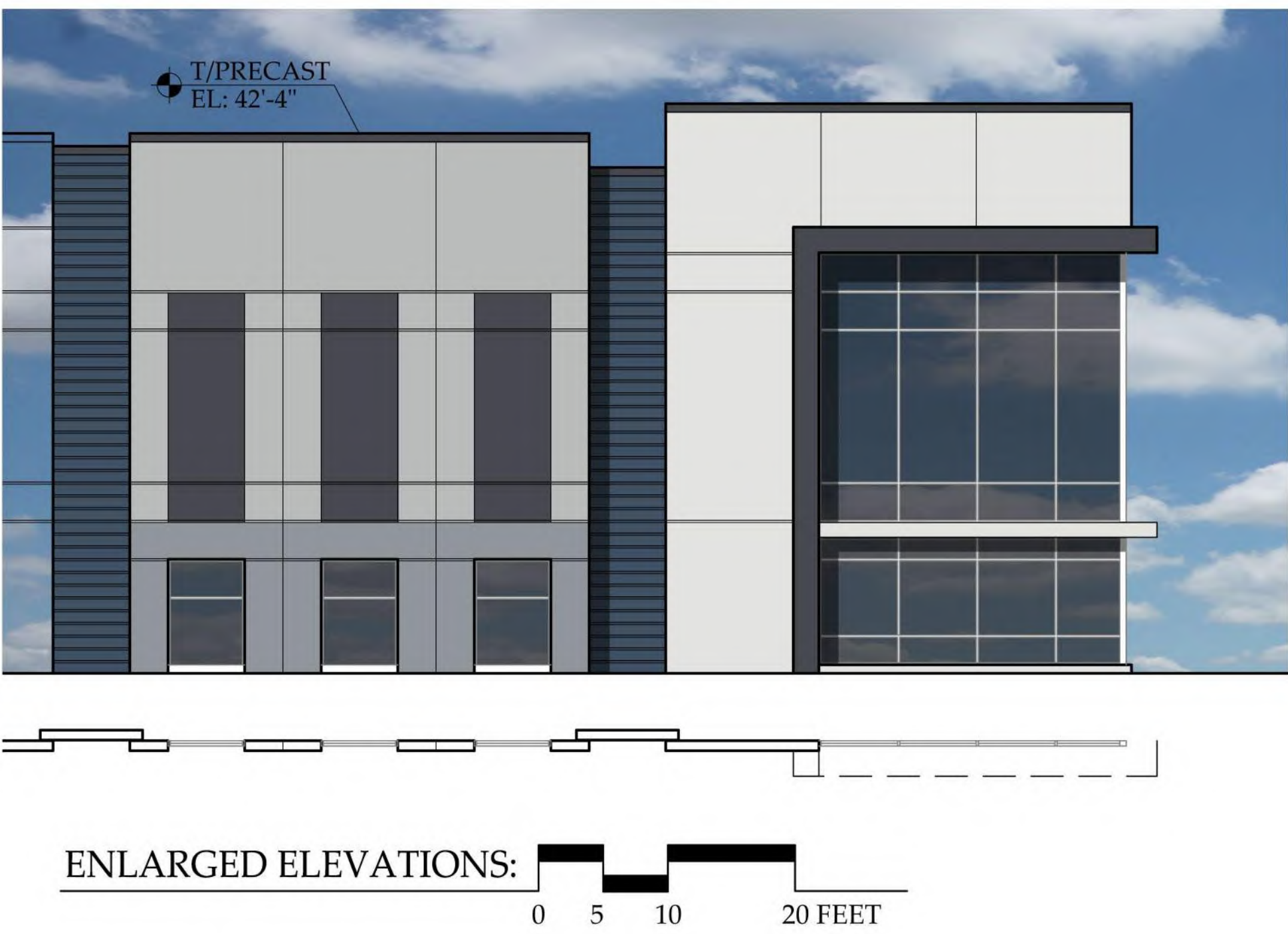
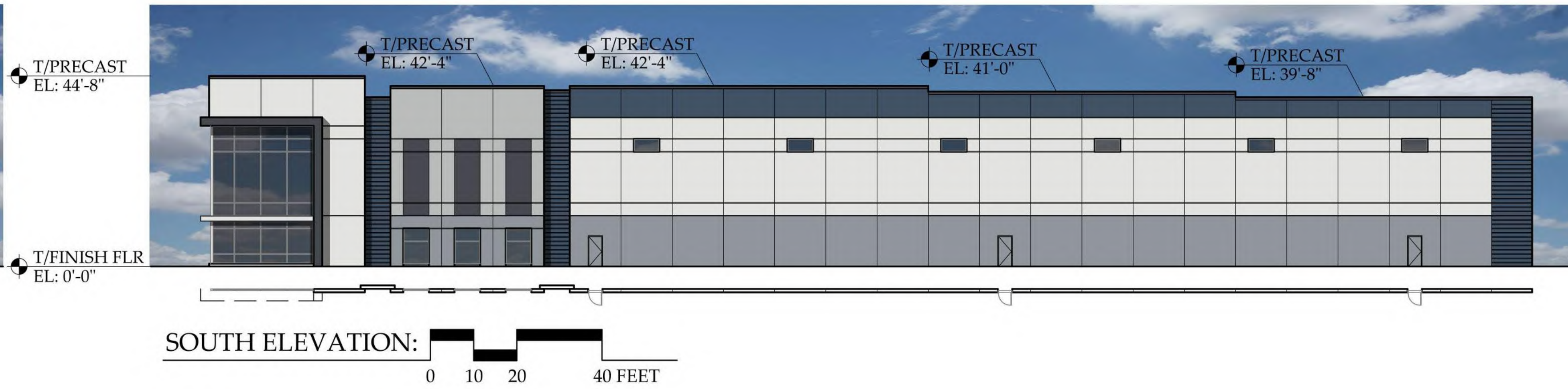
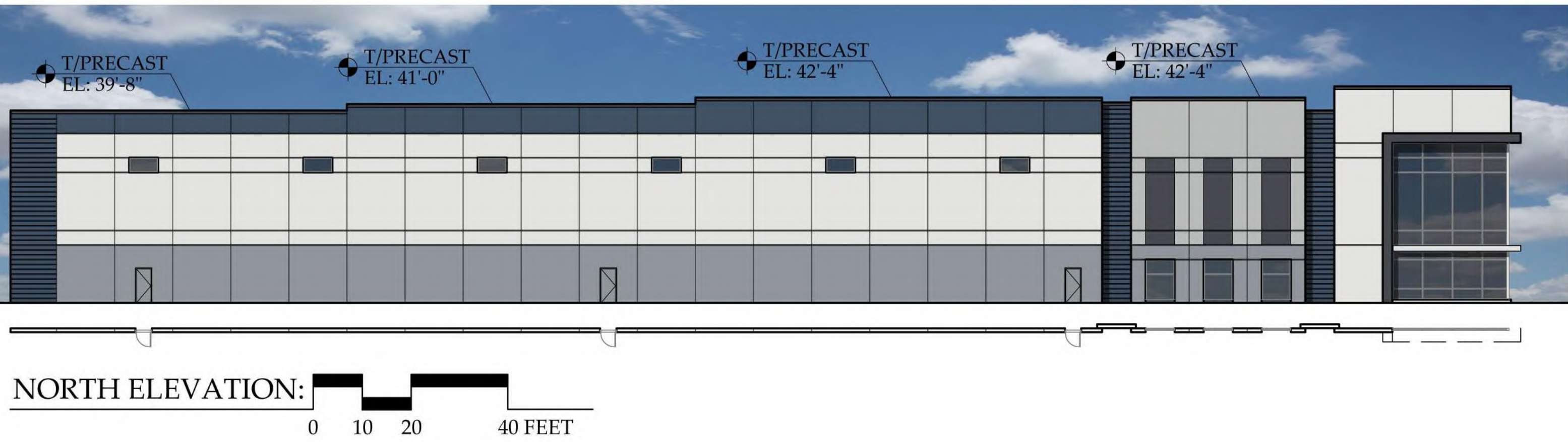
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	ACCENT COLOR 2 (BLUE): INDIGO BATIK SW7602
	ACCENT COLOR 1 (BLACK): CYBERSPACE SW7076
	DARK FIELD COLOR: STEELY GRAY SW7664
	MEDIUM FIELD COLOR: MONORAIL SILVER SW7663
	LIGHT FIELD COLOR: ICE CUBE SW6252

# PROPOSED ELEVATIONS - FACILITY B

SAUNDERS ROAD & HAWTHORNE LANE, DEERFIELD, ILLINOIS



PARTIAL EAST ELEVATION:  
0 15 30 60 FEET



PARTIAL EAST ELEVATION:  
0 15 30 60 FEET



PARTIAL WEST ELEVATION:  
0 15 30 60 FEET

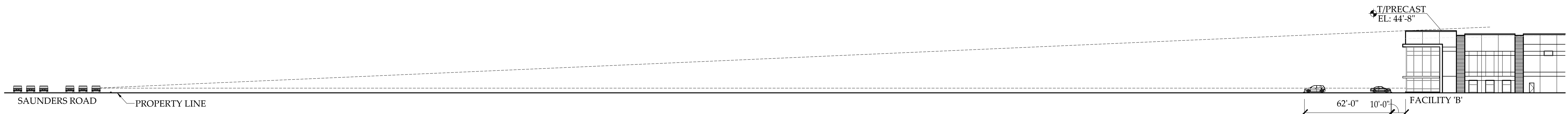


PARTIAL WEST ELEVATION:  
0 15 30 60 FEET

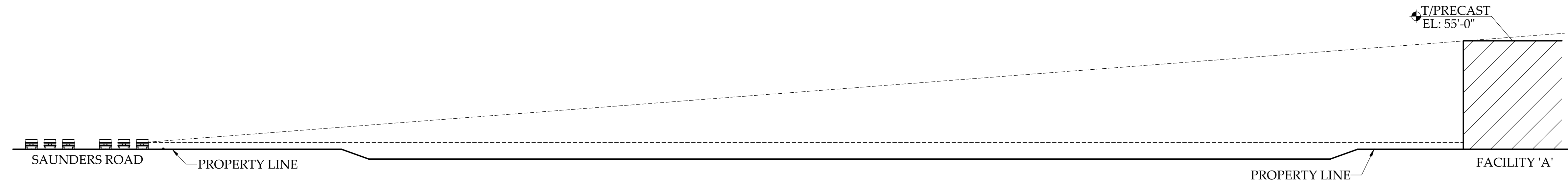
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	ACCENT COLOR 1 (BLACK): CYBERSPACE SW7076
	DARK FIELD COLOR: STEELY GRAY SW7664
	MEDIUM FIELD COLOR: MONORAIL SILVER SW7663
	LIGHT FIELD COLOR: ICE CUBE SW6252



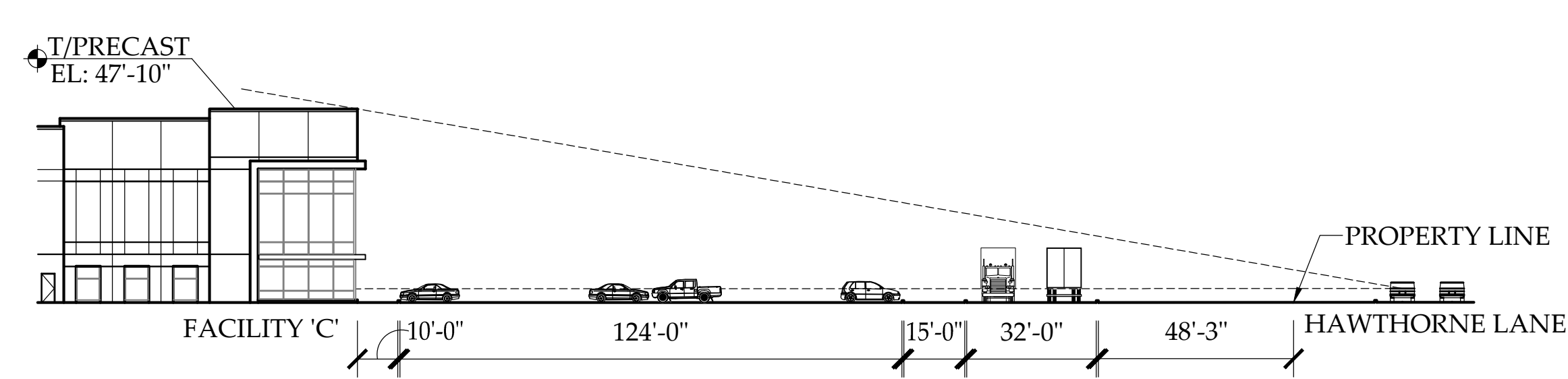
NORTH/SOUTH ELEVATION:  
0 10 20 40 FEET



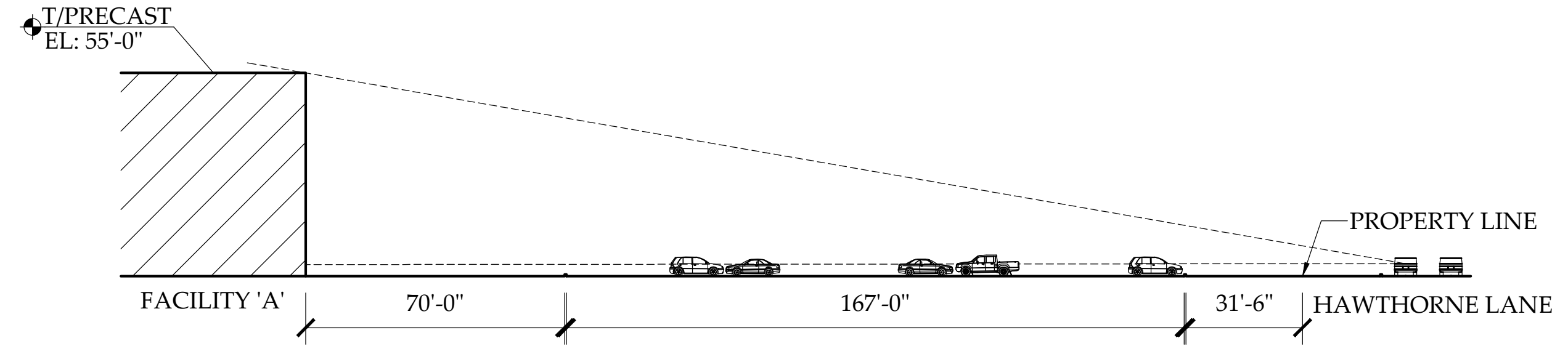
SAUNDERS ROAD TO FACILITY 'B'



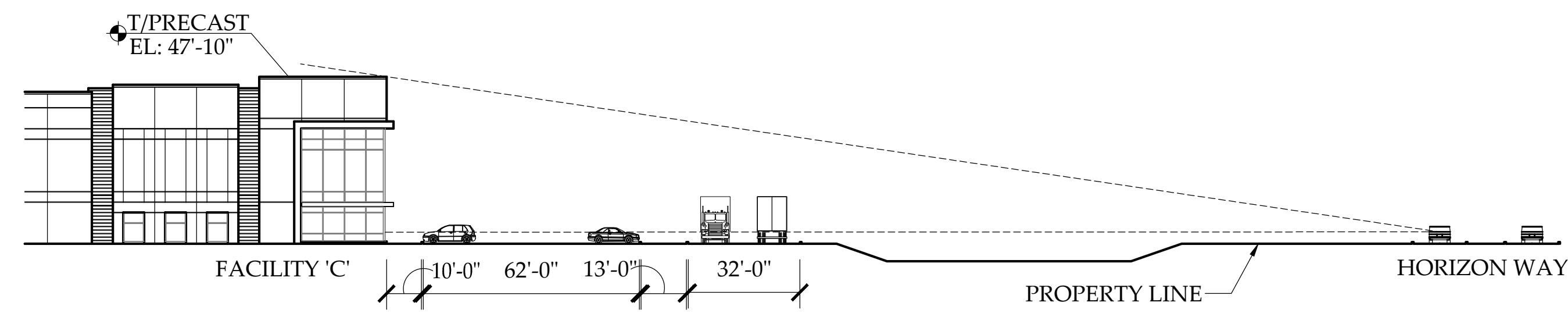
SAUNDERS ROAD TO FACILITY 'A'



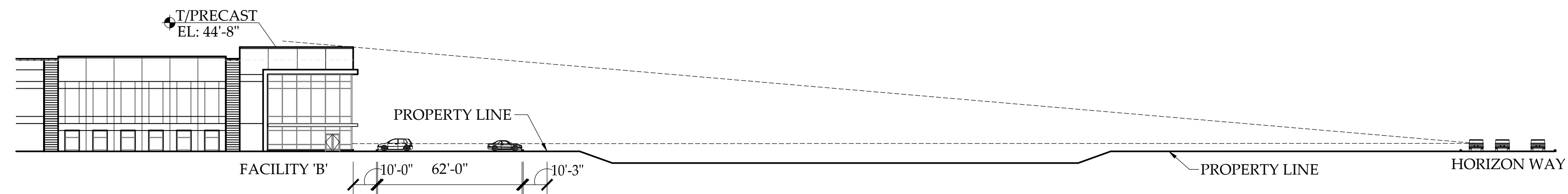
HAWTHORNE LANE TO FACILITY 'C'



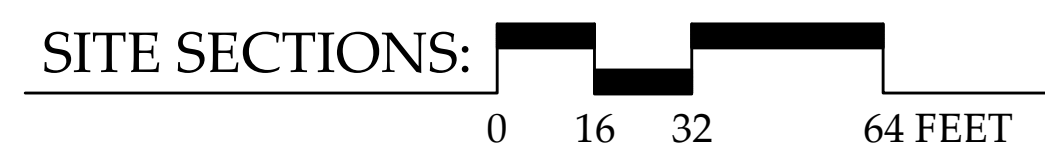
HAWTHORNE LANE TO FACILITY 'A'



HORIZON WAY TO FACILITY 'C'



HORIZON WAY TO FACILITY 'B'



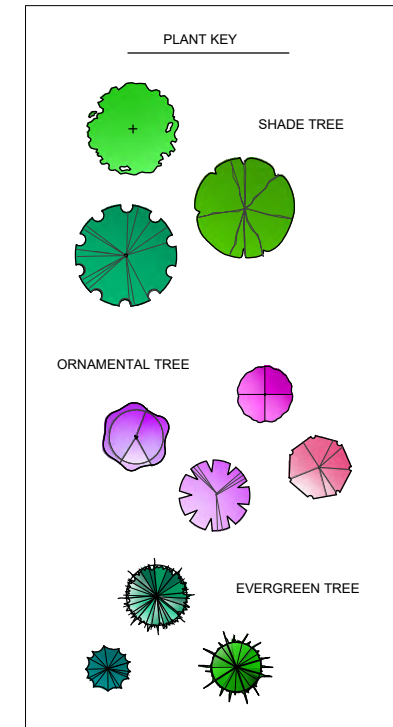
# LINE OF SIGHT DRAWINGS

SAUNDERS ROAD & HAWTHORNE LANE, DEERFIELD, ILLINOIS

FEBRUARY 10, 2023 #22283

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PROPOSED DEVELOPMENT

CONCEPTUAL LANDSCAPE PLAN

FORMER BAXTER PROPERTY - DEERFIELD IL

**Kathryn Talty**  
 landscape architecture  
 1926 Waukegan Road | Suite 340  
 Glenview, Illinois 60025  
 c 847.612.5154 | www.ktlandarch.com

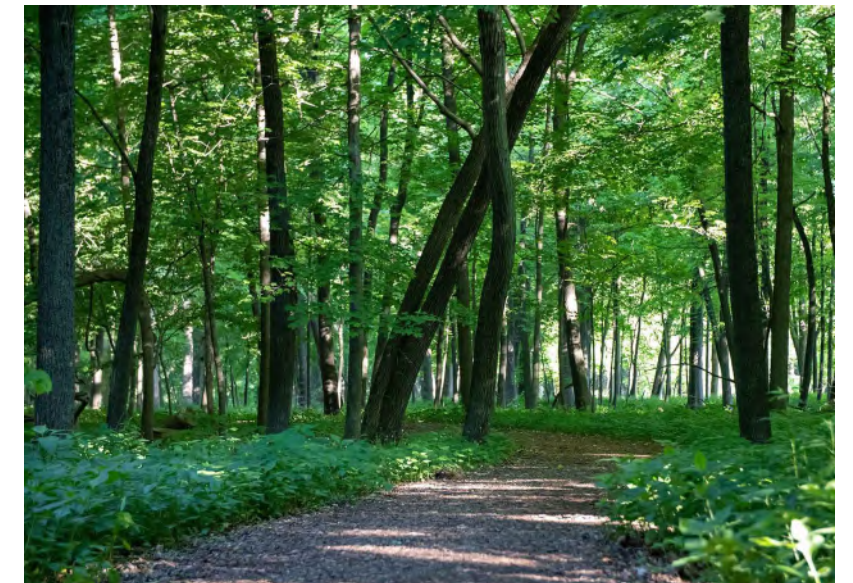
DATE: 02-10-23



EXISTING VEGETATION TO REMAIN ALONG SAUNDERS ROAD



NATIVE PLANTINGS



WALKING PATH



BERM WITH MIXED PLANTING

Typical Master Plant List					
Shade Trees					
Symbol	Botanical Name	Common Name	Size	Origin	Notes
AFR	ACER X FREEMANII 'AUTUMN BLAZE'	AUTUMN BLAZE FREEMAN MAPLE	3" BB		MOIST
CAT	CATALPA SPECIOSA	NORTHERN CATALPA	3" BB	NATIVE	
CEO	CELTUS OCCIDENTALIS	HACKBERRY	3" BB		URBAN, MOIST
GTI	GLEDITSIA TRIACANTHOS F. INERMIS	THORNLESS HONEYLOCUST	3" BB		URBAN, MOIST
GYD	GYMNOCLADUS DIOICUS	KENTUCKY COFFEETREE	3" BB	NATIVE	MOIST
LIT	LIRODENDRON TULIPIFERA	TULIP TREE	3" BB	NATIVE	MOIST
PLA	PLATANUS X ACERIFOLIA 'MORTON CIRCLE'	EXCLAMATION LONDON PLANETREE	3" BB		URBAN, MOIST
QBI	QUERCUS BICOLOR	SWAMP WHITE OAK	3" BB	NATIVE	
QMA	QUERCUS MACROCARPA	BUR OAK	3" BB	NATIVE	URBAN
RPC	ROBINA PSEUDOACACIA 'CHICAGO BLUES'	CHICAGO BLUES BLACK LOCUST	3" BB	NATIVE	
TAX	TAXODIUM DISTICHUM	BALD CYPRESS	3" BB		URBAN, MOIST
TAR	TILIA AMERICANA 'REDMOND'	REDMOND AMERICAN LINDEN	3" BB	NATIVE	URBAN, MOIST
UCU	ULMUS CULTIVAR 'ACCOLADE' 'TRIUMPH'	ACCOLADE ELM	3" BB		URBAN
Evergreen Trees					
JUV	JUNIPERUS VIRGINIANA	EASTERN RED CEDAR	8" BB	NATIVE	
PAS	PICEA AIBES	NORWAY SPRUCE	8" BB		
POM	PICEA OMORIKA	SERBIAN SPRUCE	8" BB		URBAN
PIN	PINUS STROBUS	EASTERN WHITE PINE	8" BB		URBAN
PSU	PSEUDOSTUGA MENZIESII	DOUGLAS FIR	8" BB		
Ornamental Trees					
AC	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY	6" BB	NATIVE	MOIST SOIL
BN	BETULA NIGRA	RIVER BIRCH	8" BB	NATIVE	MOIST SOIL
CM	CORNUS MAS	CORNELIANCHERRY DOGWOOD	6" BB		URBAN
HV	HAMAMELIS VIRGINIANA	COMMON WITCHHAZEL	6" BB	NATIVE	
MS	MALUS SARGENTII	SARGENT CRABAPPLE	6" BB		8", GREEN, PINK
OV	OSTRYA VIRGINIANA	IRONWOOD	8" BB		
SR	SYRINGA RETICULATA 'IVORY SILK'	IVORY SILK TREE LILAC	8" BB		
Evergreen Shrubs					
BG	BUXUS 'CHICAGOLAND GREEN'	BOXWOOD	18" BB		
JCM	JUNIPERUS CHINENSIS 'MINT JULIP'	MINT JULIP SPREADING JUNIPER	24" BB		
TD	TAXUS x MEDIA 'DENSII'	DENSE YEW	24" BB		
Deciduous Shrubs					
AM	ARONIA MELANOCARPA 'IROQUOIS BEAUTY'	IROQUOIS BEAUTY BLACK CHOKEBERRY	24" BB	NATIVE	
CA	CLETHRA ALNIFOLIA 'HUMMINGBIRD'	HUMMINGBIRD CLETHRA	5 GAL		
CS	CORNUS SERICEA 'ISANTI'	ISANTI RED TWIG DOGWOOD	24" BB	NATIVE	
EA	EUONYMOUS ALATA 'COMPACTA'	DWARF BURNING BUSH	36" BB		
HP	HYDRANGEA PANICULATA 'TARDIVA'	TARDIVA HYDRANGEA	36" BB		
RA	RHUS AROMATICA 'GRO LOW'	GRO LOW SUMAC	5 GAL	NATIVE	
RK	ROSA 'KNOCKOUT'	KNOCKOUT SHRUB ROSE	2 GAL		DOUBLE PINK
SP	SYRINGA PATULA 'MISS KIM'	MISS KIM LILAC	36" BB		
VC	VIBURNUM CARLESII 'COMPACTUM'	DWARF KOREANSPICE VIBURNUM	36" BB		
VD	VIBURNUM DENTATUM 'CHICAGO LUSTRE'	CHICAGO LUSTRE ARROWWOOD VIBURNUM	48" BB	NATIVE	
Groundcover					
ef	EUONYMOUS FORTUNEI 'COLORATUS'	PURPLELEAF WINTERCREEPER	3" POTS		
vm	VINCA MINOR	PERIWINKLE	3" POTS		
Perennials					
cl	CHELONE LYONII 'HOT LIPS'	HOT LIPS TURTLEHEAD	1 GAL		36" PINK
ep	ECHINACEA PALLIDA	PALE PURPLE CONEFLOWER	1 GAL		24" PINK
hs	HEMEROCALLIS 'STELLA D'ORO'	SELLA D'ORO DAYLILY	1 GAL		18" YELLOW
ls	LEUCANTHEMUM X SUPERBUM 'BECKY'	SHASTA DAISY	1 GAL		24" WHITE
nf	NEPETA X FAASSENII	FAASSEN'S CATMINT	1 GAL		12" LAVENDER
rf	RUDBECKIA FULGIDA 'GOLDSTURM'	BLACK-EYED SUSAN	1 GAL		24" YELLOW
sn	SALVIA NEMOROSA 'CARADONNA'	CARADONNA MEADOW SAGE	1 GAL		12" VIOLET BLUE
Grasses					
ca	CALAMAGROSTIS ACUTIFLORA 'KARL FOERSTER'	FEATHER REED GRASS	3 GAL		3'
pv	PANICUM VIRGATUM 'NORTH WIND'	SWITCH GRASS	3 GAL		4'



FREEMAN'S MAPLE



TULIP TREE



SWAMP WHITE OAK



NORTHERN CATALPA



KENTUCKY COFFEETREE



LONDON PLANETREE



SERBIAN SPRUCE



DOUGLAS FIR



EASTERN WHITE PINE

# **PROPOSED UTILITY CONNECTIONS & STORM WATER MANAGEMENT NARRATIVE**

SPACECO, Inc. (#12271)

February 1, 2023

The following describes the proposed utility connections and storm water management approach for the proposed redevelopment of the Baxter Healthcare campus at 20409 N Saunders Road, Lake County, IL.

## **UTILITY CONNECTIONS**

### **Water**

Water service for this property is provided by The Village of Deerfield.

The existing Baxter Campus is serviced by a single connection to the 12" public water main within the Hawthorne Lane ROW.

The proposed redevelopment will propose two (2) connections to the public water main. One connection to the public water main within the Hawthorne Lane ROW and one connection to the public water main within the Saunders Road ROW.

### **Sanitary**

Sanitary service for this property is provided by Lake County Public Works.

The existing Baxter Campus is serviced by two (2) connections to the 18" public sanitary main within the Saunders Road ROW. One connection located north of the site's access drive is used to serve the campus, and one connection located near the south property line is used to serve a maintenance building.

The proposed redevelopment will propose a single connection to the 18" public sanitary main within the Saunders Road ROW to serve the proposed buildings.

## **STORM WATER MANAGEMENT DESCRIPTION**

### **Existing Conditions & Drainage Divide**

Under existing conditions, the Baxter Healthcare Campus is fully developed with multiple buildings, parking lots, access drives, a dense woodland area with multiple isolated wetlands, grass areas, and a series of ponds.

The majority of the site drains to the on-site ponds located along the north, east and southeast property lines. The existing ponds discharge off-site to the I-94 ROW via multiple sub-surface pipes. The east portion of the site is ultimately tributary to the West Fork of the North Branch Chicago River Watershed.

The remaining west portion of the site will flow to the west and is tributary to the existing storm sewer system within the Saunders Road ROW, which is ultimately tributary to the Lower Des Plaines River Watershed.

The existing watershed drainage divide will be maintained as part of the proposed stormwater management approach.

## **Off-Site Flows**

A portion of the Horizon Therapeutics property, located to the south, is tributary to the east portion of the site. The off-site flows enter the eastern on-site pond near the southeast corner of the property via a subsurface storm sewer. The off-site area from the Horizon Therapeutics property is eventually tributary to the I-94 ROW along with rest of the on-site east drainage area.

## **Site Detention Requirements**

Detention volume will be required for the proposed development areas within the east and west drainage areas, respectively, per the criteria of the Lake County Watershed Development Ordinance (WDO). Storm sewers meeting WDO requirements will be proposed to convey water to the detention areas.

The allowable release rates used to determine the required detention storage for each drainage area will be based on the 2-year and 100-year watershed release rates of 0.04 cfs/acres and 0.15 cfs/acre, respectively, as specified by the Ordinance.

The required detention storage will be analyzed with a HEC-HMS hydrologic model using the 2-year and 100-year 24-hour storm events, as specified by Bulletin 75 for Northeast Illinois, and Huff Quartile Distribution to demonstrate that the required storage and allowable release rates will be met for each drainage area.

Since the upstream area from the Horizon Therapeutics property will be tributary to the proposed stormwater basins within the east drainage area, a Detention Volume Safety Factor is required in addition to the detention volume calculated per ordinance. The Detention Volume Safety Factor is equal to one (1) plus 0.05 times the ratio of upstream tributary drainage area to on-site detained tributary drainage area.

The required detention volumes will be provided in native vegetated bottom stormwater basins.

## **Site Best Management Practice (BMP) Requirements**

The required Runoff Volume Reduction (RVR) will be provided by a combination of the storage below the detention outfall of the stormwater basins, the preservation of the existing 2-year, 24-hour runoff volume to the on-site Isolated Wetlands, and the volume utilized to meet the Water Quality Treatment requirement.

The bottom of the proposed stormwater basins will be natively planted with deep-rooted vegetation to promote infiltration. The RVR volume provided below the detention outfall of the stormwater basin will be infiltrated in less than 96 hours as required by ordinance.

The required Water Quality Treatment will be met with providing a stormwater quality unit placed downstream of the proposed outlet control structure. The water quality device will be designed to treat the volume of 0.5" of runoff for the new impervious areas with a minimum 70% hydrocarbon removal rate.

**PROJECT:**



1 Baxter Pkwy.  
Deerfield, IL 60015

**CUSTOMER APPROVAL:**  
DATE

AUTHORIZED SIGNATURE

REPRESENTATIVE  
Lisa Staszak / LS

DRAWN BY  
Bill Goodwyn

DATE  
2.8.23

SCALE  
3/4" = 1'

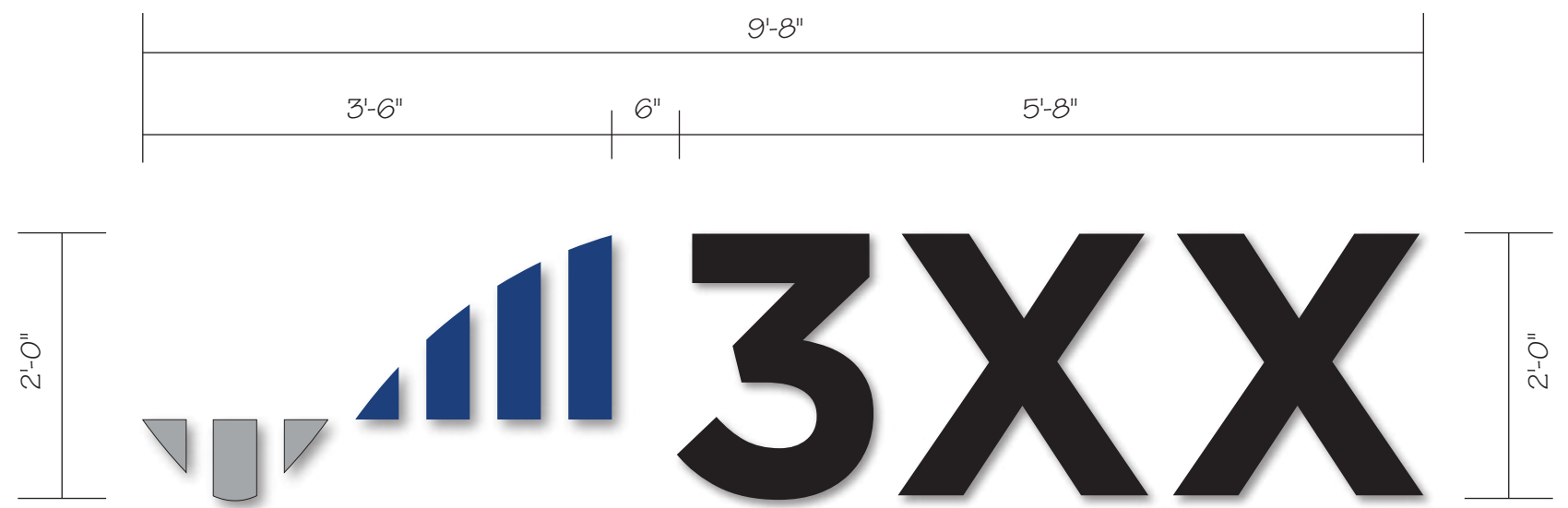
SHEET NO.  
1 of 2

ESTIMATE / JOB NUMBER  
11606

FILE NAME  
BDP11606

**REVISIONS:**

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3	
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7	
8	
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10	



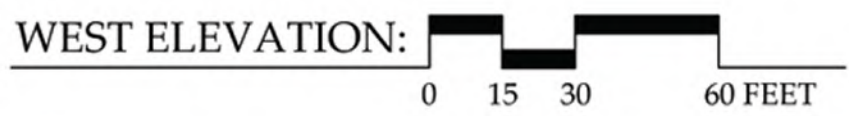
(2) sets of 1" thick FCO acrylic logo and address numerals

**Logo:** 1" thick FCO acrylic painted PMS 287 Blue & PMS Cool Grey 6, satin smooth finish

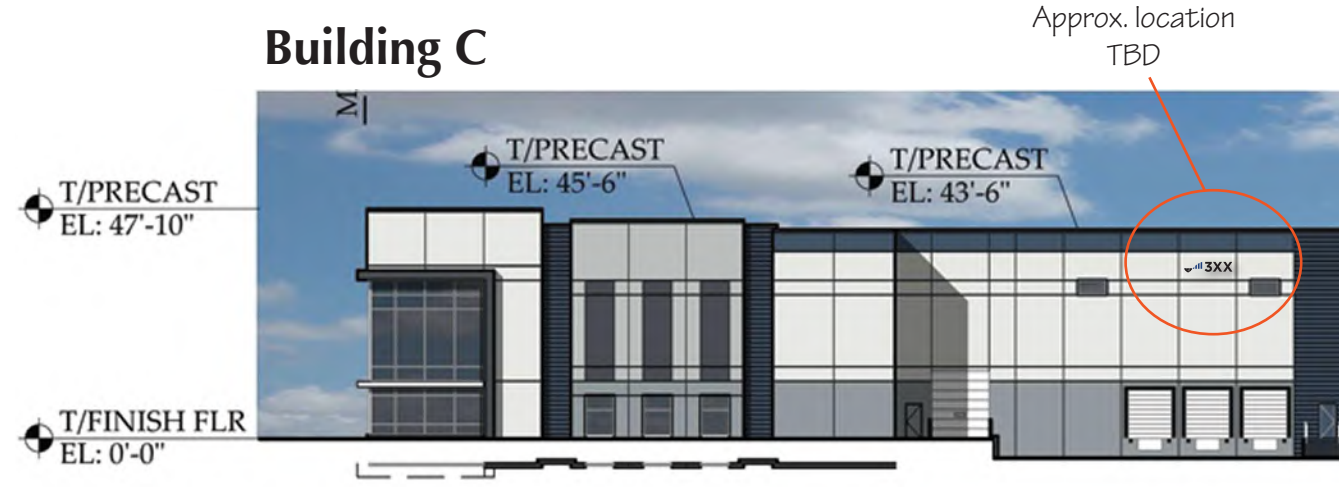
**Address:** 1" thick FCO acrylic painted Black, satin smooth finish

**Mounting:** flush stud-mount on exterior wall

**Building B**



**Building C**



**PROJECT:**



1 Baxter Pkwy.  
Deerfield, IL 60015

**CUSTOMER APPROVAL:**

DATE

AUTHORIZED SIGNATURE

REPRESENTATIVE

Lisa Staszak / LS

DRAWN BY

Bill Goodwyn

DATE

2.9.23

SCALE

1/2" = 1'

SHEET NO.

2 of 2

ESTIMATE / JOB NUMBER

11606

FILE NAME

BDP11606

**REVISIONS:**

1	
2	
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This sign is intended to be installed in accordance with the requirements of Article 600 of the National Electrical Code and/or other applicable local codes. This includes proper grounding and bonding of the sign.



**(1) 3'-0" x 14'-6" Double Face Illuminated Monument Sign w/ Masonry Base - 43.5 SF**

**Cabinet:** Fabricated Aluminum Painted PMS Cool Gray 6 - Suede Satin Finish

**Faces:** Aluminum Painted PMS Cool Gray 6 - Suede Satin Finish

**Letters:** Fabricated 2" Deep Reverse Channel Letters Painted PMS 287 Blue

- White LED Illumination

- Projection Mount 1 1/2" Off Sign Face

**Base & Column:** Cultured Stone - Old Country Fieldstone - Echo Ridge

**Sill:** Precast - PMS Cool Gray 3

**Caps:** Foamcraft Molded Expanded Polystyrene #1 C.F. w/ Poly-armor™ Hardcoating

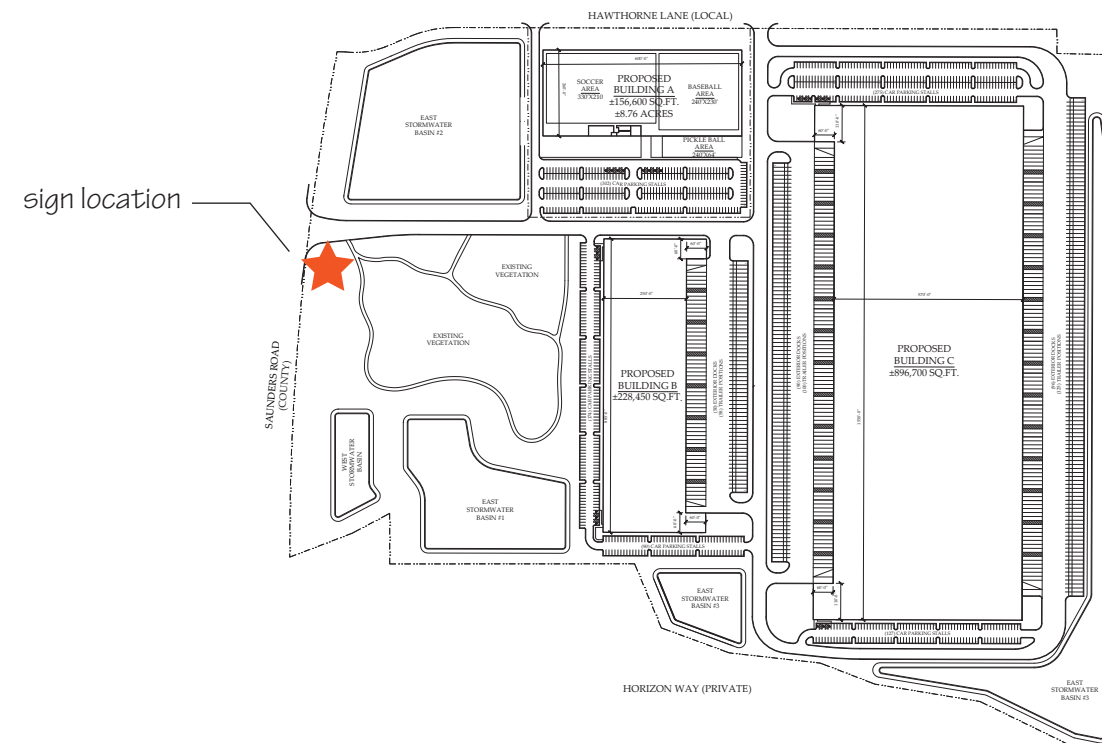
- Painted PMS Cool Gray 3

**Logo Graphics:** 3M 7725-37 Sapphire Blue Vinyl Applied to Sign Face

**Power:** (1) 20Amp @ 120Volts Electrical Circuit Run to Site by Others

**Mounting:** (2) 5" (5.625" O.D.) Sch. 40 Steel Pipes set into 2'-0" dia. x 5'-0" deep Concrete Foundations

- 8" Thick Reinforced Concrete Pad for Masonry



MEMORANDUM TO: Mark Houser  
Bridge Industrial

FROM: Luay R. Aboona, PE, PTOE  
Principal

DATE: February 9, 2023

SUBJECT: Traffic Impact Statement  
Proposed Industrial Development  
Deerfield, Illinois

This memorandum summarizes the results and findings of a site traffic evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed industrial development to be located in Deerfield, Illinois. The site, which is currently occupied by Baxter Corporate Headquarters, is located at 1 Baxter Parkway on the east side of Saunders Road between Lake Cook Road and Deerfield Parkway. As proposed, the site will be redeveloped to contain two warehouse/distribution buildings totaling approximately 1,125,150 square feet of building area and a 156,600 square-foot indoor sports complex that will contain soccer and baseball fields. Access to the proposed warehouse/distribution buildings will be provided via Baxter Parkway, which has a signalized intersection with Saunders Road and via Hawthorne Lane, which is under stop sign control at its intersection with Saunders Road. Access to the proposed indoor sports complex will be provided off Hawthorne Lane only. **Figure 1** shows an aerial view of the site.

The purpose of this evaluation is to determine the impact of the traffic generated by the proposed development on the area roadway system and the adequacy of the proposed access.

### Existing Traffic Conditions

The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control and available average daily traffic volumes along the adjacent area roadways.

*Saunders Road (Lake County Highway W34)* is a north-south arterial that provides two through lanes in each direction separated by a striped median. At its signalized intersection with Baxter Parkway/Thorngate Lane, Saunders Road provides exclusive left-turn lanes in both directions and a northbound right-turn lane. Saunders Road has a posted speed limit of 45 miles per hour, is under the jurisdiction of the Lake County Division of Transportation (LCDOT), and carries an Annual Average Daily Traffic (AADT) volume of 13,800 vehicles (IDOT 2019).

*Lake Cook Road* is an east-west, major arterial that provides three through lanes in each direction. At its signalized intersection with Saunders Road, dual left-turn lanes and exclusive right-turn lanes are provided on all approaches. Lake Cook Road has a signalized Diamond Interchange with I-294, where dual left-turn lanes and exclusive right-turn lanes are provided on the eastbound and westbound approaches. Dual left-turn and right-turn lanes are provided on the off-ramps. Lake Cook Road has a posted speed limit of 45 miles per hour, is under the jurisdiction of the Cook County Department of Transportation and Highway (CCDOTH), and carries an AADT volume of 46,900 vehicles (IDOT 2018).



Aerial View of Site

Figure 1

*Deerfield Road (Lake County Highway A47)* is an east-west, major arterial that is widened at its signalized intersection with Saunders Road to provide an exclusive left-turn lane, two through lanes, and an exclusive right-turn lane on the eastbound and westbound approaches. Deerfield Road has a signalized interchange with I-294, accommodating traffic traveling to and from the south. Deerfield Road has a posted speed limit of 40 miles per hour, is under the jurisdiction of the Village of Deerfield, and carries an AADT volume of 17,400 vehicles (IDOT 2019).

*Baxter Parkway* is an east-west, two-lane access roadway that serves Baxter Corporation. Baxter Parkway is widened at its approach to its signalized intersection with Saunders Road to provide an exclusive left-turn lane and a shared through/right-turn lane. The west leg of this intersection is Thorngate Lane.

*Hawthorne Lane* is an east-west access roadway that serves Baxter Corporation as well as other office and hotel uses on the north side. Hawthorne Lane provides one inbound lane and one outbound lane at its intersection with Saunders Road with outbound movements under stop sign control. A southbound left-turn lane is provided on Saunders Road.

## Traffic Characteristics of the Proposed Development

As indicated earlier, the site will be developed with two warehouse/distribution buildings totaling approximately 1,125,150 square feet and a 156,600 square-foot indoor sports complex. Access to the proposed warehouse/distribution buildings will be provided via Baxter Parkway, which has a signalized intersection with Saunders Road in alignment with Thorngate Lane. Access to the proposed indoor sports complex will be provided off Hawthorne Lane only. A copy of the site plan is included in the Appendix.

## Development Traffic Generation

The number of peak hour trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 11<sup>th</sup> Edition, published by the Institute of Transportation Engineers (ITE). The Warehousing (Land-Use Code 150) rate was used for the proposed warehouse/distribution buildings while Soccer Complex (Land-Use Code 488) was used for the indoor sports complex. **Table 1** shows the estimated vehicle trip generation for the weekday morning and evening peak hours as well as daily traffic. **Table A**, located in the Appendix, summarizes the estimated hourly truck trip generation for the proposed warehouse/distribution buildings.

## Trip Generation Comparison

As indicated earlier, the site is currently occupied by Baxter Corporate Headquarters, which is approximately 645,699 square feet in size with a peak employee occupancy of 900 people. The amount of traffic that was generated by Baxter at full occupancy was also estimated utilizing trip rates published by ITE for Corporate Headquarters Building (Land-Use Code 714). **Table 2** summarizes this traffic with the trips estimated for the proposed development including the warehouse/distribution buildings and the indoor sports complex.

Table 1  
ESTIMATED TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
150	Warehousing (1,125,150 s.f.)	122	37	159	45	117	162	909	909	1,818
	Trucks	13	21	34	23	19	42	308	308	616
	Passenger Vehicles	109	16	125	22	98	120	601	601	1,202
488	Soccer Complex (156,600 s.f.)	5	5	10	43	23	66	143	143	286
	<b>Total</b>	<b>127</b>	<b>42</b>	<b>169</b>	<b>88</b>	<b>140</b>	<b>228</b>	<b>1,052</b>	<b>1,052</b>	<b>2,104</b>

Table 2  
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
150/488	Proposed Development	127	42	169	88	140	228	1,052	1,052	2,104
714	Corporate Headquarters Building (645,699 s.f.)	732	55	787	70	712	782	2,220	2,220	4,440
	<b>Difference</b>	<b>-605</b>	<b>-13</b>	<b>-618</b>	<b>+18</b>	<b>-572</b>	<b>-554</b>	<b>-1,168</b>	<b>-1,168</b>	<b>-2,336</b>
	<b>Percent Reduction</b>	<b>-82%</b>	<b>-24%</b>	<b>-79%</b>	<b>+25%</b>	<b>-80%</b>	<b>-71%</b>	<b>-53%</b>	<b>-53%</b>	<b>-53%</b>

As can be seen, Baxter at full occupancy generated approximately four to five times more trips during the peak hours and approximately twice the amount of traffic on a daily basis. This reduction in the number of trips will result in a significantly lower traffic impact on the area roadways, allowing for additional reserve capacity at the impacted intersections to accommodate future increases in traffic resulting from regional growth and/or other potential developments in the area.

## Traffic Evaluation

When the estimated peak hour traffic volumes anticipated to be generated by the proposed development are compared to the existing traffic volumes on the surrounding roadway network, the development-generated traffic will not have a detrimental traffic impact on the area roadways based on the following:

- The proposed warehouse development will only generate approximately 159 and 162 trips during the weekday morning and weekday evening peak hours, respectively, and 1,818 trips daily.
- These trips will average less than three trips every minute during the weekday morning (7:45-8:45 A.M.) and weekday evening (4:30-5:30 P.M.) peak hours, which is low and not impactful.
- The warehouse/distribution trips will increase the two-way daily traffic volumes along the adjacent roadways as follows:
  - Saunders Road: Approximately ten percent
  - Lake Cook Road: Approximately three percent
  - Deerfield Road: Approximately two percent

## Access Evaluation

As previously indicated, main access to the warehouse/distribution buildings will be provided via the existing signalized intersection of Baxter Parkway with Saunders Road. The design of the access road with two inbound lanes and two outbound lanes will ensure that efficient and adequate access is provided. Left turns in and right turns out can be accommodated by the existing turn lanes, which provide adequate storage to accommodate the projected queues. Further, secondary access to the warehouse/distribution buildings and main access to the indoor sports complex will be provided via the existing unsignalized intersection of Hawthorne Lane with Saunders Road, which is also utilized by the adjoining office/hotel uses that front it on the north side. The design of this access road with one inbound lane and one outbound lane will be sufficient and adequate. It is recommended that truck traffic be restricted from using Hawthorne Lane. Signage and internal design features should be provided to enforce the restriction.

## Truck Traffic

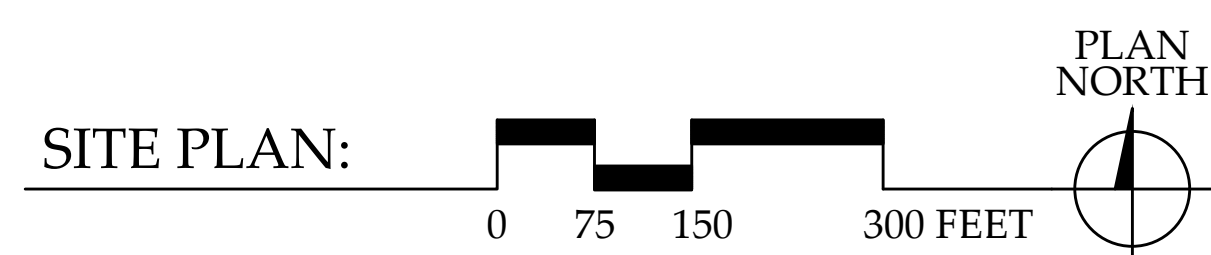
As indicated earlier, Table A in the Appendix summarizes the hourly truck trip generation of the proposed warehouse/distribution buildings based on ITE rates. It should be noted that given the type of potential tenants that are anticipated to occupy these buildings, the anticipated truck traffic will be lower than shown. As can be seen from Table A, the amount of trucks on an hourly basis will be low, with a maximum of 69 trucks occurring at 11:00 A.M., which is outside the roadway system's peak hours. This low volume of truck traffic can be accommodated by the area roadway system including the signalized access off Saunders Road. In order to ensure that the impact of truck traffic is minimized on Deerfield Road, all trucks should be restricted to travel to and from the site by utilizing Lake Cook Road and its interchange with I-294. Signage should be provided at the access road directing truck traffic to the south and tenants should direct all inbound trucks to arrive from the south on Saunders Road. Further and as indicated earlier, truck traffic should be prohibited from using Hawthorne Lane to access the site.

## Conclusion

Based on the proposed plan and the preceding evaluation, the following conclusions and recommendations are made:

- The traffic that will be generated by the proposed development will be low and can be accommodated by the existing roadway system.
- When compared to the traffic estimated to be generated by Baxter at full occupancy, the proposed development will result in a significant reduction in passenger vehicle traffic.
- When compared with the existing daily traffic on the adjacent roadway system, the traffic that will be generated by the proposed development will increase traffic on the area roadways by an average of two percent.
- The existing signalized access drive on Saunders Road in alignment with Thorngate Lane and unsignalized intersection of Hawthorne Lane with Saunders Road will be adequate in accommodating traffic entering and exiting the site.
- The amount of hourly truck traffic will be low and can be accommodated by the roadway system.
- In order to minimize the impact on Deerfield Road, all truck traffic should be directed to travel to/from the south on Saunders Road.

# Appendix



# PROPOSED BUSINESS CAMPUS

SAUNDERS ROAD & HAWTHORNE LANE, DEERFIELD, ILLINOIS

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FEBRUARY 08, 2023 #22283



Table A  
 ESTIMATED 24-HOUR TRUCK TRIP GENERATION

Hour	Warehousing (ITE LUC 150) –1,125,150 s.f.					
	Weekday Morning			Weekday Evening		
	In	Out	Total	In	Out	Total
12:00	1	1	<b>2</b>	25	16	<b>41</b>
1:00	1	0	<b>1</b>	25	24	<b>49</b>
2:00	4	4	<b>8</b>	19	18	<b>37</b>
3:00	5	2	<b>7</b>	32	24	<b>56</b>
4:00	5	10	<b>15</b>	23	19	<b>42</b>
5:00	11	11	<b>22</b>	11	14	<b>25</b>
6:00	16	11	<b>27</b>	3	3	<b>6</b>
7:00	10	25	<b>35</b>	2	2	<b>4</b>
8:00	13	21	<b>34</b>	5	4	<b>9</b>
9:00	37	23	<b>60</b>	1	4	<b>5</b>
10:00	25	36	<b>61</b>	0	0	<b>0</b>
11:00	33	36	<b>69</b>	1	0	<b>1</b>

Based on daily truck trips (Table 1) and ITE's "Hourly Distribution of Entering and Exiting Truck Trips" tables.