

MEMORANDUM



VILLAGE OF DEERFIELD

TO: Plan Commission

FROM: Jeff Ryckaert, Principal Planner and Dan Nakahara, Planner

DATE: April 21, 2023

RE: Public Hearing on the Request for Approval of an Annexation, a Rezoning from R-1 Single-Family Residence District to I-2 Limited Industrial District; a Text Amendment to the I-2 Limited Industrial District to Allow a Motor Freight Terminal; an Amendment to the Comprehensive Plan, a Resubdivision, a Special Use for a Preliminary and Final Development Plan for an Industrial Planned Unit Development for Two Industrial Buildings; a Concept Plan for a Recreational Facility, and Any Necessary Exceptions for the Planned Unit Development on the 101-Acre Property Located in Unincorporated Lake County at 1 Baxter Parkway for Bridge Industrial (current Baxter Healthcare Corporation campus located to the north of Horizon Therapeutics and south of Parkway North Center on Saunders Road)

Application History

Prefiling Conference Date: March 1, 2023

Public Hearing Publication Date: April 6, 2023

Planning Commission Public Hearing Date: April 27, 2023

Zoning Actions

The Deerfield Plan Commission is conducting a Public Hearing on April 27, 2023 to consider the land use request of Baxter Healthcare Corporation, property owner and Midwest RE Acquisitions, LLC, an affiliate of Bridge Industrial, the contract purchaser of the 1 Baxter Parkway property, located in unincorporated Lake County. In consideration of this request, the applicant will be requesting the following zoning actions:

1. Annexation of 101 acres of property currently known as the Baxter

property location at 1 Baxter Parkway to the Village of Deerfield.

2. A rezoning of the property from R-1 Single Family Residential District to the I-2 Limited Industrial District. The Zoning Ordinance requires that all properties that are annexed into the Village are automatically zoned R-1 Single Family District, the Village's most restrictive zoning district. The petitioners will need to rezone the property to the I-2 Limited Industrial District, the most appropriate district for the proposed development. Attached are the rezoning standards. The regulations for the I-2 Limited Industrial District are available online (see Article 6.02 I-2 Limited Industrial District).
3. Approval of a Text Amendment to the I-2 Limited Industrial District to allow to allow a warehouse and distribution facility with a motor freight terminal in the I-2 District. Currently, a distribution facility with a motor freight terminal isn't allowed in the I-2 Limited Industrial District. The proposed Text Amendment to the I-2 district will allow the proposed use at this location.
4. Approval of a Special Use for a proposed Industrial Planned Unit Development (See Article 12.08 in the Zoning Ordinance).
5. Approval of a Preliminary Development Plan and Final Development Plan for the industrial portion of the proposed Industrial Planned Unit Development.
6. Approval of a concept plan for a recreational facility consisting of indoor soccer and baseball fields and outdoor pickleball courts. The petitioner will have to come back to the Village for approval of specific development plans for the future recreation facility.
7. Approval of a preliminary and final plat of subdivision of the property into 3 lots and 4 outlots.
8. Approval of the following necessary exceptions from the Deerfield Zoning Ordinance requirements for an Industrial Planned Unit Development:
 - a. A building height of 44.75 feet for Building B and a building height of 49.5 for Building C from the maximum height of 35 feet in the I-2 Limited Industrial District. Mechanicals on the roof of the building can exceed the height of the building by up to 12 feet. For Building A, no exception will be granted for the recreation building as the

requested approval is concept approval and the applicant will need to come back to the Village for approval of the rec center when the specifics are known.

- b. An exception to the perimeter setbacks of the development to allow 9 feet in lieu of 25 feet on the south (side yard setback).
- c. An exception to the perimeter setbacks of the development to allow 25 feet in lieu of the 100 feet on the north (corner side yard setback).
- c. An exception to the required parking for the proposed development.
- d. An exception for a monument sign face of 73.51 square feet for each sign face and an aggregate surface area of 147.02 square feet in lieu of 45 feet for each sign face and an aggregate surface area of 90 square feet.
- e. An exception for the wall signs to be above the roofline for the industrial buildings B and C.

Subject Property

The subject property consists of the 101 acre Baxter Headquarters property at 1 Baxter Parkway developed in the early 1970's and currently improved with a series of office buildings totaling just over 645,000 square feet. The subject property is located in unincorporated Lake County and currently falls under the jurisdiction of Lake County zoning. The parcel is zoned partially G.O. (General Office) at the perimeter on the north and west, and L.I. (Limited Industrial) at the central portion of the property. The property is subject to a boundary agreement with Northbrook that allows Deerfield to annex the subject property.

Surrounding Land Use and Zoning

North: Parkway North Center office park, zoned I-1 Office, Research, and Restricted Industrial District in the Village of Deerfield

South: Horizon Therapeutics campus, zoned I-1 Office, Research, and Restricted Industrial District in the Village of Deerfield

East: Illinois Tri-State Tollway

West (across Saunders Road): Village of Riverwoods – Thorngate Subdivision, single family homes, R-1 PUD; 3 office buildings, O & RC Office & Research Compatible; Center for Holistic Medicine, Center for Enriched Living, R-1 Residential; Discover Financial Services, O & R-1

Proposed Plan of Development

Bridge Industrial is the contract purchaser of the 1 Baxter Parkway property which is located in unincorporated Lake County. Bridge is proposing to have the property annexed into the Village of Deerfield and the site would be developed for industrial and recreational use.

The petitioner is proposing to demolish existing structures and redevelop the property with three buildings. The proposed plan includes an 896,562 square foot, speculative, multi-tenant industrial building (177 exterior docks and 513 car parking spaces 20 land banked parking spaces); a 228,369 square foot, speculative, multi-tenant, industrial building (50 exterior docks and 254 car parking spaces); and a 155,940 square foot recreational facility (257 parking spaces and 116 land banked parking spaces). The two industrial buildings would be able to accommodate a variety of uses including warehouse, distribution, assembly, and light manufacturing.

The configuration of the 2 industrial buildings face inward to conceal the truck docks, and the building bump outs on the ends of the industrial buildings are situated to help screen the building truck docks. The petitioner's material indicates that the industrial buildings would be available for use 24 hours a day, seven days a week, but that these type of buildings have minimal overnight usage. The nearest proposed industrial building on the site is located approximately 885 feet to the west property line. The petitioner has provided a visual representation of the line of sight from Saunders Road, from Hawthorne Lane (to the north), and from Horizon Way (to the south) in their submitted materials. They have also provided a pedestrian plan illustrating pedestrian circulation throughout the property.

The petitioners have designed the proposed landscaping around the perimeter of the property to buffer sight lines from the buildings. The proposed landscaping along Saunders Road will consist of an existing natural wooded and wetland area with a walking path and a mixture of evergreen and shade trees on landscaped berms with prairie grasses. The proposed stormwater detention facilities basins throughout the property will have native plantings. Shade trees and plantings will be in the parking lot islands and on the property's perimeter.

Deerfield Park District

The Deerfield Park District has expressed a high level of interest in leasing the recreational facility, which has been designed to meet their programming needs. The conceptual recreational facility is proposed with a full-size indoor soccer field, an indoor youth baseball field and 6 outdoor pickleball courts. The recreational facility would be designed such that it could be converted to industrial use if the recreational facility does not materialize.

Vehicular Access

Access to the subject property is from the existing access points. On Saunders Road, there is an existing signalized intersection at Baxter Parkway and Thorngate Lane. The other access point along Saunders Road is via Hawthorne Lane, which is under stop sign control at its intersection with Saunders Road. Hawthorne Lane also provides access to the Village underground water reservoir and a communications tower near the Tollway. Hawthorne Lane is a Village of Deerfield right-of-way while Saunders Road is under the jurisdiction of the Lake County Highway Department.

Traffic Study

The petitioners engaged traffic consultant, KLOA to conduct a Traffic Impact Study for the proposed development. The purpose of the study, dated, March 23, 2023, was to examine background traffic conditions, assess the impact that the proposed development will have on traffic conditions in the area, and determine if any roadway or access improvements are necessary to accommodate the traffic generated by the proposed development.

Traffic counts for this study were conducted on Tuesday, November 29, 2022 during 7:00AM to 9:00AM (weekday morning) and during 4:00PM to 6:00PM (weekday evening) peak periods. Traffic counts were taken at the following intersections:

- Saunders Road with Deerfield Road
- Saunders Road with Parkway North
- Saunders Road with Hawthorn Lane
- Saunders Road with Baxter Parkway/Thorngate Lane
- Saunders Road with Discover Way/Horizon Way
- Saunders Road with Lake Cook Road

The analysis indicated that peak hours of existing traffic occurred between 7:45AM and 8:45AM during the weekday morning peak period and from 4:30PM and 5:30PM during the weekday evening peak period. Existing traffic counts were also conducted at the intersections of Saunders Road with Deerfield Road and Lake Cook Road on a Saturday, February 18, 2023. The Saturday results indicated that area roadway volumes during the Saturday midday peak hour were approximately 35 percent lower than weekday peak hour volumes. The existing peak hour vehicle traffic volumes, inclusive of heavy vehicles, are shown in Figure 4 of the traffic study and the existing heavy vehicle peak hour traffic volumes are shown in Figure 5.

The study noted that the directions from which passenger vehicles and trucks will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. Figure 6 on page 13 shows the directional distribution of site traffic. The study points out that all truck traffic will be directed to approach and depart via Lake Cook Road, but it is anticipated that a limited number of trucks will approach via Deerfield Road.

Table 3 on page 14 summarizes the trips generated by the development during the weekday morning (7:45AM -8:45AM) peak hours and evening (4:30PM- 5:30PM) peak hours as well as daily traffic. 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, 11th 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.

The study indicates that the volume of truck traffic estimated to be generated by the proposed development during each hour of the day was based on ITE's Hourly Distribution of Entering and Exiting Truck Trips tables for ITE Land Use Code 150. Table 4 on page 14 summarizes the truck trips projected to be generated by the proposed development throughout the day.

Table 5 on page 15 compares the amount of traffic generated by Baxter office building at full occupancy with the trips estimated for the proposed industrial buildings and the indoor sports complex. The amount of traffic generated by Baxter at full occupancy was estimated utilizing trip rates published by ITE for Corporate Headquarters Building (Land-Use Code 714). Table 5 on page 15 indicates that 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 than the proposed uses. The petitioner's analysis concludes that the reduction in the number of trips will result in 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.

Figure 7 on page 17 illustrates the traffic assignment of the new warehouse passenger vehicle trips at peak hours, and Figure 8 on page 18 illustrates the traffic assignment of the new warehouse truck trips at peak hours, and Figure 9 on page 19 illustrates the traffic assignment of the new sports complex trips at peak hours. Table 6 (labeled Table 5 at the bottom of page 16) summarizes the volume of traffic currently generated by the Baxter Corporate Headquarters during the peak hours. Figure 11 on page 21 illustrates the Year 2025 total projected peak traffic volumes.

The study analyzed roadway and adjacent or nearby intersections during the weekday morning and weekday evening peak hours under the existing conditions and under future projected traffic volumes. The analysis includes conducting capacity analyses (in this case, how much traffic a roadway or intersection can accommodate) to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required. The summaries of the traffic analysis showing the level of service and overall intersection delay (in seconds) are displayed in Tables 7 through 12, pages 23 through 28, respectively. A summary of how the intersections are projected to operate can be found on pages 29-31. The results of the capacity analyses indicate that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed development.

The study concludes that the proposed development access system will adequately accommodate the traffic estimated to be generated by the proposed development.

Comprehensive Plan

The Village's Comprehensive Plan designates the subject property as a priority annexation area. The 101-acre site is currently located in unincorporated Lake County and is zoned Light Industrial (LI) and General Office (GO) in the county.

The following sections of the Village's Comprehensive Plan are attached:

- Section 3.2 Future Land Use including Figure 3.1: Future Land Use Map and Future Development/Redevelopment Management; and Unincorporated Areas Within Deerfield's Planning Jurisdiction; and Annexation including Figure 3.2: Annexation Policy Plan

The Village Comprehensive Plan will need to be amended to change Figure 3.1 Future Land Use Map, from Office/Research category to the Light Industrial category.

Boundary Agreement with Riverwoods

In 1985, the Villages of Deerfield and Riverwoods entered into a boundary agreement with Saunders Road as the boundary line between the communities. No use restrictions were put into this agreement. The duration of the agreement is 40 years.

Boundary Agreement with Northbrook

In order for the subject property to be developed in Deerfield, the corridor/boundary agreement with Northbrook will have to be amended. Currently, the boundary agreement does not allow industrial, it only allows the property to be developed with offices of the height, type, and intensity of that which exists on the property. The boundary agreement with Northbrook will need to be amended in order to allow the proposed industrial development on

the property. The changes to the boundary agreement are in the purview of the Board of Trustees.

Background – Summary of Lake-Cook Road Corridor (Boundary) Agreement Between Northbrook and Deerfield

In 1995, the Village of Deerfield and Village of Northbrook entered into a Corridor Agreement which dealt with future annexation of the unincorporated areas along Lake Cook Road. A total of 8 properties were involved in the Corridor/Boundary Agreement between Northbrook and Deerfield and the term of the agreement is 50 years.

The boundary agreement has been amended 3 times since 1995:

In 2002, the Boundary/Corridor Agreement was amended at the request of Northbrook to allow for changes to the principal uses for the LaSalle and Surrounding Parcels (southwest corner of Lake Cook Road and the Tollway) to allow a hotel and restaurants, and changes to the maximum height, and floor area ratio.

In 2005, the Corridor Agreement was amended at the request of Deerfield to allow for changes to the principal uses on the Baxter South (Takeda now Horizon) parcel to allow a day care center and product packaging within enclosed buildings, and changes to the maximum height, and floor area ratio.

In 2012, Deerfield requested the boundary agreement be amended to remove a property developed with a restaurant at 350 Waukegan Road from the boundary agreement in order to allow that property to be developed with a medical building (currently Northwestern Medical). Also, in 2012, Deerfield and Northbrook agreed to remove a few properties from the boundary agreement because these areas were annexed into either Deerfield or Northbrook and the properties were nearly fully developed and the character of these areas was clearly established. The properties that remain in the boundary agreement are

properties that haven't been annexed into either community. The Baxter North Parcel (the subject property at 1 Baxter Parkway) remains in the boundary agreement and Deerfield can annex the property according to the boundary agreement. The property to the south (Horizon, formerly Takeda) has been annexed by Deerfield, and is referred as the Baxter South parcel. Baxter South was one of the properties removed from the boundary agreement in 2012.

Zoning Actions Requested

The petitioner will be requesting the following:

1. Annexation of 101 acres of property currently known as the Baxter property location at 1 Baxter Parkway to the Village of Deerfield.
2. A rezoning of the property from R-1 Single Family Residential District to the I-2 Limited Industrial District. The Zoning Ordinance requires that all properties that are annexed into the Village are automatically zoned R-1 Single Family District, the Village's most restrictive zoning district. The petitioners will need to rezone the property to the I-2 Limited Industrial District, the most appropriate district for the proposed development. Attached are the rezoning standards. The regulations in the I-2 Limited Industrial District are available online (see Article 6.02 I-2 Limited Industrial District).
3. Approval of a Text Amendment to the I-2 Limited Industrial District to allow to allow a warehouse and distribution facility with a motor freight terminal in the I-2 District. Currently, a distribution facility with a motor freight terminal isn't allowed in the I-2 Limited Industrial District. The proposed Text Amendment to the I-2 district will allow the proposed use at this location.
4. Approval of a Special Use for a proposed Industrial Planned Unit Development (See Article 12.08 in the Zoning Ordinance).
5. Approval of a Preliminary Development Plan and Final Development Plan for the industrial portion of the proposed Industrial Planned Unit Development.

6. Approval of a concept plan for a recreational facility consisting of indoor soccer and baseball fields and outdoor pickleball courts. The petitioner will have to come back to the Village for approval of specific development plans for the future recreation facility.
7. Approval of a preliminary and final plat of subdivision of the property into 3 lots and 4 outlots.
8. Approval of the following necessary exceptions from the Deerfield Zoning Ordinance requirements for an Industrial Planned Unit Development:
 - a. A building height of 44.75 feet for Building B and a building height of 49.5 for Building C from the maximum height of 35 feet in the I-2 Limited Industrial District. Mechanicals on the roof of the building can exceed the height of the building by up to 12 feet. For Building A, no exception will be granted for the recreation building as the requested approval is concept approval and the applicant will need to come back to the Village for approval of the rec center when the specifics are known.
 - b. An exception to the perimeter setbacks of the development to allow 9 feet in lieu of 25 feet on the south (side yard setback).
 - c. An exception to the perimeter setbacks of the development to allow 25 feet in lieu of the 100 feet on the north (corner side yard setback).
 - c. An exception to the required parking for the proposed development.
 - d. An exception for a monument sign face of 73.51 square feet for each sign face and an aggregate surface area of 147.02 square feet in lieu of 45 feet for each sign face and an aggregate surface area of 90 square feet.
 - e. An exception for the wall signs to be above the roofline for the industrial buildings B and C.

Zoning Conformance for an Industrial Planned Unit Development

The property will be developed as a Planned Unit Development (PUD). The petitioners will be seeking approval of an Industrial Planned Unit Development (PUD). Attached are the PUD standards.

Text Amendment to the Zoning Ordinance

A Text Amendment is needed to the Zoning Ordinance to allow the petitioner's proposed use in the I-2 Limited Industrial District as the current regulations for warehouse and distribution facilities are restricted so to prohibit motor freight terminals. The Text Amendment for the proposed use is written so it applies to a larger property (over 75 acres) adjacent to the Tri-State Tollway as the 3 smaller properties in the existing 1-2 Limited Industrial District in the area between Waukegan Road and Pfingsten Road are not appropriate for a large motor freight terminal facility.

Proposed Text Amendment to the I-2 District, 6.02-B Permitted Uses:

Warehousing and distribution operations which involve motor truck terminal operations provided such use is developed as part of an Industrial Planned Unit Development, and the Industrial Plan Unit Development on which the use is located shall be a minimum of seventy-five (75) acres in size and is located adjacent to the Tri-State Tollway.

The standard for a Text Amendment is that it must be in the public interest and not solely for the interest of the applicant.

Industrial PUD Requirements:

Minimum size of site:

Allowed: 5 acres
Proposed: 101 acres

Minimum lot area:

Allowed: 2 acres per principal use
Proposed: The petitioner is proposing to resubdivide the property into three lots and four outlots. The minimum 2 acre per principal use is far exceeded – Lot 1 is 8.83 acres, lot 2 is 11.71 acres, and lot 3 is 48.40 acres.

The petitioners can resubdivide property in a planned unit development as allowed by Article 12.01-B,3 which allows for flexibility in lot layout for a resubdivision of property within a planned unit development (PUD).

Minimum lot width

Allowed: 75 feet
Proposed: Approximately 1,526 feet.

Minimum Setbacks:

Perimeter Setbacks

Allowed: The minimum yard requirements of the underlying district are applicable only to the exterior boundaries of the Industrial PUD (in the I-2 District, the minimum front yard setback and corner side yard setbacks are 100 feet, the side and rear yards require a minimum of 25 feet). The perimeter setback shall be kept free of buildings, structures, and parking and shall be maintained in landscaping.

Front yard (west, Saunders Road):

Required: 100 feet
Proposed: 579.4 feet

Corner side yard (north, Hawthorne Lane):

Required: 100 feet

Proposed: 25 feet – Exception Needed

Side yard (south, Horizon Way):

Required: 25 feet

Proposed: 9 feet - Exception Needed

Rear yard (east, Tollway):

Required: 25 feet

Proposed: 95.4 feet

Between Buildings

Allowed: The setback between buildings and structures within the site shall take due consideration of public safety especially with regard to fire hazards, traffic sight lines and access for emergency equipment.

Proposed: The Deerfield-Bannockburn Fire Protection District approval of the proposed site plan for emergency vehicle accessibility is pending.

Usable Open Space

Allowed: Not less than 10 percent of the gross area of an Industrial Planned Unit Development shall be devoted to usable open space. The Zoning Ordinance defines usable open space as an area of land or water or combination of land and water which may include complementary structures and improvements within the site, excluding space devoted to parking, designed and intended for common use and enjoyment.

Proposed: 29.5%

Maximum Lot Coverage

Allowed: The total ground area occupied by all principal and accessory buildings shall not exceed forty (40) percent of the gross surface area of the site.

Proposed: 29.1%

Maximum Building Height

Allowed: The maximum building height allowed in the I-2 District is thirty-five (35) feet to the top of a flat roof (the roof deck) plus the mechanical appurtenances, elevator bulkheads, parapet walls, energy collecting devices, roof gardens and skylights which may exceed the maximum building height by not more than 12 feet.

Proposed: The industrial buildings range in height from 44.75 feet to 49.5 feet from grade to the top of the building. The petitioner is seeking a height exception for the proposed industrial buildings to be above the maximum 35 feet allowed in the I-2 Limited Industrial District.

The conceptual Park District recreational facility is 58.33 feet in height and any zoning exceptions needed for the future recreational facility will be handled when the applicant moves forward on the approval of the specific plans for this facility.

Parking

Industrial Parking Required

Warehousing Use:

The Zoning Ordinance requires warehousing to provide two parking spaces for every three employees, or one parking space for every 900 square feet of gross

floor area, whichever is greater, plus one parking space for each vehicle used in the conduct of the business. The required number of parking spaces if both industrial buildings were occupied by a warehouse user would be 1,250 parking spaces (1,124,931 square feet/900 square feet = 1,249.92 or 1,250 parking spaces). It should be noted that the required parking calculation based on the number of employees is not used because the number of employees is not known as the tenants are not known at this time.

Manufacturing Use:

The Zoning Ordinance requires a manufacturing facility to provide two parking spaces for every three employees, or one parking space for every 600 square feet of gross floor area, whichever is greater, plus one appropriately sized parking space for each vehicle used in the conduct of the business. The required number of parking spaces if both buildings were occupied by a manufacturing user would be 1,875 parking spaces (1,124,931 square feet/600 square feet = 1,874.88 or 1,875 parking spaces). It should be noted that the required parking calculation based on the number of employees is not used because the number of employees is not known as the tenants are not known at this time.

Article 8.02-E, 8. of the Deerfield Zoning Ordinance notes that parking requirements for land uses that are not listed shall be recommended by the Plan Commission and approved by the Village Board.

The Deerfield Zoning Ordinance does not have a specific parking requirement for a distribution facility or a motor freight terminal and therefore staff surveyed parking requirements from surrounding communities for distribution centers (none found) and motor freight terminals (one found). We have also included the parking requirement from the Institute of Traffic Engineers ITE Manual for a Warehouse, Land-Use Code 150 (toward the bottom of the chart.) The findings of the survey are illustrated on the following page.

Survey of Industrial Use Parking Requirements				
	Warehousing	Manufacturing	Distribution	Freight Terminal
Buffalo Grove	Not Defined	2 spaces per every 3 employees Employee Data Not Available	Not Defined	Not Defined
Glenview	1 parking space for every 2 employees. Employee Data Not Available	1 parking space for every employee. Employee Data Not Available	Not Defined	1 parking space for every 2 employees, plus 1 parking space for each vehicle maintained on the premises. Employee Data Not Available
Highland Park	0.5 space per 1,000 square feet gross floor area plus any required spaces for offices, sales, etc. (563 spaces)	2 spaces per 1,000 square feet gross floor area plus any required spaces for offices, sales, etc. (2,250 spaces)	Not Defined	Determined by Zoning Administrator
Lake Bluff	1 parking space for each 1,000 square feet of the total floor area of the building(s), or one space per officer, employee, director, and user, whichever is greater; provided further, that said ratio shall be 1 parking space per 600 square feet for office areas in warehouses serving the particular warehouse. (1,125 spaces + office)	1 parking space for every 600 square feet of the total floor area of the building(s) buildings erected on the lot. (1,875 spaces)	Not Defined	Not Defined
Lake Forest	1 for each employee Employee Data Not Available	Not Defined	Not Defined	Not Defined
Libertyville	1 for each 1,000 square feet of floor area up to 20,000 square feet plus 1 for each 2,000 square feet of floor area in excess of 20,000 square feet up to 40,000 square feet plus 1 for each 4,000 square feet of floor area in excess of 40,000 square feet. (302 spaces)	Not Defined	Not Defined	Not Defined
Northbrook	1 parking space for every 900 square feet of floor area (1250 spaces)	1 parking space for every 600 square feet of floor area (1,875 spaces)	Not Defined	Not Defined
ITE Manual	0.39 spaces per 1,000 square feet of floor area. (439 spaces)	Not Defined	Not Defined	Not Defined
Deerfield	1,250 spaces	1,875 spaces	Not Defined	Not Defined

() = Required parking based on Petitioner’s 2 industrial buildings with a total of 1,124,931 square feet.

The parking requirements will depend on the uses that go into the buildings which are unknown at this time. Recall that the parking requirements are the greater number of either square footage requirement or employee requirement (explained above). Since the tenants are not known, staff believes that the Plan Commission should consider applying the Village's parking requirement based on the total square footage of the industrial building using either the warehousing or manufacturing parking requirements noted above. The petitioner's plan indicates that there are 767 parking spaces for employees plus 20 landbanked spaces by the southeast corner of building C. An exception for parking would be needed. The petitioner has found that if tenants need more employee parking, they can reconfigure the site to increase parking by reducing the number of exterior docks and truck trailer positions on the site.

Proposed Parking

- 787 employee parking spaces (767 car parking spaces plus 20 landbanked parking spaces for the 2 industrial buildings).
- 227 exterior truck dock spaces (shown on site plan).
- 258 truck trailer parking spaces/positions (shown on site plan).

Size of Parking Stalls and Aisle Width

Required: Perpendicular parking spaces must be a minimum of 9 feet wide by 19 feet in length. A minimum aisle width of 24 feet is also required.

Proposed: The petitioner's site plan shows this requirement is met.

Signage

Article 9.02-E of the Deerfield Zoning Ordinance are the sign regulations for an I-2 PUD. Also, directional signs are also allowed at under 2 square feet and non-illuminated.

Ground Sign

Permitted: Not more than one ground sign is permitted for each frontage. Where a PUD has a frontage on a public street or right-of-way in excess of five hundred (500) feet, one additional ground sign shall be permitted on that frontage. Such signs shall contain only the name of the building or the name of the development. Said sign may include the address of the development. The maximum surface area for a ground sign shall not exceed 45 square feet for each sign face nor exceed an aggregate surface of 90 square feet. Such signs shall not have more than two exposed face.

Proposed: The sign plan indicates a stone and precast base with illuminated channel letter on an aluminum face. The double faced ground sign is approximately 73.51 square feet (16.67 foot long x 4.41 foot tall) for each sign face for a total of 147.02 square feet on an 18 inch stone base. The petitioners have indicated that individual tenants will not be listed on the ground sign to avoid clutter. The proposed ground sign will require an exception from the Zoning Ordinance for the size of the sign faces. One ground sign is being proposed.

Wall Signs

Number:

Permitted: Limited to one sign for each wall which fronts on a street, right-of-way, easement for access or parking. Said sign shall only contain the name of the building, or the name of tenant, or the name of the development. Such signage may include a logo.

Proposed: The petitioner has submitted a sign plan consisting a 19.32 square foot (9.66 feet long x 2.00 feet tall) wall sign in the upper left hand corner of the west elevation for proposed Building B, and a 19.32 square foot (9.66 feet long x 2.00 feet tall) wall sign in the upper right hand corner of the west elevation for proposed Building C. The plan indicates a placeholder for the numerical address

of the building. The petitioner is not proposing individual tenant wall signs. If future tenants desire wall signage, they will have to request this in the future.

Area:

Permitted: The maximum surface area shall not exceed one percent (1%) of the gross surface area of the wall to which it is affixed, or 100 square feet, whichever is *lesser*. (Note: The sign is measured by placing a box around all of the sign elements as required by the Zoning Ordinance)

Proposed: The proposed wall sign for each building meets the requirement.

Location:

Permitted: Wall signs may be located on any principal building fronting on a street, right-of-way, easement for access, or parking area.

Proposed: On the west wall of each industrial building facing a parking area.

Height:

Permitted: Wall signs shall not be located higher than the parapet line (roof deck) of the roof of the building.

Proposed: The petitioner has indicated that the wall signs will be above the roof deck for the industrial buildings requiring an exception.

Landscape Plan

As part of a preliminary development plan, the petitioners are required to provide a landscaping plan for the subject property. The petitioners have designed their proposed landscaping around the perimeter of the property to buffer sight lines from the buildings. The proposed landscaping along Saunders Road will

complement the existing natural wooded and wetland area with a mixture of evergreen, shade trees on landscaped berms with prairie grasses. Native plantings are proposed for the stormwater detention facilities basins throughout the property. Shade trees and planting will be in the parking lot islands and on the property's perimeter. The petitioner has conducted a tree survey of their property. The petitioner's materials include a tree preservation plan and master planting list.

Loading

For a Planned Unit Development, the Plan Commission can recommend loading berths adequate in number and size to serve the proposed use. The petitioner's plans indicate a total of 227 exterior truck loading docks for the industrial buildings.

Trash Areas

The Zoning Ordinance requires that all refuse containers be fully enclosed by a screening fence or landscaped screening of a height sufficient to screen the containers from view from adjoining properties and public or private ways.

The petitioners have indicated trash enclosures on their plans and have provided elevation drawings of the trash enclosures. The trash enclosures will be fully enclosed, painted (Sherwin Williams Steely Gray) precast concrete with metal louvered double swing gates. The enclosure walls will have chambered edges.

Storm Water and Utilities

The petitioner's plans shows the proposed method of storm water management is storm water basins. In developing the site, the petitioner will have to meet all of the Lake County Storm Water Management Watershed Development Ordinance (WDO) requirements. The petitioner has been in discussions with the Village Engineers on the proposed stormwater management and utilities. All

other utilities (electrical/power lines, telephone lines,) will be located underground.

Pedestrian Access Plan

At the March 1, 2023 Prefiling Conference meeting, the Plan Commission asked the petitioner to provide a pedestrian circulation plan to show how a pedestrian circulates/moves on the site. The petitioner has provided a Pedestrian Access Plan to indicate the pedestrian access routes (red dashed lines) throughout the overall Planned Unit Development.

Bike Facilities

The Plan Commission encourages that planned unit developments provide for bicycle storage, safe and smooth internal circulation, and connections to adjacent developments and bike paths. The petitioner has provided bike racks at buildings entrances and have shown internal circulation on their pedestrian plan.

Green Elements/Sustainable Features of the Development

The petitioners have provided a summary of the proposed sustainable elements in their materials.

Lighting/Photometrics Plan

The petitioners have submitted a lighting plan for the subject property that indicates the lighting for the parking lot and lighting on the exterior of the building. All lighting needs to approach zero at the lot lines. The petitioners have indicated that the light poles will be 25 feet in height and will be positioned throughout the parking lot. The cut sheets contain details about the light poles and fixtures. The petitioner's photometric study indicates that the lighting will be at zero at the west property line. The photometric study indicates that at the

north, south, east property lines the lighting levels are mostly at zero with some areas approaching zero.

Screening of HVAC equipment

The petitioner's plan indicates that the rooftop HVAC equipment /mechanicals will be screened with screened walls from view.

Refrigerated Vehicles Prohibited for Commercial Storage

Municipal Code Chapter 15, Article 1, Section 15-16 (Noise), b. (17) prohibits the operation of any refrigerated vehicle on a property for the purpose of commercial storage.

Prefiling Conference Minutes

The March 1, 2023 Plan Commission Prefiling Conference minutes are attached.

**PLAN COMMISSION
VILLAGE OF DEERFIELD
Minutes**

The Plan Commission of the Village of Deerfield called to order a Workshop Meeting at 7:30 P.M. on March 1, 2023 at Deerfield Village Hall.

Present were: Al Bromberg, Chairman
Jennifer Goldstone
Lisa Crist
Sara Lubezny
Bill Keefe
Kenneth Stolman
Blake Schulman

Also present: Jeff Ryckaert, Principal Planner
Daniel Nakahara, Planner
Andrew Lichterman, Assistant Village Manager and Director of
Community Development

Public Comment on a Non-Agenda Item

There were no comments from the public on a non-agenda item.

WORKSHOP MEETING

- 1) Prefiling Conference on the Request for Approval of an Annexation, Rezoning, a Special Use for a Preliminary and Final Development Plan for an Industrial Planned Unit Development for Two Industrial Buildings; a Concept Plan for a Recreation Center/Field House, and Any Necessary Exceptions for the 101-Acre Property Located at 1 Baxter Parkway (located to the north of Horizon Therapeutics, and south of Parkway North Center on Saunders Road)**

Chairman Bromberg swore in all who plan to testify before the Commission.

Jon Pozerycki, Regional Partner at Bridge Industrial, addressed the Plan Commission. He shared that Bridge Industrial was founded in 2000 and focused mainly in the Chicago area. From 2000 to 2011, they were specifically focused on industrial acquisition and development in the Chicago region. After that they expanded their platform to a regional and nationwide focus. Today Bridge Industrial is a premier industrial investment manager in the country and beyond. They have capital partners and are backed by many pension funds. Since 2000, Bridge has developed over 70 million square feet of industrial warehouse across the country including 22 million square feet in the Chicago area, 3.8 million of which are in Lake County which includes the Bridge Waukegan campus.

Mr. Pozerycki shared that Baxter brought this site to the market in 2022 with the hope to sell the building and relocate which is indicative of the market trends for suburban offices and the downsizing of corporate campuses. Bridge saw this as a great opportunity for industrial redevelopment and the best use as an industrial use in today's market. He shared that they designed a site plan based on demand in the market and from corporate campus users. In

conversations with the Village and the Park District, the idea of the Rec Center was introduced. Bridge is planning to build a building for the Park District which they would lease on a long-term basis to the Park District and would serve as a benefit and an amenity to the community.

Mark Houser of Bridge shared that he would be overseeing the construction of the development and will review the project including site plans, elevations, landscape plan and the traffic study. Mr. Houser stated that it is a 101 acre campus. The Baxter campus was a multi building campus with 650,000 square feet. They are proposing three buildings just short of 1.3 million square feet, all on the ground level with no multi-story buildings. The primary access will be from Baxter Parkway where there is a signalized intersection at Saunders. All truck traffic will use that access point onto Saunders Road and to Lake Cook Road. They will add signage and discourage any truck traffic from going north on Saunders Road. For traffic coming into the facility, the majority will come from the north from I-94. And traffic from the Edens Expressway will be directed to take Highway 41 to Lake Cook Road as opposed to taking the Spur to Deerfield Road. They plan to keep truck traffic controlled to Saunders Road and Lake Cook Road.

Commissioner Schulman asked what size trucks would be accessing the development. Mr. Houser replied that they are speculative developers and do not know the end user, but trucks for this type of use often include semitrucks. Traffic consultant Luay Aboona with KLOA added that there would likely be a mix of trucks that would include semis as large as 70 feet long. Commissioner Schulman commented that local roads have size and weight limits, and the trucks may not follow them. Mr. Aboona replied that truck drivers have their own map books that show truck routes and restrictions and they do not follow GPS the way regular vehicles do. He added that the facility is the destination, and the tenants will likely have repeat truck drivers who will become familiar with the route. They believe the majority of truck traffic will be oriented towards Lake Cook Road. Commissioner Goldstone confirmed that truck routes can be included in tenant leases. Chair Bromberg added that trucks would not be going through downtown Deerfield to this location.

Mr. Houser showed an aerial image of the existing Baxter campus. He stated that the Rec Center will be accessed from Hawthorne off of Saunders Road and most of the Rec Center traffic will be weeknight evenings and weekends. The Rec Center is youth sports oriented and will include a full-size indoor soccer field and baseball field. There will not be a fitness center. Commissioner Lubezny asked if there is an ability to access the traffic light if there are a lot of cars leaving at the same time. Mr. Houser replied that this would be possible by driving through the parking lot to get to the traffic signal.

Mr. Houser showed the elevations for both industrial buildings. He commented that they feel it is a very attractive look and the Park District would like to match this look for the Rec Center building. He added that the Park District would come back later with the Rec Center final plans.

Mr. Houser showed the landscape plan and shared that landscape architect Kathryn Talty is in attendance to answer any questions. He stated that they are saving the trees and the wetlands on the west end of the property. They will maintain the screening from Saunders Road; the closest proposed building to Saunders Road is 900 feet away. There are mature trees currently, and additional plantings will be added. It is a good buffer from Saunders Road that will be maintained and added to.

Mr. Houser shared that the engineering plans were included in the packets, and they are available for any questions from the Commission. Mr. Houser showed concept plans for signage including the monument sign at the entrance and building signs. He explained that they opt not to put all tenants on the signage as it gets too busy. Mr. Houser shared that the traffic memo is also included. Overall traffic will be considerably less than what Baxter generated when it was fully occupied as an office building. Mr. Houser added that they believe there is no need for additional improvements at the Saunders entrance and will continue to review the Hawthorne entrance for possible improvements. The petitioners concluded their presentation.

Chair Bromberg commented that this is a very interesting project, and he is glad to have them here. He commented that the materials state that the Rec Center could be converted to industrial use in the future, and he is wondering under what circumstances that could occur and how that would affect this approval and the Planned Unit Development (PUD). Mr. Ryckaert replied that the PUD would have to be amended to change the use. Mr. Houser added that the Park District plans to lease the building, which means that Bridge will own it and finance it. And it makes sense for them to design it so that it can be converted to industrial use if the Park District ever leaves and there is no other rec user that wants to lease it. He added that the Park District is committing to a very long-term lease, and they do not foresee converting this building to industrial. Chair Bromberg asked if they had come to a lease agreement with the Park District. Mr. Houser replied that they have not yet agreed on lease terms but are working to come up with figures that work for Bridge and the Park District.

Chair Bromberg suggested that the petitioners add information on garbage and refuse areas for the Public Hearing. Mr. Houser replied that this is typically dictated by tenants, but they can provide some more information.

Chair Bromberg asked if there are any environmentally friendly aspects to the development. Mr. Houser replied that all buildings will be LEED certified buildings and they plan to add solar panels. Mr. Pozerycki added that Bridge is LEED and ESG focused, and they always aim for a high level of LEED certification. He stated that they plan to add solar panels on 50 percent of the roof area. The energy generated from this will be enough to power about 1000 homes in the area.

Chair Bromberg asked if they would have to comply with any Village noise ordinances in terms of truck traffic noise. Mr. Ryckaert replied that in the noise ordinance there are not time restrictions for deliveries and loading. Mr. Houser shared that they anticipate mostly daytime truck traffic, but they need to be a 24/7 use because that is what tenants demand, and they need that flexibility. However, primary traffic for this use is during the day. They have also designed the site so that the docks face towards each other and the interior captures that noise as much as possible.

Chair Bromberg asked for more information on the land banked parking spaces. Mr. Houser replied that land banked parking is an area that will not be built as parking spaces now but could be turned into parking spaces, if needed, in the future. This area will initially be green space.

Commissioner Lubezny asked about parking for the Rec Center and if the allocated spaces are not enough, will people be able to park next door in the parking for Building C. Mr. Houser replied that it would be up to the tenants in that building. The busy times for the Rec Center will be evenings and weekends which is likely to be when other building tenants will not be using

their parking, so they should be able to agree on an accommodation. The Park District was seeking around 200 parking spaces and they have 257 in the plans.

Commissioner Schulman commented that parking appears abundant for the Rec Center. He confirmed that there is one baseball field and one soccer field. Mr. Houser stated that the soccer field is 215 feet by 330 feet and the youth baseball field is 230 feet down right field and 240 feet down left field. They will both be all turf. Commissioner Schulman suggested that the petitioners explain the variances that are being requested for the industrial buildings at the Public Hearing. And added that his biggest concern is the size of the trucks and the routes they will be taking with residents nearby.

Commissioner Goldstone commented that she is intrigued by the plans and Deerfield could really use the indoor sports fields. She asked for more information on the boundary agreements and the process with Northbrook and Riverwoods to update these. Mr. Ryckaert replied that there is a boundary agreement between Deerfield and Northbrook that dates back to 1995 and is good for 50 years. This property is known as the Baxter North Property in the boundary agreement, and the agreement states that this property is restricted to office use of the intensity that is there now. So Deerfield would have to get Northbrook to agree to amend the boundary agreement. He shared that there are discussions underway through the Village Manager's office to start the process and that by the time this proposal gets to the Village Board, the boundary agreement amendment should be moving forward.

Mr. Lichterman confirmed that they are actively pursuing updating the boundary agreements concurrent with the approval process. They are in ongoing discussions with Northbrook as this agreement needs to be negotiated and agreed upon or it could preclude the development. The Deerfield and Riverwoods boundary agreement has no use restrictions in this agreement. And it requires 15 days advanced notice for the annexation public hearing. The changes to the boundary agreements are in the purview of the Board of Trustees and not Plan Commission.

Commissioner Crist asked the petitioners how easy it is to find tenants for this type of property. Mr. Pozerycki replied that they feel confident given their expertise, that there is good demand in the market and limited supply for this type of use. They believe they will attract a higher end corporate user who will stay long-term. He added that the market would support a single user in the larger building as it is hard to find space that size. And they anticipate that the smaller building will have multiple users, likely three smaller users.

Commissioner Crist asked if they will have electric car charging stations, bike access and storage, and commuter buses from the train station. She also confirmed that the nature walk will be open to the public. Mr. Pozerycki replied that LEED certification gives points for all of the things she mentioned and they are striving to include them all. Chair Bromberg commented that children in the area will likely ride their bikes to the Rec Center.

Commissioner Keefe asked if the petitioners have an idea of the type of tenants and what sort of goods will be stored there and if it could include hazardous materials. Mr. Pozerycki replied that there will never be any hazardous materials as they do not allow this in their buildings. They anticipate high end corporate-type users, for example a medical grade distribution company like Cardinal Health. Commissioner Keefe asked if the tenants could sublease the space. Mr. Pozerycki replied that subleasing is allowed with written prior consent, and the use has to be equal to the current use and the sublesser will be held accountable. He stated that Bridge will not relinquish the ability to control who they sublease to.

Commissioner Keefe commented that there are 186 docks as well as trailer parking spaces. He asked if there will be any long term parking or storage of semi-trailers. Mr. Pozerycki replied that typically tenants will receive a shipment, unload the trailer, then move away from the dock door and park in a trailer stall. Then when the next shipment is ready to go outbound it will be moved to the dock again. Trailer parking is usually around 24 hours and is not long-term storage. Commissioner Keefe asked if there are any tenants restrictions for parking trailers for a long period of time. Mr. Pozerycki replied that no, they have never done this. He added that there is also no storage or stacking of containers off of a truck.

Chair Bromberg asked Mr. Aboona if there is any concern about any conflict between cars, trucks, pedestrians, and bicycles on the whole property. Mr. Aboona replied that this site has good access and a very defined driveway coming in and out of the site. So from that standpoint he sees no issues with this. He added that it is not unique and typical of these types of development.

Chair Bromberg stated that overall it appears that there is enough parking on the site. Mr. Aboona added that although they do not know yet who the tenants will be, industry standards parking numbers came back lower than what is being proposed.

Commissioner Goldstone asked about the timing of this project and how long it will take Baxter to vacate the site and to build out this plan. Mr. Houser replied that they are hoping to be through approvals by June or July and will then close on the property. Baxter is currently looking at space but are on hold until they know if this sale will go through. It will take them some time to move out and then demolition can begin. They believe demolition will begin in early 2024 if all goes well and construction would begin in the spring of 2024. He added that hopefully the buildings will be completed by late 2024 with paving in the spring of 2025.

Mr. Nakahara reported that for the Public Hearing, there may be concern about overnight activities on the site. Although tenants are not known yet, overnight truck traffic could be a concern with this use. Mr. Nakahara suggested that the petitioners include an estimate of and more information on what noises and how many employees could be there overnight for the Public Hearing. He commented that if the neighbors understand the use and parking better it will be helpful for them including the way the docks are laid out to reduce noise. Reviewing some of these things could help alleviate possible concerns from the adjacent neighbors.

Chair Bromberg commented that he has no problem with the larger monument sign. Commissioner Goldstone agreed and confirmed that they would come back for approval for tenant sign on buildings. Mr. Pozerycki reported that the monument sign will be at the entrance and addresses will be on the buildings. As tenants come they will have to come back to get approval for their signage, including the Park District. They will have internal directional signage for each tenant.

Commissioner Keefe asked if there may be any improvements or alterations to the intersection onto Saunders Road including a signal or crosswalks. Mr. Aboona replied that there are no sidewalks there so there will not be crosswalks added, and there is no other plan to improve this intersection. He stated that the intersection is more than adequate to accommodate the traffic and they do not anticipate needing additional lanes. Chair Bromberg asked if Saunders Road could withstand the truck traffic that is not there currently. Mr. Aboona replied that Saunders

Road currently receives about 4 to 5 percent truck traffic based on their counts and it is expected to accommodate an increase.

Mr. Nakahara reported that the Village Engineering Department is currently working with the project engineers as there is storm water detention required for the site and they are working together on the engineering plans. Mr. Nakahara also suggested that the petitioners speak about the community benefits of the Rec Center and the solar panels at the Public Hearing.

Mr. Pozerycki thanked the Commissioner for their comments and suggestions. He reiterated that Bridge is an investment manager and will hold this asset long-term. They are not a developer that builds and sells. They stay invested in the community and develop long-term relationships.

Mr. Ryckaert reported that the Public Hearing on this matter will likely be in April.

DOCUMENT APPROVAL

1. January 26, 2023 Plan Commission Minutes

Commissioner Goldstone moved, seconded by Commissioner Keefe, to approve the minutes. The motion passed with a unanimous voice vote.

Items from the Staff

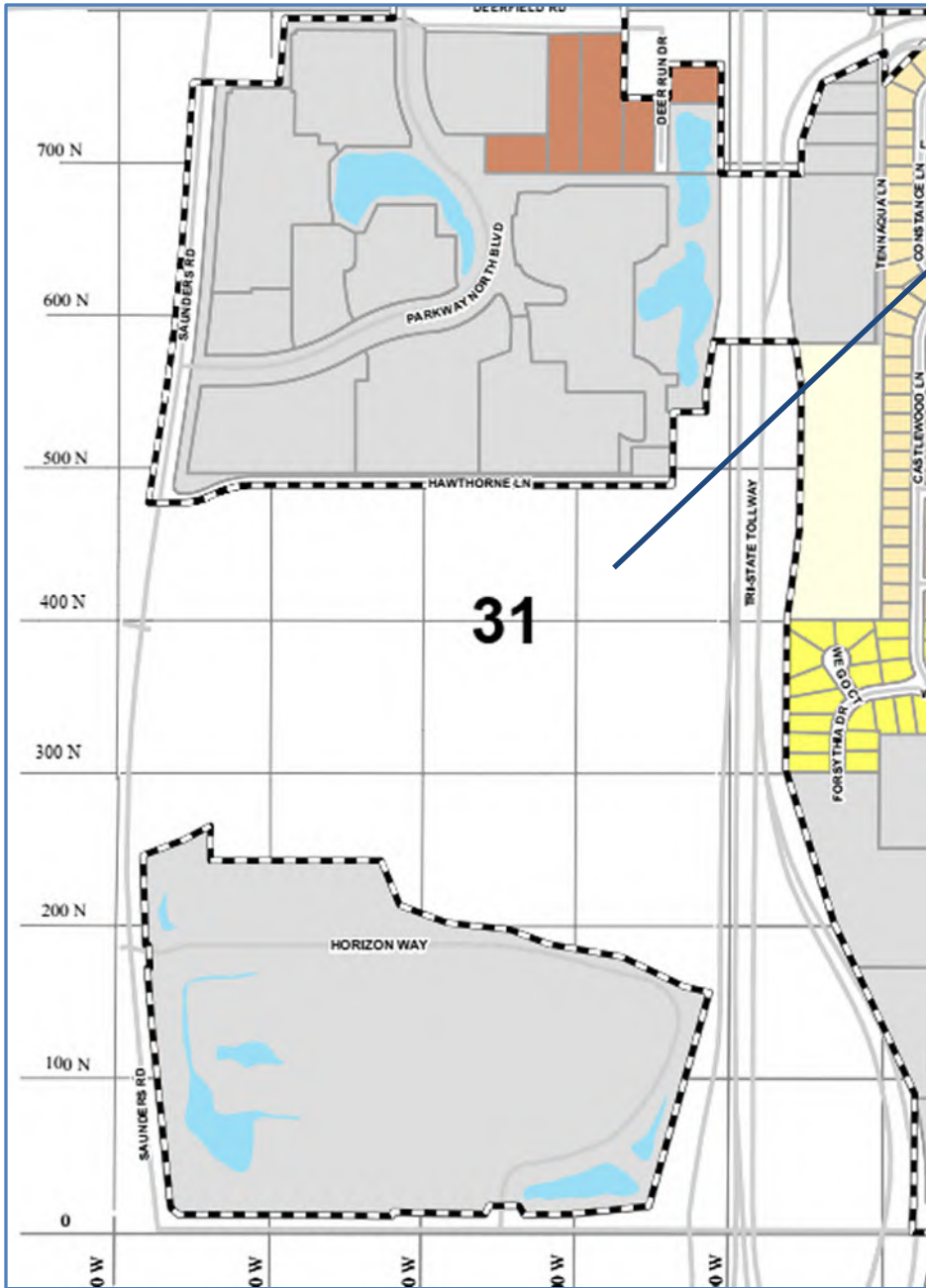
Mr. Ryckaert reviewed upcoming agenda items and reported that the next meeting will be March 9, 2023.

Adjournment












There being no further discussion, Commissioner Goldstone moved, seconded by Commissioner Crist to adjourn the meeting at 8:28 P.M. The motion passed with a unanimous voice vote.

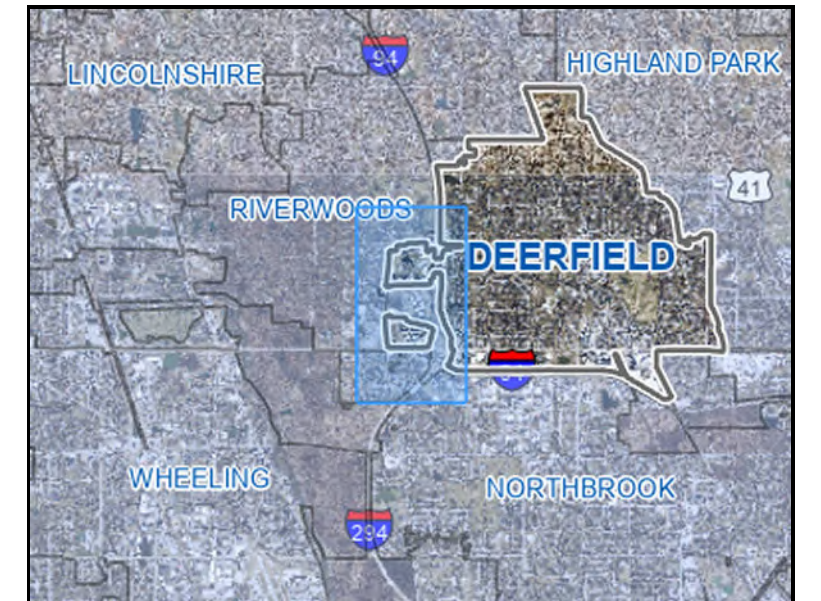
Respectfully Submitted,
Laura Boll

Village of Deerfield 2023 Zoning Ordinance Map

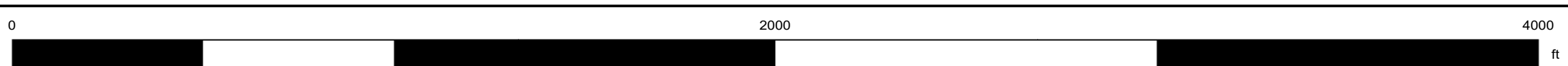
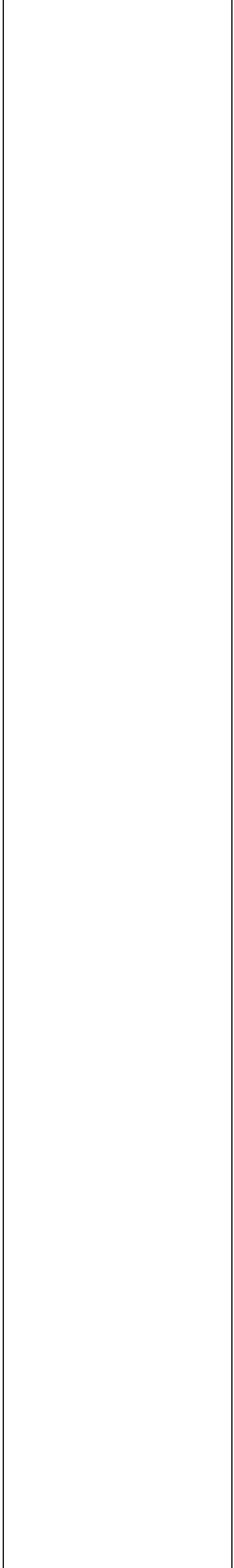


Subject Property

	R-1	SINGLE FAMILY DISTRICT ONE FAMILY DWELLINGS AND ACCESSORY USES
	R-2	SINGLE FAMILY DISTRICT SAME AS R1
	R-3	SINGLE FAMILY DISTRICT SAME AS R1
	R-4	SINGLE & TWO FAMILY ONE FAMILY & TWO FAMILY DWELLINGS & ACCESSORY USES
	R-5	GENERAL RESIDENCE ONE FAMILY & TWO FAMILY DWELLINGS & ACCESSORY USES
	C-1	VILLAGE CENTER
	C-2	OUTLYING COMMERCIAL
	C-3	LIMITED COMMERCIAL OFFICE
	I-1	OFFICE, RESEARCH, RESTRICTED INDUSTRY
	I-2	LIMITED INDUSTRIAL
	P-1	PUBLIC LANDS SCHOOLS, PARKS, PUBLIC BUILDINGS & CEMETERIES



Legend



Print Date: 2/17/2023

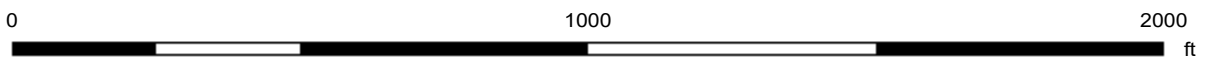
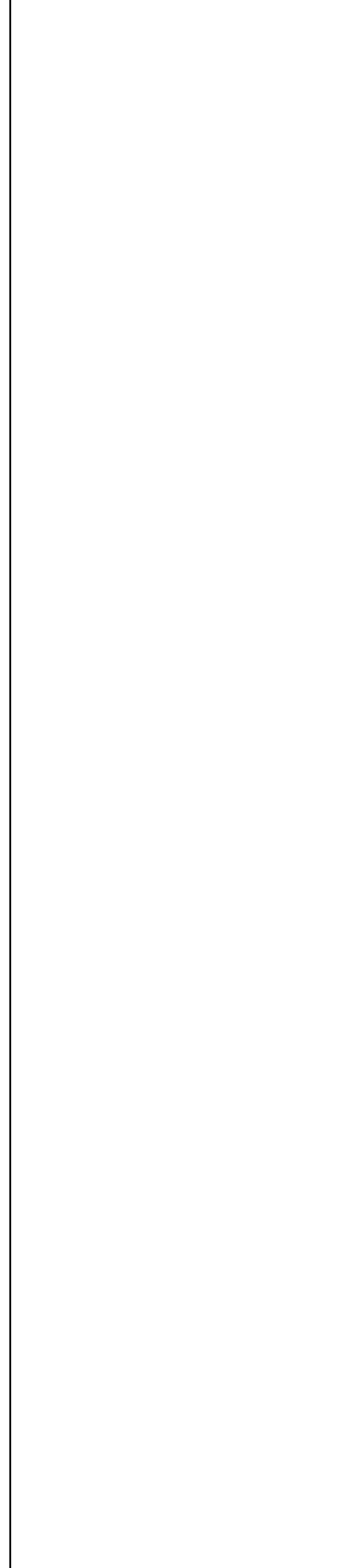
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Notes





Legend



Print Date: 2/17/2023

Notes

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COMPREHENSIVE PLAN

3.2 Future Land Use Policy Plan

- Figure 3.1 Future Land Use Map
- Unincorporated Areas Within Deerfield's Planning Jurisdiction
- Annexation
- Figure 3.2 Annexation Policy Plan

V ISION STATEMENT	Deerfield strives to be a community with pride in its past and an eye toward thoughtful evolution.
-----------------------------	--

3.2 FUTURE LAND USE

Deerfield’s pattern of land use is not expected to change significantly over the next 20 to 25 years. A comparison of *Figure 3.1: Future Land Use Plan* and *Figure 2.1: Existing Land Use Map* shows only a few instances where change is anticipated. For the most part, such change involves new development on the few remaining vacant parcels, and accommodating anticipated future expansion of parks and other public uses.

FUTURE DEVELOPMENT/REDEVELOPMENT MANAGEMENT

It is important to anticipate the future needs of the Village and its residents. Periodically, the Village should review all long-range projections as well as current trends. Those reviews should be used as the basis for formulating plans for meeting anticipated needs and for reviewing development and redevelopment proposals.

There are very few parcels of land within Deerfield or within Deerfield’s Planning Jurisdiction that are undeveloped. Most of those parcels have previously received approval from the Village for some type of development but the development has not as yet taken place. In some cases that approved development may not be as desirable as it once was from the Village’s or the property owner’s viewpoint. Opportunities to consider and evaluate alternative developments for such undeveloped parcels should be undertaken with care. Proposals for the redevelopment of areas of the Village that have reached the stage in their economic lives where their redevelopment is possible should not adversely impact the surrounding areas and the Village as a whole.

The Village should be continually seeking to maintain a safe, livable, and beautiful environment. As development and redevelopment proposals are presented to the Village, they should be critically evaluated.



Deerfield Comprehensive Plan

FUTURE LAND USE CATEGORIES

(MAP INDICATES UPDATES THROUGH JANUARY 20, 2021)

-  Single-Family Residential - Areas that contain or are appropriate for single-family residential development.
-  Two-Family Residential - Areas intended to accommodate a mix of single-family and two-family development.
-  Multi-Family Residential - Areas that contain townhouse developments, condominiums or other large multi-family buildings.
-  Retail Services - Areas intended to accommodate consumer-oriented retail services and commercial uses. Within the Village Center this land use category may include mixed-use developments with residential above the ground floor. Within the C-2 Outlying Commercial District, for a commercial planned unit development over 40 acres in size, this land use category may include multiple-family rental apartments and townhomes.
-  Hotel - An establishment that provides lodging and services for travelers and other paying guests.
-  Office/Research - Areas intended to accommodate various types of office uses.
-  Light Industrial - A wide variety of employment-oriented land uses are included under this land use category such as: light manufacturing uses, warehousing, distribution, data processing/telecommunications and related office uses.
-  Public - This category identifies the major public uses including schools, Village facilities, library, and post office.
-  Institutional - Identifies quasi-public facilities in the Village, including private schools and places of worship.
-  Transportation/Parking/Utilities - This land use category includes commuter rail facilities, commuter parking and utilities.
-  Open Space - Both public and private open space is included in this land use category. Major land owners include the Village, the Deerfield Park District and

VILLAGE CENTER

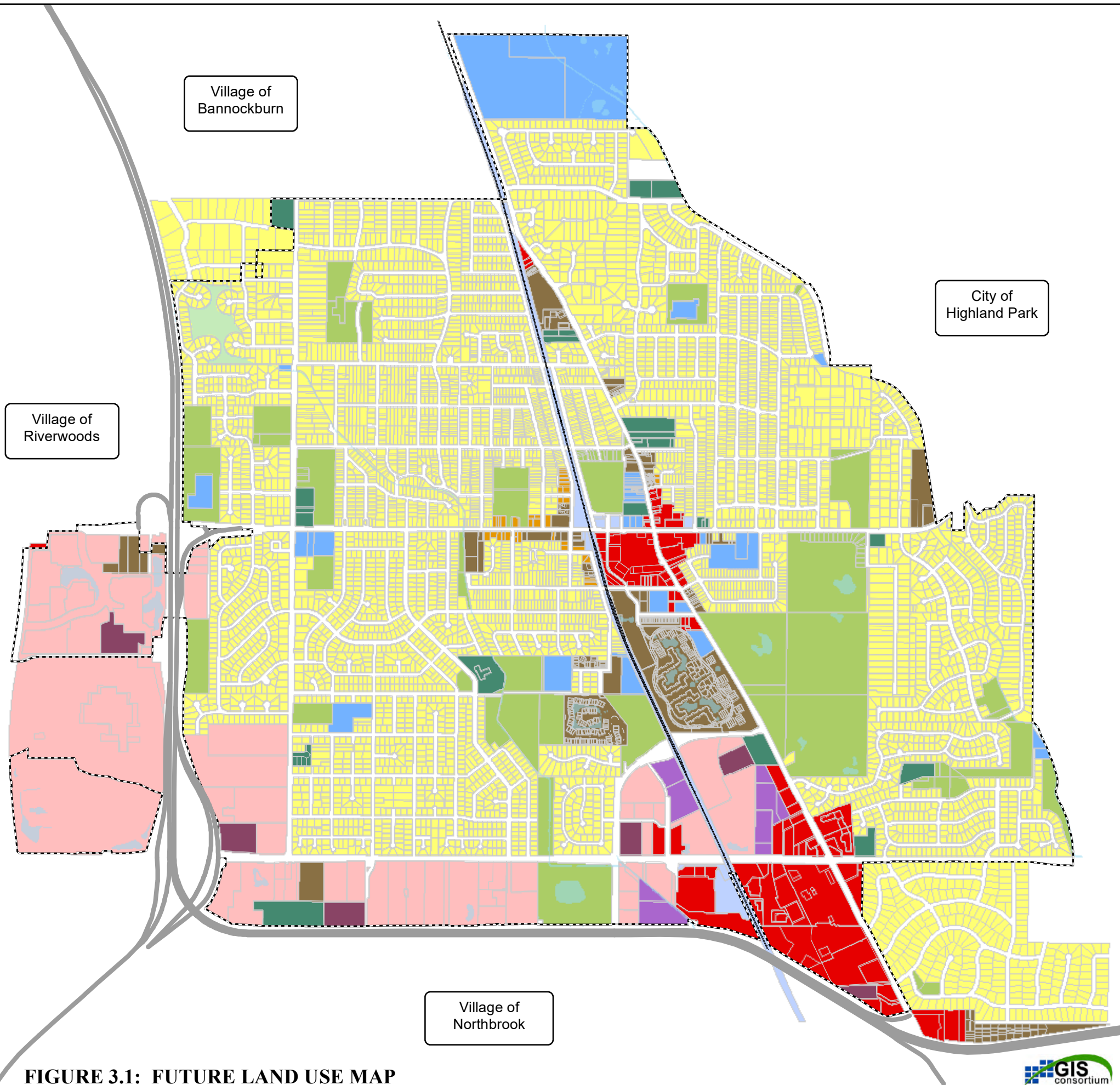
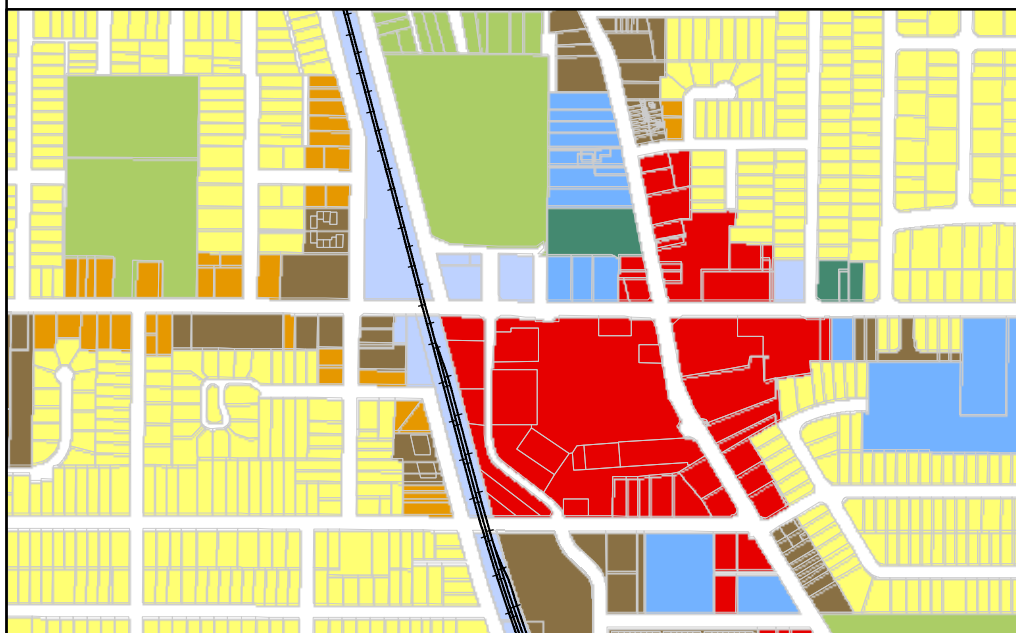


FIGURE 3.1: FUTURE LAND USE MAP

Goal *Guide future growth within Deerfield’s Planning Jurisdiction so that public facilities and amenities can be effectively and economically provided, and that such growth does not adversely change the village.*

Objective	Policies
<p>Carefully consider proposals for development or redevelopment of development sites.</p>	<p>Consider approval of development and redevelopment plans when the uses and structures proposed have been planned so that they will be suitable for the area in which they are to be located and they are not a substantial adverse impact to surrounding properties.</p> <p>Consider approval of development or redevelopment proposals when the Village is satisfied that parking demand and the traffic generated by the project will not cause undue burdens to surrounding properties or the Village as a whole.</p> <p>Direct developments and redevelopments to include pedestrian facilities.</p> <p>Ensure that the development or redevelopment can be adequately provided with utilities and other Village services without creating an undue burden on those utilities and services.</p> <p>Require that the impact of any development on the Village’s schools, parks, library, fire department and the Village itself has been adequately addressed through land donations.</p>

Unincorporated Areas within Deerfield's Planning Jurisdiction

There are some areas that are outside the Village's corporate boundaries but are within one and one-half miles of the Village and are presently unincorporated. Some of these areas are now vacant, but most are partially developed to some degree. It is the Village's desire that these areas be developed or redeveloped consistent with those uses so designated on *Figure 3.1: Future Land Use Plan*.

The Village of Deerfield and the Village of Northbrook have entered into a boundary agreement in order to provide for responsible and compatible land use planning for certain properties along or near Lake Cook Road and Waukegan Road. This agreement reflects the desire of each community to limit and mitigate the potential adverse impacts of the development or redevelopment of those properties. The Village also has a boundary agreement with the Village of Riverwoods that sets Saunders Road as the boundary between the two communities. There is no unincorporated land between the Village of Deerfield and the City of Highland Park.

The locations and identification of these unincorporated areas that are within Deerfield's Planning Jurisdiction and that could be annexed into the Village of Deerfield are shown in *Figure 3.2: Annexation Policy Plan*, along with the Village's relative interest in future annexation.

Goal: *Influence development in those unincorporated areas within one and one-half miles of the Village limits.*

Objective	Policies
<p>Limit and mitigate the potential adverse impacts of development or redevelopment of unincorporated property within Deerfield's planning jurisdiction.</p>	<p>Encourage continued residential use of Glenbrook Countryside Estates.</p> <p>Encourage continued residential use of the Picardy East Townhouse Development Parcel.</p> <p>Encourage continued commercial use of the Brookside shopping center/Hanekamp funeral home parcels.</p> <p>Encourage limited industrial development of the Waukegan Road triangle parcel.</p> <p>Encourage residential, institutional and/or office development of the LaSalle and surrounding parcels.</p> <p>Encourage continued office use of the Baxter North parcel.</p> <p>Consider residential, institutional or office uses for the Takeda (Baxter South) parcel.</p> <p>Encourage continued single-family residential use, with provision for limited institutional use of the area north of Lake Eleanor and west of Wilmot Road.</p>

ANNEXATION

The annexation of lands surrounding a municipality is seen as a means to augment the tax base and control the development and use of the land. Wherever possible, the lands annexed to the Village should simultaneously be annexed to the Deerfield Park District.

To further the Annexation goal, the Village is stating its desire to annex the following properties and extend the Village boundaries to those shown on *Figure 3.2: Annexation Policy Plan* if the benefits of control and tax revenue are not outweighed by the cost of service to the properties:

- The area north of Lake Eleanor.
- The properties located in the area bounded by Lake Cook Road, Saunders Road, Deerfield Road, and the Tollway.

It is recognized that the owners of these properties may at some time desire annexation to the Village of Deerfield. The Village’s interest in these properties is twofold: To control development and continued use of these properties in a manner consistent with the goals of this Plan and to augment the tax base.

Goal: *Seek to annex unincorporated properties only if their annexation is in the best interests of the Village and they can be adequately and conveniently supplied with services without excessive burden in cost or quality of service to the remainder of the Village.*

Objective	Policies
Augment the local tax base and control the development and use of land.	Annex properties if the benefits of control and tax revenue are not outweighed by the cost of service to the properties. Wherever possible, work to ensure that lands annexed to the Village are simultaneously annexed to the Deerfield Park District. Actively pursue annexation of the Baxter and Takeda property. Ensure that property annexed to the Village is compatible with adjacent uses.







PRIORITY ANNEXATION AREAS

- A** Unincorporated Baxter Property
- B** Takeda Pharmaceuticals (Baxter South)

POTENTIAL ANNEXATION AREAS

- C** Unincorporated area North of Lake Eleanor
- D** Unincorporated property west of the Tri-State Tollway and south of Deerfield Road

LEGEND

-  Priority Annexation Areas
-  Potential Annexation Areas
-  Unincorporated Area
-  Municipal Boundary
-  Other Municipal Boundary
-  Metra Station

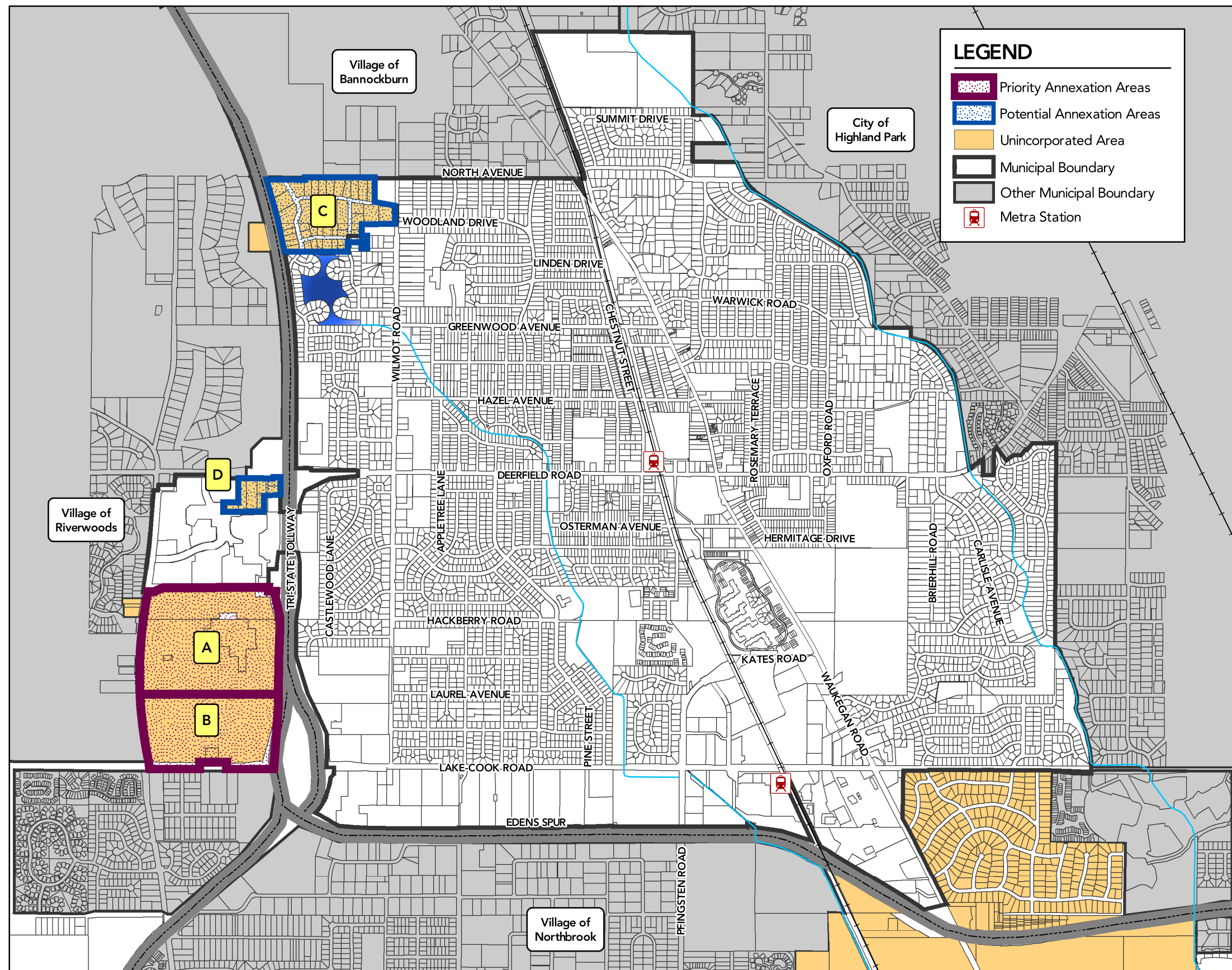


FIGURE 3.2: ANNEXATION POLICY PLAN

DEERFIELD COMPREHENSIVE PLAN

0 0.25 0.5 1 Miles



PLANNED UNIT DEVELOPMENT STANDARDS

PLANNED UNIT DEVELOPMENT STANDARDS

Deerfield Zoning Ordinance

Article 12.09-D, 2.(c) Required Findings

A Planned Unit Development shall not be recommended for approval unless the Plan Commission shall find the following:

(1) Effect on Community

That the proposed Planned Unit Development will not be significantly or materially detrimental to or endanger the public health, safety or general welfare of the community. This shall include consideration of the impact of the development upon physical development, tax base, and economic well-being of the Village.

(2) Effect on Neighborhood

That the proposed Planned Unit Development will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted nor will it diminish or impair property values within the neighborhood.

(3) Effect on Development of Surrounding Property

That the proposed Planned Unit Development will not impede the normal and orderly development and improvement of the surrounding property.

(4) Adequacy of Utilities and Facilities

That the applicant has demonstrated that adequate sewer and water, access roads, drainage and other necessary facilities are present or will be provided.

(5) Adequacy of Ingress and Egress

That the applicant has demonstrated that adequate means of ingress and egress designed to handle the traffic contemplated are present or will be provided.

(6) Conformity to Regulations

That the proposed Planned Unit Development meets all the regulations of this Ordinance except as such regulations may in each instance be modified by the Board of Trustees.

REZONING STANDARDS

REZONING STANDARDS

Deerfield Zoning Ordinance

Article 13.10-D Findings

Where the purpose and effect of the proposed amendment is to change the zoning classification of particular property, the Plan Commission shall make findings based upon the evidence presented to it in each specific case with respect to the following matters:

1. Existing Uses

Existing uses of property within the general area of the property in question.

2. Current Zoning in Area

The Zoning classification of property within the general area of the property in question.

3. Suitability of Present Zoning

The suitability of the property in question for the uses permitted under the existing zoning classification and the proposed classification.

4. Trend of Development

The trend of development, if any, in the general area of the property in question, including changes, if any, which may have taken place since the day the property in question was placed in its present zoning classification.