

**PLAN COMMISSION
Village of Deerfield
Agenda**

November 10, 2016

**Deerfield Village Hall, Franz Council Chambers
Public Hearing and Workshop Meeting 7:30 p.m.**

Public Comment on a Non-Agenda Item

PUBLIC HEARING

- (1) Continued Public Hearing on the Request to Amend the Deerfield Depot Sign Plan to Allow RTA Interagency Directional and Informational Signs at the Lake Cook Metra Station in the Deerfield Depot Planned Unit Development (Regional Transit Authority)
- (2) Public Hearing on the Request for a Text Amendment and a Special Use for an Elementary and Middle School at 445 Pine Street for the Hellenic American Academy (The Foundation for Hellenic Education and Culture, NFP)
- (3) Public Hearing on the Request for a Special Use for a Medical Office at 800 Deerfield Road (Aligned Modern Health and Taxman Company)

WORKSHOP MEETING

- (1a) Discussion of RTA Interagency Signage
- (2a) Discussion of Hellenic American Academy School
- (3a) Discussion of Aligned Modern Health Medical Office

Document Approval

Items from the Commission

Items from the Staff

Designation of Representative for the next Board of Trustees Meeting

Adjournment

MEMORANDUM

TO: Plan Commission

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

DATE: November 3, 2016, 2016

RE: Continued Public Hearing on the Request for an Amendment to the Approved Signage Plan for Deerfield Depot Planned Unit Development to allow directional signs within and on-site at the Lake Cook Metra commuter train station, including necessary modifications.

Subject Property

The subject parcel is part of a commercial Planned Unit Development (PUD) consisting of a Home Depot store; the El Traditional restaurant; the Pea Pod store; Teddy Fabz restaurant; and the Lake Cook Metra commuter train station with a Jimmy John's restaurant located in the train station. The subject parcel on which the proposed signage is to be located is zoned P-1 Public Lands District and the remainder of this PUD is zoned C-2 Outlying Commercial District.

Surrounding Zoning and Land Use

North: (across Lake Cook Road) C-2 Outlying Commercial District and I-1 Office, Research and Restricted Industrial District – Demetri's and Egg Shell Café restaurants and Deerbrook Corporate Center office building

South: (across Edens Spur) Village of Northbrook – Underwriters' Laboratories Product Testing Facility

East: C-2 Outlying Commercial District (across railroad tracks) – Deerfield Park Plaza shopping center, Commonwealth Edison transformer site, and Deerbrook Mall shopping center

West: I-1 Office, Research, and Restricted Industrial District – 707 Lake Cook Road office building

Proposed Plan

The Regional Transit Authority (RTA) is proposing an interagency sign program to provide information to transit customers to more easily navigate the region's transit system. This interagency sign program is an integration of directional and informational signage designed to make transferring transit services as easy and seamless as possible. The proposed signs will assist passengers navigate between Metra train and Pace buses. The petitioners are seeking an amendment to the approved signage plan for Deerfield Depot PUD to allow the proposed directional and informational signs.

Staff has asked the petitioners for a detailed written description of the proposed signs, the sign dimensions and the sign locations on the subject parcel and the petitioners have provided this in their materials. In order to avoid repetition by including a detailed description of the proposed new signs in the staff memo, please see the petitioner's written materials for more detailed information on the plans for the proposed signs.

The location of the proposed signage is at the northeast corner of this PUD at this train station platform and bus drop-off/pick-up area as shown on the site plan.

Proposed Directional Signs

Bus Stop Sign (BS) is 3 square feet (1.5'W X 2.0'H) –Variation required for size
Bus Boarding Sign (BB) is 1 square feet (1.5'W X 0.67'H)
Directional Sign (DSS-3) is 1.5 square feet (1.0'W X 1.5'H)
Bus Times Sign (BT) is 1.9 square feet (0.79'W X 2.4'H)

Proposed Informational Signs

Lake Cook Platform Sign* is 55.7 square feet (11.6'W X 4.8'H)

- Lake Cook Platform Sign cabinet structure will house Train Route Diagram(TR), Train Connections Map(TC), Bus Connections Map (BC), and Neighborhood Map(MN)

Bus Connections & Station Area Sign is 28.8 square feet (6.0'W X 4.8'H)

- Bus Connections & Station Area Sign cabinet structure will house Bus Connections and Station Area ID Maps

Zoning Conformance

Directional Signs

Small non-illuminated signs in any zoning district not exceeding two (2) square feet in gross surface area, displayed for the direction, safety or convenience of the public, including signs which identify rest rooms, freight entrances, drive entrances, deliveries, loading and the like are permitted. Any directional signs that over two (2) square feet or are illuminated will require a sign modification. The petitioner is proposing 4 different type of directional signs (BB, DSS-3, BT) which are all under two (2) square feet in area with the exception of one (1) Bus Stop Sign (BS) which is over two (2) square feet (3 square feet proposed) in area and will require sign modification. The directional signs are mounted on a sign pole and will not exceed 11.25' in total height.

Identification and Informational Signs in the Public Lands District

The Zoning Ordinance requires signage in the P-1 Public Lands District to the minimum necessary to adequately identify the use. Signs may be either ground signs or wall signs and ground signs cannot exceed 6 feet in height and may not extend over the lot line. P-1 signage is not to be illuminated unless the public health, safety, or welfare indicates it should be illuminated. The petitioners are proposing three informational signs, two of which are 55.7 square feet which will be located on the Metra platforms and one informational sign of 28.8 square feet. The informational signs will be 6.8' (6'10") high and will require a sign modification to be over 6 feet in height.

Appearance Review Commission

The proposed signage does not need approval from the Appearance Review Commission (ARC) as it is not in their purview. The ARC has jurisdiction in the C-1 and C-2 zoning districts and the subject property is zoned P-1 Public Lands District.

Plan Commission had previously taken into consideration the impact that the multi-tenant building would have on the traffic area, and that their focus was to ensure that each tenant appropriately fit into the space, and she is satisfied with the Petition that everyone is going to fit, and that customers can come and go safely from the location. Commissioner Bromberg commented that neighbors have become used to the location being empty, however, although filling the building is going to impact traffic in the area, their ultimate goal is to fill tenant spaces with businesses that positively benefit the community. Chairperson Oppenheim pointed out that the site is also unique in that members of the church across the street also park in the municipal parking lot on Sunday, but the businesses are not busy on Sunday morning, so there's a lot of interconnectedness, and a really nice synergy.

Commissioner Berg motioned to approve the Special Use for a Self-Improvement Facility for Shred415 Deerfield LLC. Commissioner Moyer seconded the motion. The vote was as follows:

Ayes: (4) Berg, Bromberg, Moyer, Oppenheim
Nays: (0) None

The motions passed and this item will be on the October 3rd Village Board of Trustees Meeting agenda.

(2a) Discussion of American Mattress Signage

The Commissioners agreed the exception to the sign criteria is appropriate and the sign is well designed. Commissioner Bromberg motioned to approve an exception to the approved sign criteria for the Charles Ifergan Commercial Planned Unit Development to allow a new east wall sign for American Mattress. Commissioner Moyer seconded the motion. The vote was as follows:

Ayes: (4) Berg, Bromberg, Moyer, Oppenheim
Nays: (0) None

The motions passed and this item will be on the October 3rd Village Board of Trustees Meeting agenda.

(3) Prefiling Conference: Request to Amend the Deerfield Depot Sign Plan to Allow RTA Interagency Directional and Informational Signs at the Lake Cook Metra Station in the Deerfield Depot Planned Unit Development

Joseph Moriarty, Regional Transportation Authority (RTA), explained that for the last few years the RTA has been leading a collaborative effort with CTA, Metra, Pace and municipal governments to design and employ a system of interagency signs to help make it easier for passengers to make transfers between Metra Trains, Rapid Transit Trains and buses. The RTA is petitioning the Village of Deerfield for approval to install

three sign posts in the parcel just north of the Lake Cook Road Metra Station. The new signage will include replacement bus stop signs and additional information signage to assist passengers in making the transfer from a train to a bus. Mr. Moriarty explained that the proposed signage (pending the Village's approval) is a part of a larger program of signs that are going to be installed on the Metra Platform; all of the signage has a cohesive design. A bus boarding area flag with the letter "A" is going to be added by the bus stop sign; the signs are going to be 18" X 24" aluminum bus stop signs on an 11' pole. For the two bus lanes and the access side walk, RTA is only proposing two bus stop signs, which will complement the directional signage on the platform. Mr. Moriarty explained that since the Lake Cook Road Station is a smaller parcel it allows the bus loading area to be located directly north of the train station; therefore, it's not difficult to locate the bus area, and not a lot of signage is needed to direct commuters to the bus pickup/drop-off area. He noted that their goal is to make it as easy as possible for commuters to go from the train platform to the bus boarding area. The petitioners are planning for design and engineering towards the beginning of 2017, and signage installation around the third or fourth quarter in 2017.

Commissioner Berg asked if this project was being done at all the transportation stations that had both bus and train access. Mr. Moriarty explained that the RTA received funding from the Chicago Metropolitan Agency for Planning (CMAP) through the federal government for nineteen locations region wide. The select locations have a high interagency transfer demand, including: five downtown terminal stations: Union Station, Ogilvie, LaSalle, Millennium Park and the Museum Campus. Mr. Moriarty pointed out that the Lake Cook Road Station is a great example of an area where there is a large amount of transfers between Metra and Pace. There are three hundred locations around the region where passengers can make an interagency transfer, and the RTA is focusing on the seventy-five locations with the most demand. Currently fourteen locations in the region already have signage installed, and the RTA's goal is to complete 20-25 at a time. The Lake Cook Metra Station is one of the initial tier sites.

Chairperson Oppenheim explained that the Village of Deerfield's Zoning Ordinance has certain limitations on the size of directional signs allowed to be posted properties, and the petitioners are requesting more signage and slightly larger signage than is typically allowed under our Zoning Ordinance.

Chairperson Oppenheim commented that the Lake Cook Road Metra Station has a lot of buses coming in and out of its transportation center. She also pointed out that the layout of the parking lot around the train station, as well as the location of the train station itself can be confusing. The train station is located in the very back, and the parking lot not only serves the train station, but the businesses located in the train station as well. Chairperson Oppenheim commented that it's understandable why the Lake Cook Road Station would be selected as one of the initial stations for RTA's new signage project. Mr. Moriarty noted that one advantage of the layout at the Lake Cook Road Station is that the train platform and the bus stops are within sight distance of each other, so commuters can easily identify the bus pickup/drop-off area as they exit

the train. However, it can be difficult for first time users to identify where to go, and which bus to take to get to their destination. Mr. Moriarty explained that the RTA's ultimate goal was to post signage that made commuters riding experiences as consistent and easy as possible. The RTA uses the term "seamless", as their goal is for commuters to have seamless transfers from one transportation system (mode) to another. Mr. Moriarty noted that both Metra and Pace are very successful at the Lake Cook Road Station, and the new signage is designed to be an added value for customers.

Chairperson Oppenheim commented that the petitioner's request is for a directional signage package that includes the installation of bulletin boards on the train platform in addition to the bus stop signage. Mr. Moriarty confirmed, and commented that there are currently 4 demonstration locations up and running, including: the Davis Station in Evanston and the Van Buren Station. The Joliet Union Station has a train connections diagram with the CTA System superimposed upon the Metra System (locations where passengers can make transfers are highlighted on the train connections diagram). He noted that each specific location features specially designed signage based on the locations signage demands. The designs include: bus connection diagrams (designed for stations where all the buses radiate from a certain location, similar to the Lake Cook Road Station), neighborhood maps, train route diagrams, etc. The RTA is in its expansion phase of their signage project with 14 regional locations in the downtown, suburban and outlying Chicago area; all of which have a large amount of train to bus connections.

Commissioner Berg asked if any of the proposed signage was going along Lake Cook Road, or if all of the signage was going to be located on the northeast corner of Metra's property. Mr. Moriarty clarified that in addition to the proposed bus stop signage there would be new signage featured on the Metra Platform. He noted that there was not going to be signage located along Lake Cook Road. Chairperson Oppenheim reiterated that the signage was all within the Lake Cook Metra Station property.

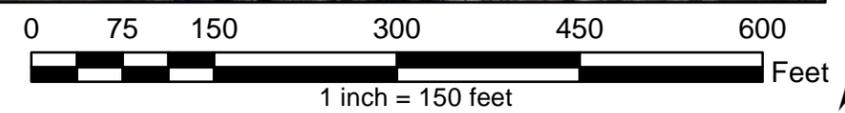
Chairperson Oppenheim commented that the petitioners have a very complete, thorough packet of information, and that the information provided would be sufficient for the Public Hearing. Chairperson Oppenheim commented that in her opinion the more information posted for commuters in a train station, the better.

Chairperson Oppenheim advised the petitioners that in the interest of full disclosure that her husband is an Officer of Metra and to avoid any appearance of impropriety she is not going to participate in the Public Hearing, and will recusing.

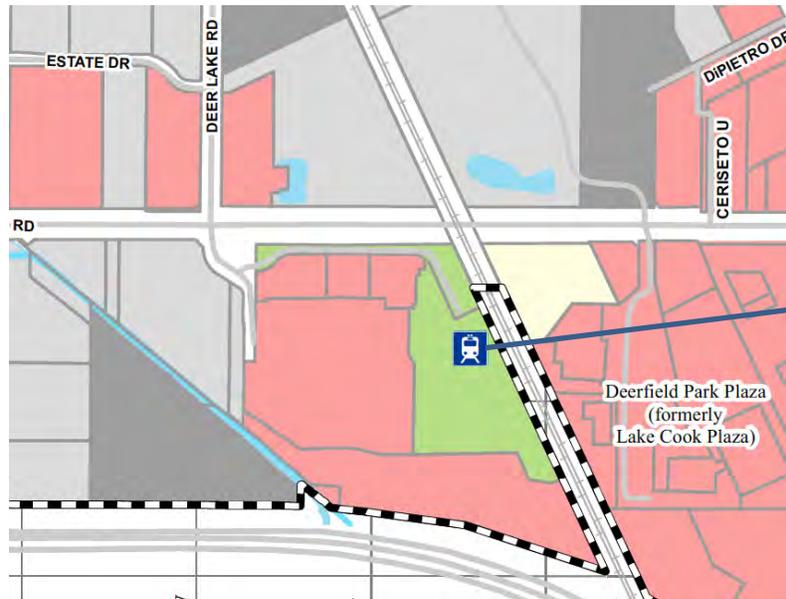
The Public Hearing for the petition is on the October 27th Plan Commission Meeting agenda.

There being no further business to discuss the meeting adjourned.
Respectfully Submitted, Mary Glowacz

Deerfield Depot PUD



Village of Deerfield 2016 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 COMMERICAL
	C-3	LIMITED COMMERICAL OFFICE
	I-1	OFFICE, RESEARCH, RESTRICTED INDUSTRY
	I-2	LIMITED INDUSTRIAL
	P-1	PUBLIC LANDS SCHOOLS, PARKS, PUBLIC BUILDINGS & CEMETERIES



T.Y. Lin International
Carol Naughton + Associates, Inc.
CHK America Inc.
Kristine Fallon Associates, Inc.

INTERAGENCY TRANSIT PASSENGER INFORMATION DESIGN

MEMO: RTA- Amendment to Sign Plan for Deerfield Depot PUD: Submittal List
RE: Summary of Deerfield Submittal Requirements for Prefiling Conference and Public Hearing
Date: March 31, 2016

Pursuant to the request by the Village of Deerfield for the purposes of amending the sign plan for the Deerfield Depot PUD, the following items are attached for review:

1. Written Description/Explanation

- The objective of the RTA interagency sign program is to provide information to current and potential transit customers to more easily navigate the region's transit system. The integrated system of wayfinding signage and informational products has been developed to make transferring transit services as easy and seamless as possible.
- The proposed signs are intended to assist transit passengers in navigating between Metra trains and Pace buses; a task for which the current station signs does not provide.
- The recommended signs that exceed 2 square feet in area are needed to ensure that:
 - 1) The information presented on them is consistent with Americans with Disabilities Act (ADA) visibility requirements for critical sign content, which is the header or title of each sign.
 - 2) Maps and/or timetables containing schedule information were designed to be read comfortably at a standing height and/or eye height for transit customers using wheelchairs.

2. Scaled site plan or plat of survey showing sign locations

- A copy of the Sign Location Plan is attached.

3. Scaled elevation drawings of the proposed new signs, including dimensions for the overall sign height, length and width; dimensions on the height and length of the letters; details on the illumination, if any; details on sign materials and colors. Please provide color photos or material samples to show the sign's materials and colors. The Village will want to see that the proposed new sign complements the existing building and campus.

- Scaled elevation drawings for the following product types:
 - Elevation drawings (attached) for signs smaller than 2 square feet:
 - Bus Stop Sign (BS)
 - Bus Boarding Sign (BB)
 - Bus Times Sign (BT)
 - Directional Sign, Size Type 3 (DSS-3)



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INTERAGENCY TRANSIT PASSENGER INFORMATION DESIGN

- Elevation drawings (attached) for signs larger than 2 square feet:
 - Train Connections Map (TC) = 9.25 sq. ft.
 - Bus Connections Map (BC) = 9.25 sq. ft.
 - Neighborhood Map (MN) = 9.25 sq. ft.
 - Station Area ID Map (ID) = 9.25 sq. ft.
 - Train Route Diagram (TR) = 5.00 sq. ft.

- Elevation drawings (attached) of sign structures/assemblies of installed products:
 - Bus stop sign and cabinet assembly = 4 sq. ft. (approx.)
 - Floor-mount Sign Structure = 45 sq. ft. (approx.)

- 4. There is no existing or proposed landscaping within the project area. All sign installations will occur on concrete sidewalk, train platform, or inside the Metra station house.

- 5. Color photos of all the current signs that are proposed to be changed.
 - Photos (attached) for signs to be replaced:
 - LC1-001.2-S.jpg
 - LC1-001.3-E.jpg
 - LC1-002.2-S.jpg
 - LC1-003.2-S.jpg

Sign Location Plan Lake Cook Road

Installation Locations:

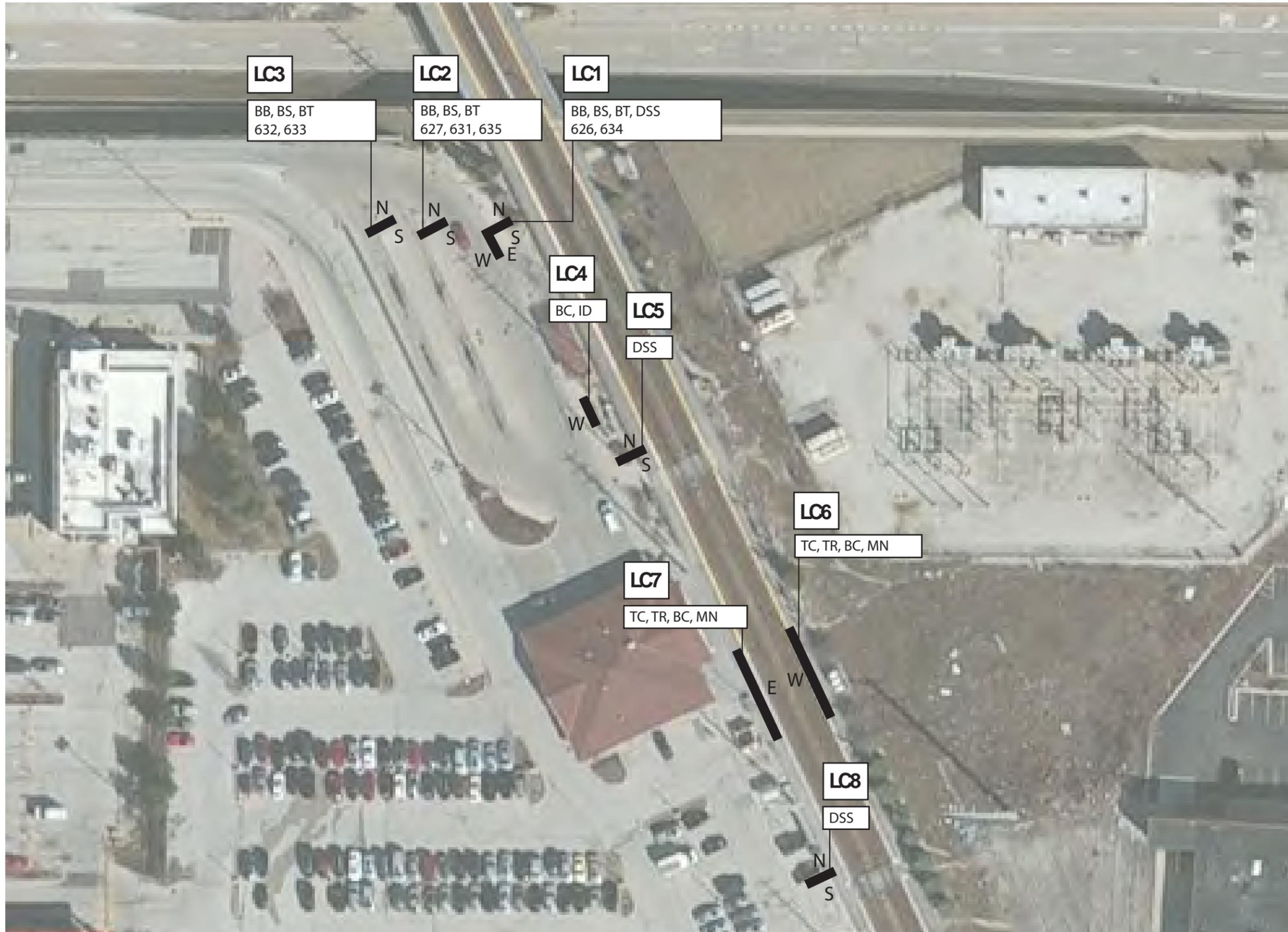
1. Bus stop sign, Bus times cabinet, Directional Sign
2. Bus stop sign, Bus times cabinet
3. Bus stop sign, Bus times cabinet
4. Bus connections map, Station identification diagram
5. Directional sign
6. Train connections map, Train route diagram, Bus connections map, Neighborhood/area map
7. Train connections map, Train route diagram, Bus connections map, Neighborhood/area map
8. Directional sign

Refer to the attached pages for schematic diagrams of each sign and cabinet type. The information on each diagram is for illustration purposes only.

Actual information relevant to Pace routes 626, 627, 631, 632, 633, 634, and 635 will be prepared at a later date to ensure the most current information is made available at the time of fabrication.

Abbreviations:

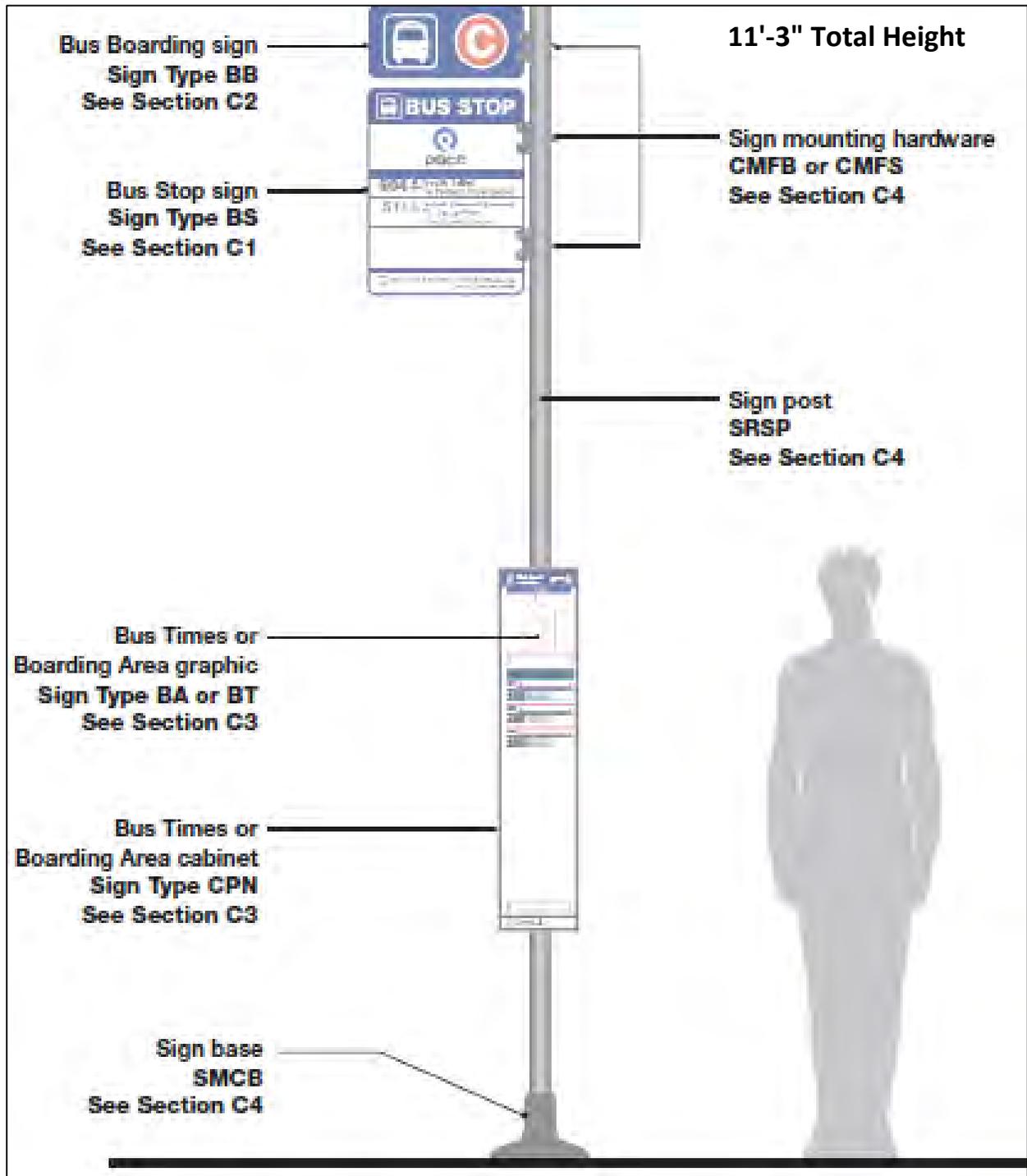
BB- Bus Boarding Sign	ID - Area Identification Map
BS- Bus Stop Sign	TC- Train Connections Map
BC- Bus Connections Map	TR- Train Route Diagram
BT - Bus Times Sign	N, S, E, W - Sign Face Direction
DSS- Directional Sign	



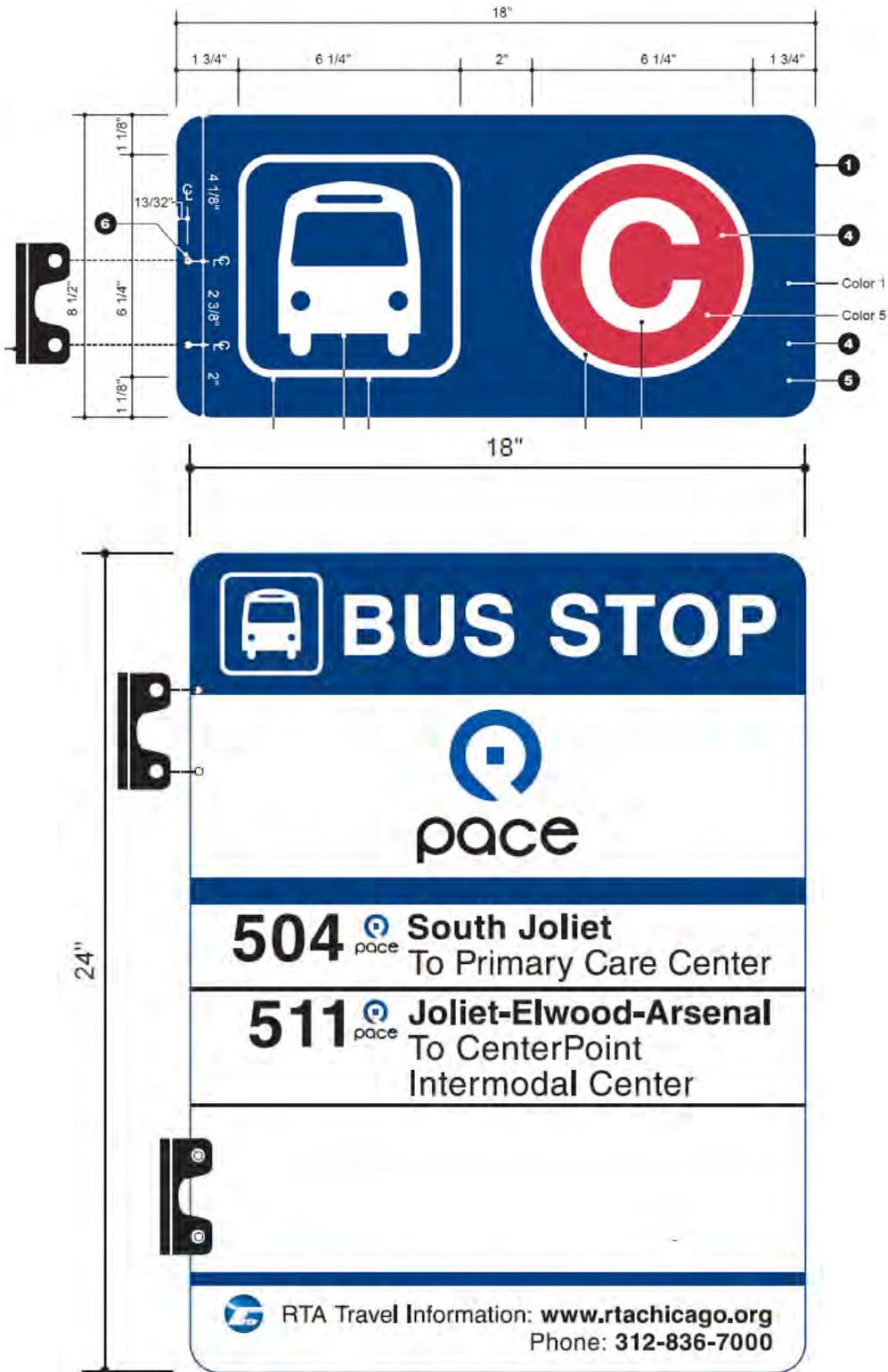
SIGN LOCATION SHOWN ARE APPROXIMATE. FINAL LOCATIONS WILL BE DETERMINED ON SITE. VERIFY SITE CONDITIONS AT ALL SIGN LOCATIONS.



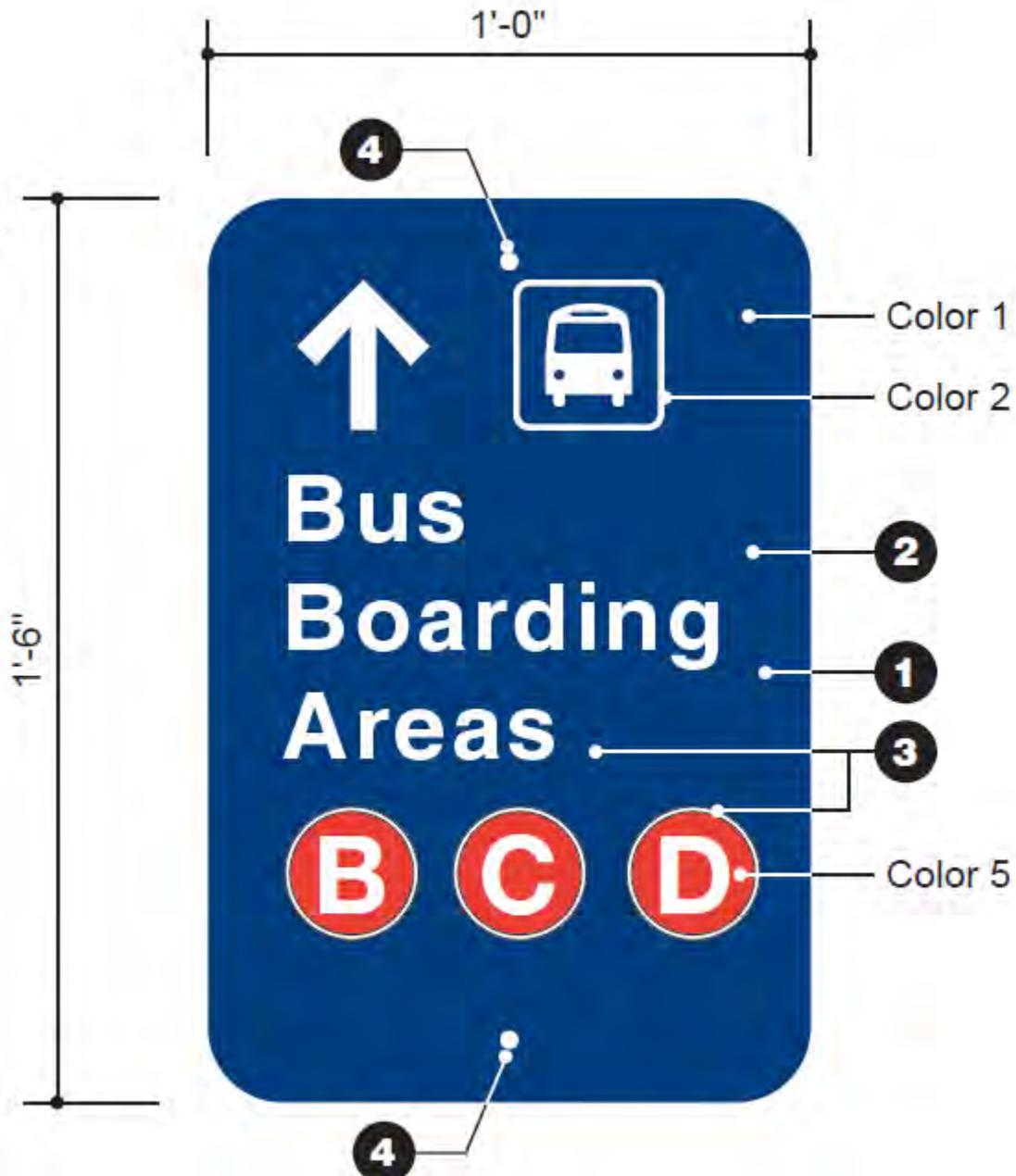
Proposed Typical Bus Stop Sign Assembly:



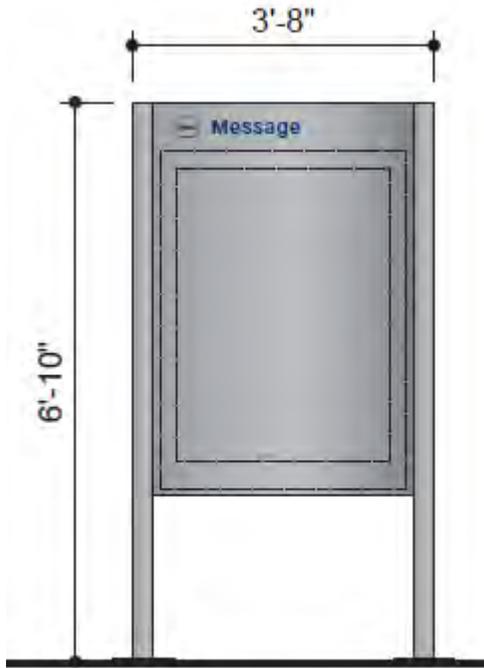
Proposed Typical Bus Boarding Sign (BB) and Bus Stop Sign (BS)



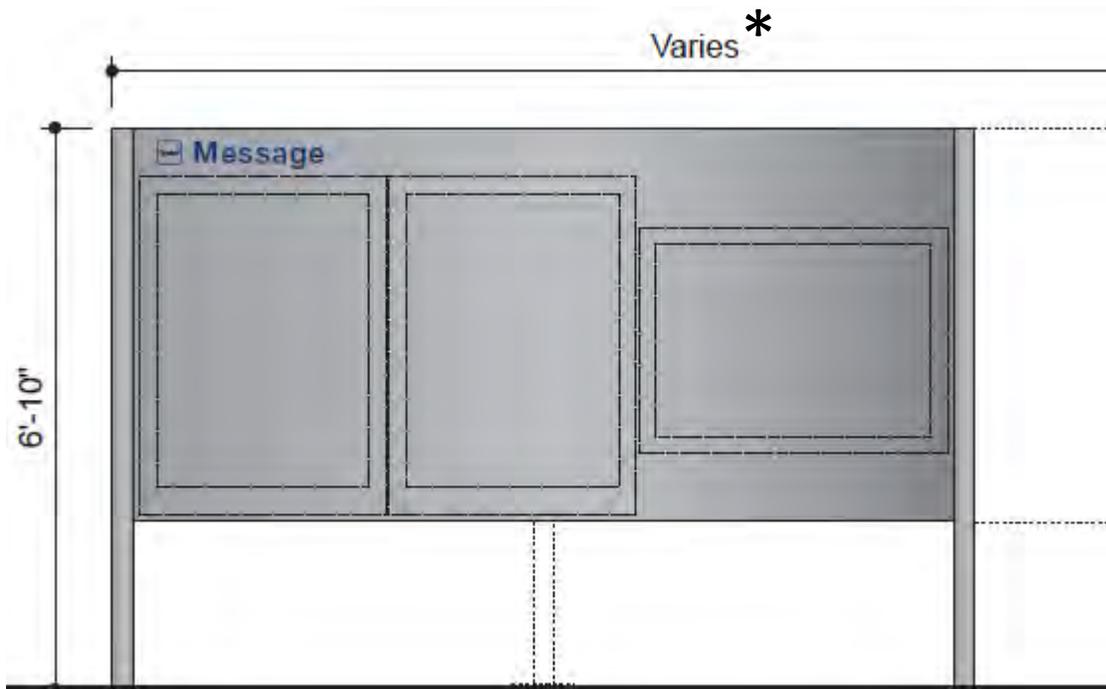
Proposed Typical Directional Sign (DSS)



Proposed Typical Stainless Cabinet for Maps



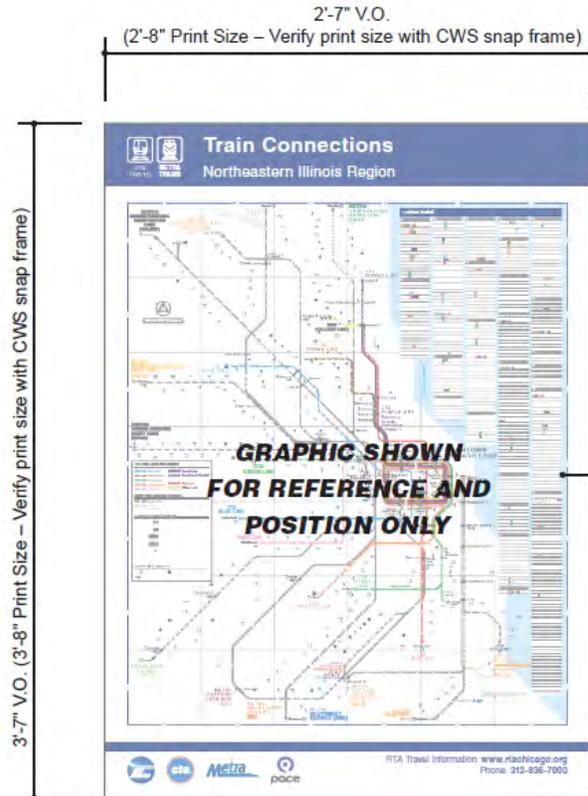
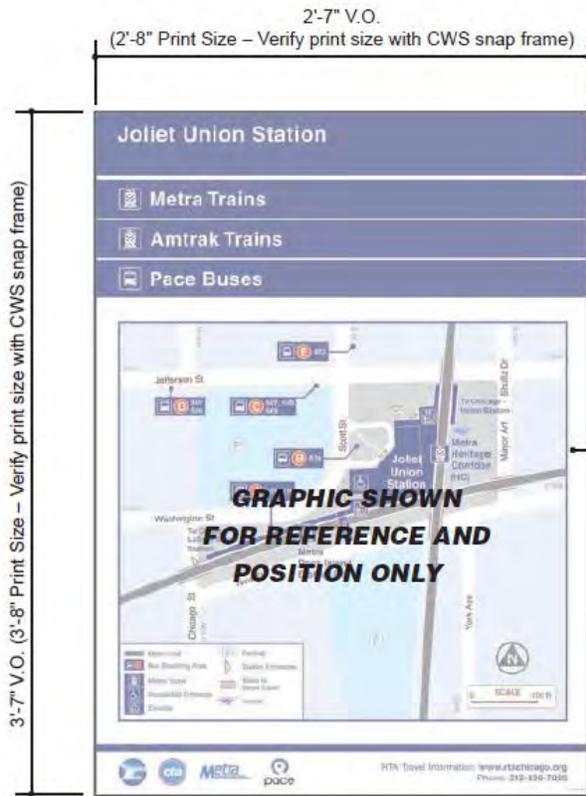
Single Cabinet Structure



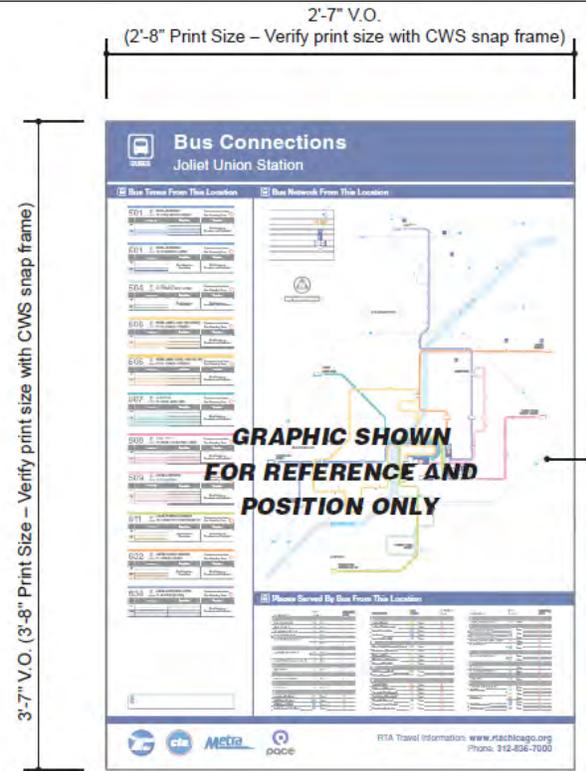
Multiple Cabinet Structure

***Structures on the Lake Cook platform will hold 4 cabinet-frames each, and will be 11'-7 1/2" wide**

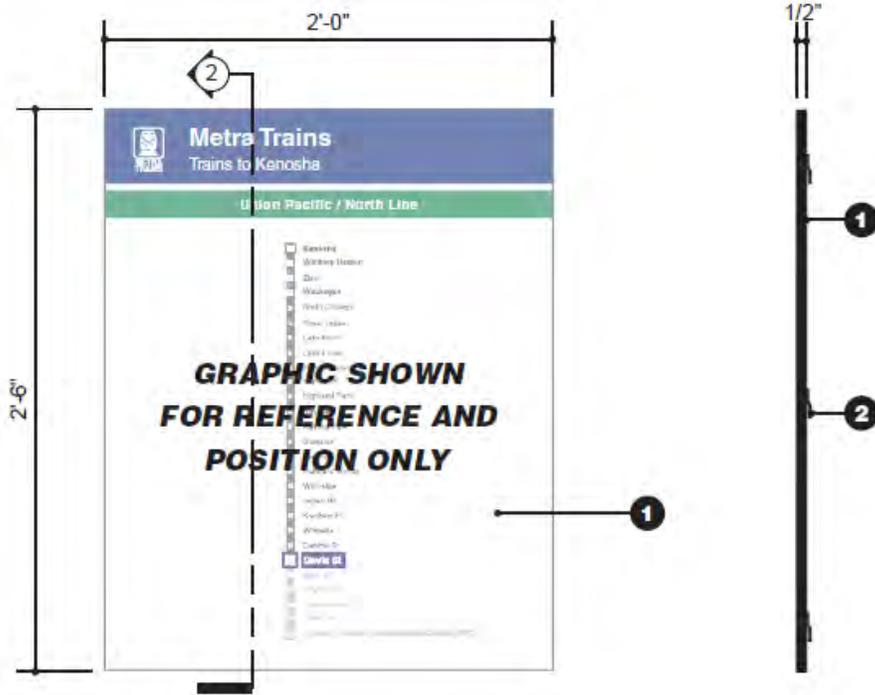
Proposed Typical Transportation Center Map (ID) and Train Connections Map (TC)



Proposed Typical Bus Connections Map and Neighborhood Map



Proposed Typical Train Route Diagram (TR)



1 **Elevation - Sign Type TR-1**
Scale: 1" = 1'-0"

2 **Section - Sign Type TR-1**
Scale: 1" = 1'-0"

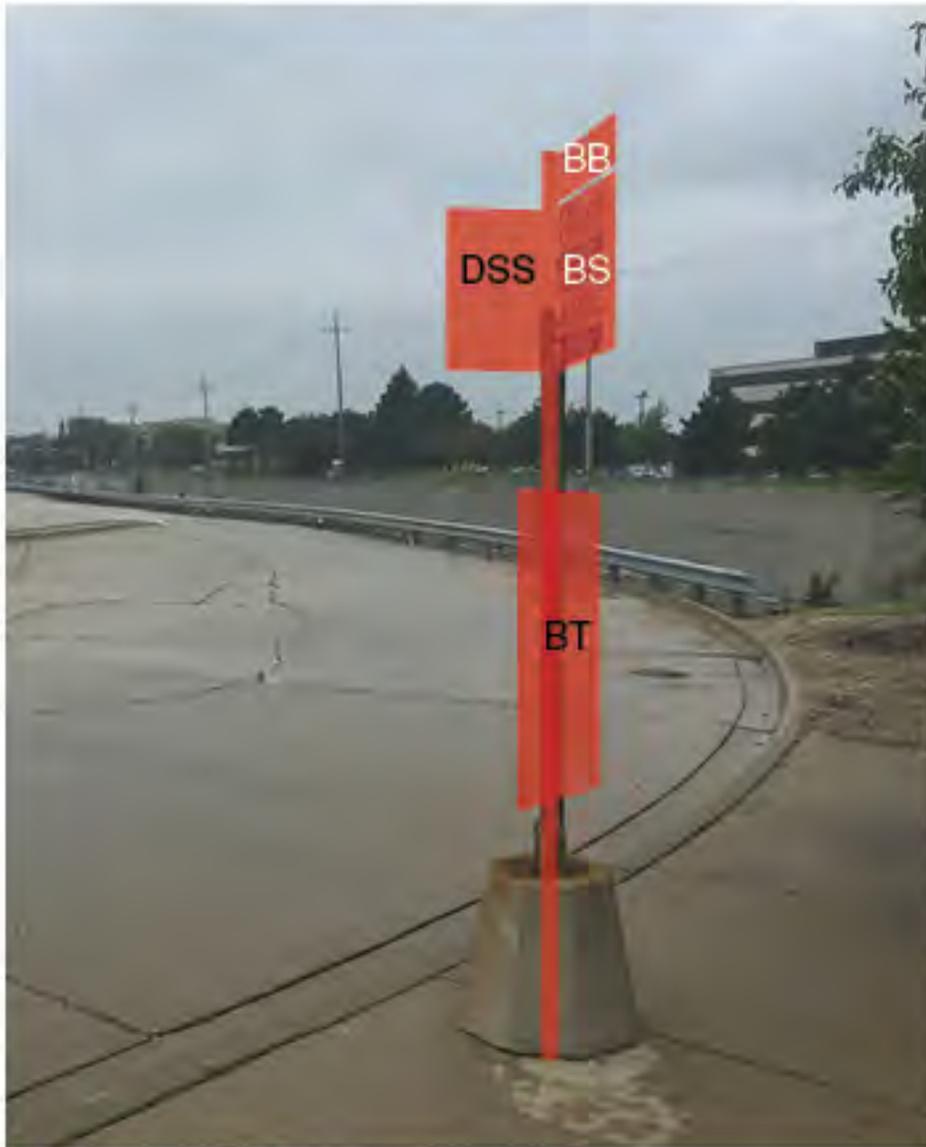


New sign post and base replaces existing.

LC1-001-S



Routes: 626, 634



New sign post and base replaces existing.

LC1-001-E



Bus Times Boarding Area **A**
Benson Ave

GRAPHIC SHOWN FOR REFERENCE AND POSITION ONLY

201 Central/Edge To Old Orchard Rd

Route	Direction	Frequency
101	Central/Edge to Old Orchard Rd	Every 15 minutes
102	Old Orchard Rd to Central/Edge	Every 15 minutes

205 Chicago/Edge To Old Orchard Rd

Route	Direction	Frequency
101	Chicago/Edge to Old Orchard Rd	Every 15 minutes
102	Old Orchard Rd to Chicago/Edge	Every 15 minutes

CTA and Pace are accessible.
 Metra and Pace have accessible and non-accessible services.
 Metra and Pace have accessible and non-accessible services.

CTA & Pace Information: www.cta.com/agencyinfo Phone: 312.468.1100

Interagency Signage Plan - Lake Cook Road



New sign post and base replaces existing.

LC1-002-S



Routes: 627, 631, 635

Bus Times Boarding Area **A**
Benson Ave

GRAPHIC SHOWN FOR REFERENCE AND POSITION ONLY

Route	Direction	Time
201	To Old Orchard St	1:00 PM
		1:15 PM
	To Old Orchard St	1:30 PM
		1:45 PM
205	To Old Orchard St	1:00 PM
		1:15 PM
	To Old Orchard St	1:30 PM
		1:45 PM

RTA and Pace have approved this design. RTA and Pace have approved this design. RTA and Pace have approved this design.

RTA and Pace have approved this design. RTA and Pace have approved this design. RTA and Pace have approved this design.

Interagency Signage Plan - Lake Cook Road



New sign post and base replaces existing.

LC1-003-S



Routes: 632, 633



MEMORANDUM

TO: Plan Commission

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

DATE: November 4, 2016

RE: Public Hearing on the Request for a Text Amendment and a Special Use for an Elementary and Middle School at 445 Pine Street for the Hellenic American Academy (The Foundation for Hellenic Education and Culture, NFP)

Subject Property

The subject property consists of the Starland property which is located at the northeast corner of Pine Street and Hackberry Road. Originally, the property was developed as the Cadwell School, and when the Cadwell School closed the Deerfield Dare Care leased the building from School District 109. Ordinance 0-82-44 allowed the day care a maximum enrollment of 215 children and maximum of 32 staff members. School District 109 sold the property to the True Way Presbyterian Church in 1995. The property was rezoned from P-1 Public Lands District to R-1 Single Family District and a Special Use for the Church was granted in 1995. In 2003, the Jewish Community Centers of Chicago received Special Use approval to allow the JCC Early Childhood Services Learning Center. JCC received approval to have a maximum of 181 children and 32 employees on site at one time. JCC no longer operates on the property and its Special Use approval has expired.

In 2012, Starland received approval to operate a child enrichment center on the property. Ordinance O-12-06 allowed the child enrichment facility as a Special Use on the property with a maximum for the child enrichment center of sixty (60) children and a maximum summer camp (June through August) enrollment of fifty (50) children.

Surrounding Zoning and Land Use

North: R-3 Single Family District– Single Family homes

South: P-1 Public Lands District and R-3 Single Family District – Keller Park and Single Family homes

East: P-1 Public Land District – Sheppard Middle School (across creek)

West: P-1 Public Lands District- Patty Stryker Park

Proposed Plan

The petitioners have provided a detailed written description of their operations that are proposed for the property. In order to avoid repetition, please see petitioner's materials. Below is a summary of the petitioner's proposal.

The Foundation for Hellenic Education and Culture, NFP intend to purchase the 445 Pine Street property with the existing 25,000 square foot building. The petitioners would like to lease the property to the existing Hellenic American Academy school currently located at 1085 Lake Cook Road and move the school to 445 Pine Street. The petitioner will also allow Starland to use some of the premises during the summer for their summer camps. The petitioner is currently seeking Not for Profit status for the purpose of promoting its charitable, educational, and religious purposes by advancing a greater understanding and appreciation of the Hellenic history, culture, arts and tradition among the Hellenic community in the Chicagoland area. If the Foundation for Hellenic Education and Culture, NFP purchases the 445 Pine Street property, the property will be removed from the tax rolls.

The Hellenic American Academy serves children in grades Pre-K through 8th grade and is a dual language program with an emphasis on Greek language instruction. The school offers a variety of after-school programs which include Book Club, Science Club, Choir, Chess Club etc. The school also has several programs that occur throughout the school year after school where parents are invited to attend, including programs celebrating: Christmas, Graduation, Greek Independence, Preschool Activities, Family Heritage Night, etc. The petitioner anticipates approximately ten (10) Cultural Program Events such as plays, lectures and concerts to be on a Thursday, Friday and/or Saturday from 7:00 PM - 10:00 PM with attendance ranging from 20-100 persons per event. The petitioner intends to have a summer camp program during the summer. Other programs that will be offered by the school are adult education, evening school, Saturday school which will be text amendments in the R-1 Zoning District for non-residential properties. The petitioner anticipates a child care program in the future but there are no plans to have a child care program this school year.

The day school has a current student population of 113 and will operate Monday through Friday from 8:15 a.m. to 3:30 PM with After Care operating Monday through Friday 3:30 PM – 4:30 PM and terminating at 5:30 PM. The petitioner's material indicates a maximum number of students, foreseen at this point, to be 225. The evening school has a student population of 47 and operates Monday through Thursday from 4:30 PM – 6:30 PM. The Adult School will operate on Monday and/or Thursday from 7:00 PM - 8:00 PM. The Saturday School operates on Saturday from 9:00 AM – 1:30 PM with a student population of 175.

The petitioner's plans indicate that there is no plan to have any church at the facility, however, religious studies, and a couple of religious services yearly for the school community will be held in the Library/Media Room.

Starland's Summer Camps

Starland would still operate their summer camp programs out of the 445 Pine Street property. Starland will utilize four rooms for their summer camp programs (Rooms 1, 2, 23 and 24). Starland will use the open space in the building for play and games for their summer programming and will be using the facility in the same manner for their summer camps.

Proposed Building and Site Improvements

The petitioners are proposing minor improvements to the existing building, including upgrading all exterior doors to accommodate the lock down program, installing security cameras so that the facility is under video surveillance at all times, and making minor interior improvements.

There are no plans on installing a kitchen as the school is currently catering all food and no plans to change the bathrooms. The entrances to the building will not change. Rooms 1-4, on the floor plan shall be used for children in Pre-k through 4th grade and shall have their own entrance which is secured and only able to be opened from the inside. Rooms 20, 22 and 24 will be used for grades 5 – 8 and Room 18 will be the library as well as used for a chapel.

The petitioner does not have any plans for any exterior changes to the building and there are no plans for landscaping modifications. The current playground will remain the same.

Traffic and Parking Study

The petitioners have conducted a traffic and parking study for the proposed use. The purpose of the study was to observe existing traffic patterns around the site, determine traffic characteristics of the proposed development, review the parking trends, and develop roadway and parking recommendations. Existing traffic volumes are shown on Figure 2 on page 3. Figure 2 shows the base traffic volumes on Pine Street for 5 different times of the day without Starland traffic. Table 3 on page 6 shows the directional distribution of traffic, most of the traffic will be going south on Pine Street (60%), followed by traffic going north on Pine Street (30%), and then west on Hackberry Road (10%). Trip assignment (future vehicle trips) were distributed to the road based on the directional distribution analysis. Figure 5 is the traffic distribution trips for the proposed school. Figure 6 is the projected trips for the proposed school and the existing traffic volumes without the Starland traffic. The petitioner's study indicates the level of service for morning (Table 5) and evening (Table 6) and delay at access points (3 of these access points are on the property and one to the south and one to the north) and the study indicates these intersections will continue to operate well.

The student loading (student drop-off and pick-up) is described in a paragraph on page 12 of the report. Student loading for drop-offs and pick-us will be on the north side of the building in the parking lot by an existing entry door. Parents will enter the property

from Pine Street and pull up near the door to drop-off or pick-up their student(s) and then proceed to the east side to the parking lot to make a U-turn and exit back to Pine Street. The door is approximately 250 feet away from Pine Street to allow stacking of vehicles without impacting Pine Street. Some parents will park and walk their children to and from the school. Figure 7 on page 14 of the study illustrates the student loading circulation path.

Zoning Conformance

Special Use

An elementary school and a junior high school are currently a Special Use in the R-1 Single Family Residential District. The petitioners are seeking a Special Use to permit the establishment of the Hellenic American Academy on the subject property. Attached are the Special Use standards.

Text Amendment

The petitioners will also be seeking some Text Amendments to the Zoning Ordinance to allow some uses they are seeking. When a use is not specifically listed as a Permitted Use or Special Use in a zoning district, the use is not allowed. Currently an evening school, an adult school, and a Saturday school are neither a Permitted nor a Special Use in the R-1 Single Family Residence District so those uses are currently not allowed. Therefore, a Text Amendment is needed to allow these proposed uses in the R-1 Single Family Residence District. The uses will be added to the R-1 Single Family District (the current zoning of the subject property) as Special Uses. A Text Amendment has to be in the public interest and not solely for the interest of the applicant. The specific text amendment to the R-1 Single Family Residence Zoning District is as follows:

Add letter g, h, and i to Article 4.01-C (1) Special Uses in the R-1 Single Family Residential zoning district:

- g. An evening school when conducted on non-residential properties.
- h. An adult school when conducted on non-residential properties.
- i. A Saturday school when conducted on non-residential properties.

The petitioners are seeking approval of these uses to operate on the subject property along with the proposed elementary and junior high school.

Amend Existing Special Use for Starland

In addition to the request for a Special Use and Text Amendments for the Hellenic American Academy, the petitioners are seeking to amend the existing Starland Special Use to restrict their Special Use to the summer camps with a maximum enrollment of 50 students.

Temporary Uses on the Property (to be reviewed as part of the proposed Special Use)

Because the proposed location of the school is in a residential area on Pine Street, staff believes it would be appropriate for the Plan Commission to review the proposed temporary uses as part of the school's Special Use request, and determine if these temporary events below are appropriate for a residential neighborhood and provide the Board of Trustees with feedback regarding the appropriateness of these temporary uses in a residential area. The Zoning Ordinance allows four (4) temporary uses for a property in a calendar year.

North Shore Greek Food Fest

At the present time, the school location at 1085 Lake Cook Road (an office area), the Greek festival is allowed by a temporary use permit. This means that every year the school obtains a temporary use permit from the Building Department for the Greek festival. For the proposed location of the Greek festival at 445 Pine Street, the petitioners have indicated that on Friday, Saturday, and Sunday the festival will be open from 4 p.m. until 12 a.m. with all music stopped at 10 p.m. and on Monday from 4 p.m. to 10 p.m. with the music stopped at 9:00 p.m. Parking would be offered off-site with shuttle's transporting the festival attendees.

Starland Temporary Use

The petitioners have indicated that Starland may use the facility for some of their shows/plays, and these events should obtain a temporary use permit.

Conditions or Restrictions Placed on a Requested Special Use

As part of this Special Use approval, the Plan Commission can place conditions or restrictions on the proposed use, including the ancillary/accessory uses to the school if the Plan Commission believes conditions are necessary to meet the Special Use standards (see Article 13.11-E,3 below). The ancillary/accessory uses to the Hellenic American Academy school include plays for children, plays for adults, cultural events, graduations, concerts, etc.

Article 13.11-E,3. Conditions (of the Zoning Ordinance) indicates:

3. Conditions The Plan Commission shall recommend such conditions or restrictions upon the location, construction, design and operation of a Special Use as they shall find necessary and appropriate to assure compliance with the requirements set forth in Article 13.11-D, and the Objectives and Intent of this Ordinance. These conditions may include, but are not limited to, regulations regarding landscaping and screening, hours of operation, parking, signage, adequate drainage of storm water, exterior lighting, fence height and the duration of the Special Use.

An example of an ordinance with restrictions placed on a Special Use is attached. This example is private parties allowed for non-profit organizations located in a furniture store

Signage

For non-residential uses in the residential districts under zoning ordinance Article 9.02-A (1)(c), not more than one (1) identification sign is allowed per zoning lot, not exceeding twenty-four (24) square feet in area, and the sign can indicate only the name and address of the use. Identification signs may be ground signs or wall signs and cannot be located less than fifteen (15) feet from any lot line.

The petitioners have indicated in their material that they will be requesting a wall sign on the subject property that will meet the Village requirements. The petitioner's sign plan was not available at the writing of this memo and will be sent to the Plan Commission prior to the public hearing.

Flag Poles

The petitioners are requesting additional flag poles on either side of the existing flag pole situated on the subject property. The three (3) flag poles will have the flags of the United States, Greece and the Hellenic American Academy. The petitioner's material indicates that the new flag poles will be consistent in size and height. The flag poles will be at least six feet apart to allow for uniformity and allow for each flag to wave without touching each other.

The specifications of the flag poles and location on the site plan were not available at the writing of this memo and will be sent to the Plan Commission prior to the public hearing.

Required Parking

An elementary, junior high (or middle school) requires two (2) parking spaces for each three (3) teachers and employees. Additionally, the Zoning Ordinance requires that where a school has an auditorium or assembly hall, the parking requirements of an auditorium, *if greater*, shall be used to fulfill the parking requirements of the school. Auditoriums and places of assembly with fixed seating require one (1) parking space for each three (3) persons. Based on the auditorium requirement (which is the greater parking requirement), the number of spaces required for the school would be 73 parking spaces. The International Building Code 2012 Edition (which the Village uses) requires 7 square feet per person. Based on the 1,536 square foot auditorium (48'x32'), a total of 220 seats could be provided in the auditorium based on the 7 square feet per person. Based on the Village requirement of one (1) parking space for each three (3) seats, a total of 73 parking spaces would be required ($220/3 = 73$ spaces). A total of 83 spaces with two (2) handicapped accessible spaces are provided on the subject property according to the petitioner's site plan. Four (4) handicapped accessible spaces are required.

The existing site plan has a total of 83 parking spaces including two accessible spaces which exceeds Village parking requirements (Village Code requires 73 parking space –

see Required Parking section on page 5 of this memo). However, a parking lot with 83 parking spaces requires four (4) accessible parking spaces per the ADA code and only two (2) are currently provided on site. Two additional accessible parking spaces will be provided bringing the total to four (4). The revised parking count with the addition of two additional accessible parking spaces will still exceed the Village Zoning requirements with 81 parking spaces on the subject property.

Parking Restrictions on Pine Street

Parking restrictions currently exist on Pine Street. Parking is not allowed on southbound Pine Street adjacent to the subject property and the street is posted with no parking signs. No parking signs are also posted on the northbound side of Pine Street adjacent to the entrance and exit circulation drives.

PLAN COMMISSION
VILLAGE OF DEERFIELD

The Plan Commission of the Village of Deerfield held a Workshop Meeting at 7:30 P.M. on October 13th, 2016 at the Village Hall, 850 Waukegan Road, Deerfield, Illinois.

Present were: Larry Berg, Chairperson Pro Tem
 Bob Benton
 Al Bromberg
 Elaine Jacoby

Absent were: Mary Oppenheim, Chairperson
 Jim Moyer
 Stuart Shayman

Also present: Jeff Ryckaert, Principal Planner
 Dan Nakahara, Associate Planner

Public Comment on a Non-Agenda Item

Andrew Marwick, Deerfield Resident, 442 Kelburn, commented that in the last few years the traffic situation in and around the area has continued to become increasingly worse. He believes that the increased traffic is going to result in an increased demand for housing in more central locations, as this trend is occurring all over the country. Mr. Marwick commented that there are several locations in downtown Deerfield where a residential building could go and that with the amount of work in the area there is a huge shortage of housing in comparison to the demand. Developing more residential buildings would also be beneficial to the environment, as commuters would no longer have to drive great distances between their homes and their offices. Mr. Marwick commented that with the continued development of the Parkway North Center, as well as Walgreens continued presence (and hopefully expansion) here in Deerfield there should be an increase in jobs in the area. Mr. Marwick advised that Deerfield needs focus on more transit oriented development in the downtown area.

Mr. Marwick commented that Cook County Board President, Toni Preckwinkle, is petitioning for an increased tax on soda and sugary tasking drinks which would add about sixty-seven cents to a 2-liter bottle of pop; the tax could hurt retail development on the Cook County side of Lake Cook Road (specifically Deerbrook Mall), as that side is already less competitive with a two to three cent higher sales tax.

(1) Prefiling Conference: Request for a Text Amendment and a Special Use for an Elementary and Middle School at 445 Pine Street for the Hellenic American Academy (The Foundation for Hellenic Education and Culture, NFP)

Lawrence Freedman, attorney, Ash, Anos, Freedman & Logan, L.L.C., commented that the Hellenic American Academy has been located at 1085 Lake Cook Road for a number of years; however, the owner is selling the property, and the Academy's lease is over. The Academy has to vacate their current location by the end of the year (or at the latest early January). The Foundation for Hellenic Education and Culture, NFP has entered into a contract to purchase the building located at 445 Pine Street (currently the Starland facility) and lease the building to the Hellenic American Academy. Once the Foundation gains ownership of the facility, Starland will move out of the building. The Foundation is in discussion with Starland to allow Starland to share the facility for their summer camps. Starland would only use the facility for their summer camps. Mr. Freedman commented that the petitioners are requesting a Special Use to operate the school, as well as Text Amendments in order to allow the school to operate in the R-1 Zoning District on a non-residential property. Mr. Freedman introduced Dean Kanellos, representative the Foundation for Hellenic Education and Culture. He noted that once the Foundation for Hellenic Education and Culture acquires the property, the building will be leased to the Hellenic American Academy. Mr. Freedman commented that the petitioners main goal for this meeting was to explain their operations and intentions for the property, as well as to receive feedback from the Plan Commission.

Chairman Pro Tem Berg inquired about the Academy's attendance, traffic and hours of operation. Mr. Kanellos commented that the school's programs include a day school, night school, and Saturday school. Mr. Freedman noted that the petitioners are going to provide the Plan Commission with an attendance count based on current attendance, which should be almost an exact count of the number of students that would be attending the new facility. Chairman Pro Tem Berg asked if there were any expansion plans for the new facility. Mr. Freedman commented that the petitioners don't foresee expanding the size of the building in the near future. Commissioner Benton stressed the importance of preparing for the September, Labor Day Greek Festival, as it is a very successful event, and the impact of the traffic on the neighborhood during that event must be considered and planned for accordingly. Mr. Freedman reassured the Commissioners that the petitioners understand the impact that an event of that size has on the traffic in the area, and the importance of having a plan in place to accommodate it. Commissioner Bromberg voiced his concern about having the Labor Day event at the new location (the 445 Pine Street facility), as it is located right in the middle of a residential neighborhood and the noise from the event goes late into the night. Mr. Kanellos commented that Academy is discussing limiting the hours of the event; the event goes until midnight, but is considering turning off the music at 10PM so that the event does not affect the surrounding neighborhood. Commissioner Bromberg commented that turning down the music at an earlier hour would greatly reduce the noise. Mr. Kanellos confirmed that the music could be turned down at an earlier hour.

Commissioner Bromberg noted that according to the petitioner's material for where students who attend the Academy live; he pointed out that it appeared that no children from Deerfield attend the Academy. Mr. Kanellos confirmed that no children from Deerfield currently attend the Academy, however their goal is to grow the school and expand their student population to include children from Deerfield. The Academy is a bilingual educational facility where instructors teach five hours of Greek language every week. Commissioner Bromberg commented that the building was originally a school, and it makes sense for a school to occupy the property. Mr. Kanellos explained that there is more than enough space to accommodate the Academy at the 445 Pine Street location, as the school currently has an enrollment of 110 children. He noted that when the school was originally built it accommodated 350 children, therefore the Academy's total occupancy is about 1/3 of the maximum occupancy for the facility. Commissioner Bromberg pointed out that the real estate taxes that the Village was gaining while Starland owned the facility was a bonus, as the property was originally tax exempt as a school.

Chairman Pro Tem asked the petitioners to discuss the hours of operation. Ms. Voula Sellountos, Head of Schools, Hellenic American Academy, explained that the Academy runs 3 educational programs: the day school which operates during that week (Monday through Friday) from 8AM – 3:30PM (with a start time of 8:15AM for students); and two part time Greek Language Programs including: an Evening Program every Monday and Thursday from 4:30PM – 6:30PM; and secondly, Saturday from 9AM – 1:30PM. There are no events held on Sunday. The Academy also offers a cultural programs in which there are lectures and concerts hosted at the facility about once a month with a maximum of 100 guests in attendance, and no more than 50 cars in the parking lot. Commissioner Bromberg asked if the school offered any kind of bus service for children commuting to and from the facility. Ms. Sellountos responded that no bus service was provided by the Academy, and that parents bring their children to school, and pick them up after school. Chairman Pro Tem Berg asked if there were any extracurricular evening activities. Ms. Sellountos commented that the Academy offers standard after school programs that are in demand by the students, including: book club, science club, arts and crafts, as well as an after school language program that are offered 2 or 3 times a week. Commissioner Benton asked if they had a standard school calendar, September through June. Ms. Sellountos confirmed that they did.

Commissioner Benton asked if the Academy would offer any summer programs at the facility in addition to the Starland summer programs. Mr. Kanellos responded that the Hellenic American Academy currently has a summer program and that this would continue at the new facility. Commissioner Benton asked the Petitioners if their summer program would be able to operate cooperatively with the Starland summer program. Mr. Kanellos explained that the Foundation for Hellenic Education and Culture had conversations with Starland about the co-operation of the Academy and Starland's summer programs at the facility prior to agreeing to the purchase. Starland is planning on having their summer program out in the playing fields the entire time; however, weather permitting, there would be 2 rooms available for Starland's use if needed.

Commissioner Jacoby asked if Starland was only using space at the facility in the summer. Mr. Kanellos confirmed; and added that Starland has asked the Foundation if they could use the facility a couple of days in January and February during their transition period to a new location; their decision depends on the amount of space available for storage. Commissioner Bromberg asked if Starland was closing down or moving to a new location. Mr. Freedman responded that Starland had sent a notice out that they're moving to a new location, and he spoke with the owner last week who is looking at another site in Deerfield. Ms. Sellountos commented that the Academy's summer camp program starts at the end of the school year; beginning June 15th and ending July 30th; with a maximum of seventy students over the past five years. Chairman Pro Tem Berg asked if there was currently a religious entity that Starland was leasing to, and if so would that continue. Mr. Kanellos commented that he is unaware if Starland is currently leasing to a religious institution however, any of Starland's programs or sub-leasing agreements are being terminated once the Foundation for Hellenic Education and Culture takes ownership of the property. The only exception being Starland's summer camps. Mr. Kanellos explained that the Academy will use one of the rooms as chapel for religious teaching (not for religious services).

Commissioner Bromberg commented that the main concerns are the traffic and the special events (especially the Labor Day event). Mr. Freedman assured the Commissioners that the other monthly events that the Academy offers are much smaller and not nearly as well attended as their festival held during Labor Day weekend; therefore, the monthly events shouldn't have a significant impact on traffic or the surrounding neighborhood. Commissioner Benton advised that the petitioners should be aware that many neighbors voiced their concerns about the potential impact that Starland would have on traffic in the area during their Public Hearing a couple of years ago. Mr. Freedman assured the Commissioners that student drop off and pick up occurs in a dissipating manner, as not all students arrive and leave the facility at the exact same time. Commissioner Bromberg commented that during Starland's Public Hearing neighbors argued that a for-profit business should not be allowed to occupy a property that was intended to be a non-profit facility. The Academy would be returning the property to its original non-profit use. Mr. Kanellos commented that one of the benefits of moving from a Business District to a Residential District is that the Academy wants to open their cultural events up to the surrounding neighborhood and be a part of the community. Commissioner Jacoby asked if any of the students are carpooling to and from school, as many of the students are coming from the same areas. Ms. Sellountos confirmed that there are students who carpool. Commissioner Benton commented that the property was originally off the tax rolls since it was built as a school, and there shouldn't be an issue with continuing it as a school.

Chairman Pro Tem Berg advised the petitioners to meet with the neighbors to explain their operation and potential impact on the area was of great importance. There was a discussion amongst the group in regard to where the petitioners could host a meeting with the neighbors; suggestions included: Village Hall, the Library and the Patty Turner

Center. Mr. Freedman commented that he was going to look into the possibility of hosting a meeting with the neighbors at the 445 Pine Street facility.

Mr. Ryckaert asked if the petitioners could discuss how drop off and pick up works at the new location. Mr. Kanellos explained that at their current location at 1085 Lake Cook Road vehicles pull in off of Lake Cook Road onto Pine Street and then turn left onto the frontage road; parents then park their vehicles in the parking lot and bring their children into the school. School is dismissed at 3:15PM at which time parents park their vehicles and come into the school to pick their children up from the school waiting room. The traffic study is undergoing and it will address drop off and pick up. Commissioner Jacoby asked if the parents are required to walk their children into the school. Mr. Kanellos explained that for kindergarten and preschool aged children parents pull up to the school and one of the teachers will come out and walk the child into the school. It is not a requirement for parents or teachers to walk the older children into the school. Commissioner Jacoby asked for confirmation that it is not a school policy that parents must park and bring their children into the school. Mr. Kanellos explained that parents are not required to bring their children into the school for drop off; however, parents are required to come into the school to pick their children up at the end of the day (regardless of age for safety purposes). Mr. Ryckaert asked how many vehicles (maximum) are in the lot at one time. Mr. Kanellos responded that a maximum of 25 cars are in the lot at one time, so there is more than ample parking. Ms. Sellountos commented that parents pick up their children at different times since they get out of work at varying times and come from different locations. Chairman Pro Tem Berg advised that it is going to be very important for the petitioners to address the pick-up and drop-off situation to ensure that aren't stacking in the street. Mr. Kanellos commented that at the new facility there would be two separate drop off locations; the kindergarten children would be dropped off on the far north side of the school where parents can conveniently pull up to that door and a teacher can come out and escort each kindergartener into the school; and the older children are going to enter into the building from the main doors.

Chairman Pro Tem Berg asked if there were going to be any changes to the exterior of the building or parking lots. Mr. Freedman commented that there were going to be small maintenance repairs to the building, but no big material changes. Mr. Kanellos commented that there is a \$50,000 play set at the Academy's current location that is going to be moved over to their new facility at 445 Pine Street. Commissioner Jacoby asked which side of the building the playset would be located on. Mr. Kanellos responded that there are two existing swing sets at the 445 Pine Street facility, and the playset is going to replace one of the old swing sets on the property.

Mr. Nakahara asked the petitioners to discuss their plans for putting in additional flagpoles on the property. Mr. Kanellos commented that the Academy has 3 flagpoles at its current location, which display the American flag, the Greek flag and their school flag; however, the 445 Pine Street location only has one flagpole on the property, and the Academy would like to display all three flags at their new location. Mr. Kanellos

assured the Commissioners that the flagpoles would be of similar height and aesthetics, so that it fits in and doesn't offset the balance of the neighborhood. There was a discussion amongst the group as to whether the petitioners were going to include the additional flagpoles on their requested plans for the Public Hearing, and the petitioners were advised to include their request for the additional flag poles, as well as their signage, so that they don't have to return for another Public Hearing at a later date.

There being no further business to discuss the meeting adjourned.

Respectfully Submitted,
Mary Glowacz

SPECIAL USE CRITERIA

Does it meet the standards for a Special Use? A Special Use shall be authorized only when the Plan Commission finds all of the following:

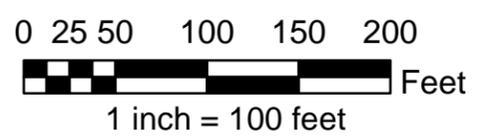
1. Compatible with Existing Development
The nature and intensity of the activities involved and the size, placement and design of any structures proposed will be so planned that the Special Use will be compatible with the existing development and will not impede the normal and orderly development and improvement of surrounding property.
2. Lot of Sufficient Size
The size of the lot will be sufficient for the use proposed.
3. Traffic
The location of the Special Use within the Village will be such that adverse effects on surrounding properties will be minimal, particularly regarding the traffic generated by the Special Use.
4. Parking and Access
Parking areas will be of adequate size for the particular use and properly located, and the entrance and exit drives will be laid out so as to prevent traffic hazards and nuisances.
5. Effect on Neighborhood
In all respects the Special Use will not be significantly or materially detrimental to the health, safety and welfare of the public or injurious to the other property or improvements in the neighborhood, nor will it diminish or impair property values in the surrounding area.
6. Adequate Facilities
That adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.
7. Adequate Buffering
Adequate fencing and/or screening shall be provided to ensure the enjoyment of surrounding properties, to provide for the public safety or to screen parking areas and other visually incompatible uses.
8. If in C-1 Village Center District: That the establishment of the Special Use will not be injurious to the character of the C-1 Village Center District as a retail center for the Village.

Example Conditions & Restrictions

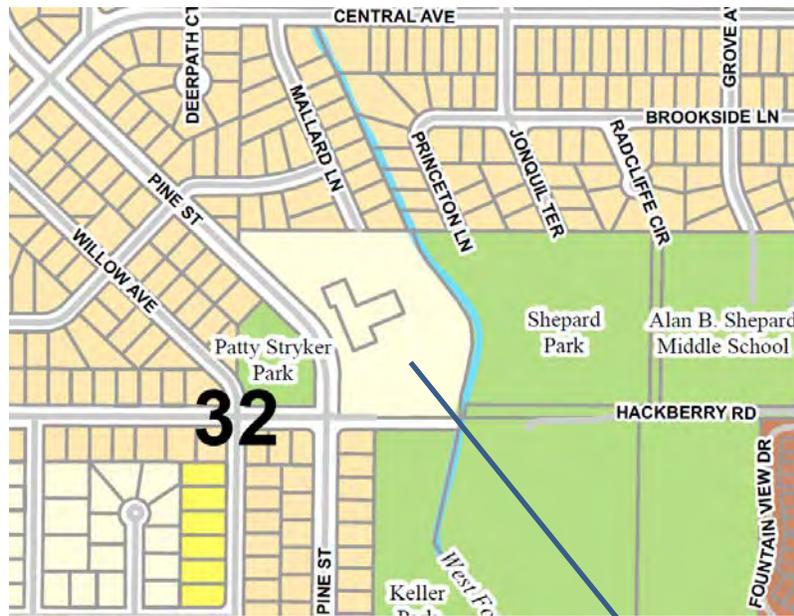
& Games store as an accessory use to a retail furniture store of at least 20,000 square feet in area, subject to the conditions, regulations and restrictions set forth in Section 3 of this Ordinance.

SECTION 3: That the approval and authorization of said accessory Special Use is granted subject to the following conditions, regulations and restrictions: (i) private parties and events are limited to charities and non-profit organizations only, and all activities shall be conducted inside the store; (ii) not more than three (3) private events may be conducted in the first six (6) months following the effective date of this Ordinance and, thereafter, not more than ten (10) private events may be held per calendar year; (iii) the continuance of this accessory Special Use shall be subject to Village Board review, reconsideration, modification and/or termination following the initial six (6) months of operations; (iv) private events conducted pursuant to this accessory Special Use shall be conducted between the hours of 7:00 o'clock p.m. and 11:00 o'clock p.m. prevailing time; (v) no event involving the sale or delivery of alcoholic beverages may be conducted without the review and approval of the Liquor Control Commissioner of the Village of Deerfield; (vi) all garbage from each event shall be removed from the premises and properly disposed promptly following the conclusion of each event; (vii) all vendors are limited to using the front door only for deliveries and removal of supplies, equipment and garbage; (viii) the conditions in Village of Deerfield Ordinance No. O-05-27 limiting recreational or entertainment activities permitted on the Subject Property is hereby amended to allow the accessory Special Use to the extent hereby approved; (ix) the use of the Subject Property for said accessory Special Use shall be in accordance with all representations made and submitted by the Applicant to the Plan Commission and to the President and Board of Trustees of the Village of Deerfield; (x) compliance with the occupancy and fire regulations of the Deerfield-Bannockburn Fire Protection District; and, (xi) continued compliance with the requirements of the

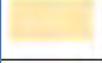
445 Pine Street



Village of Deerfield 2016 Zoning Ordinance Map

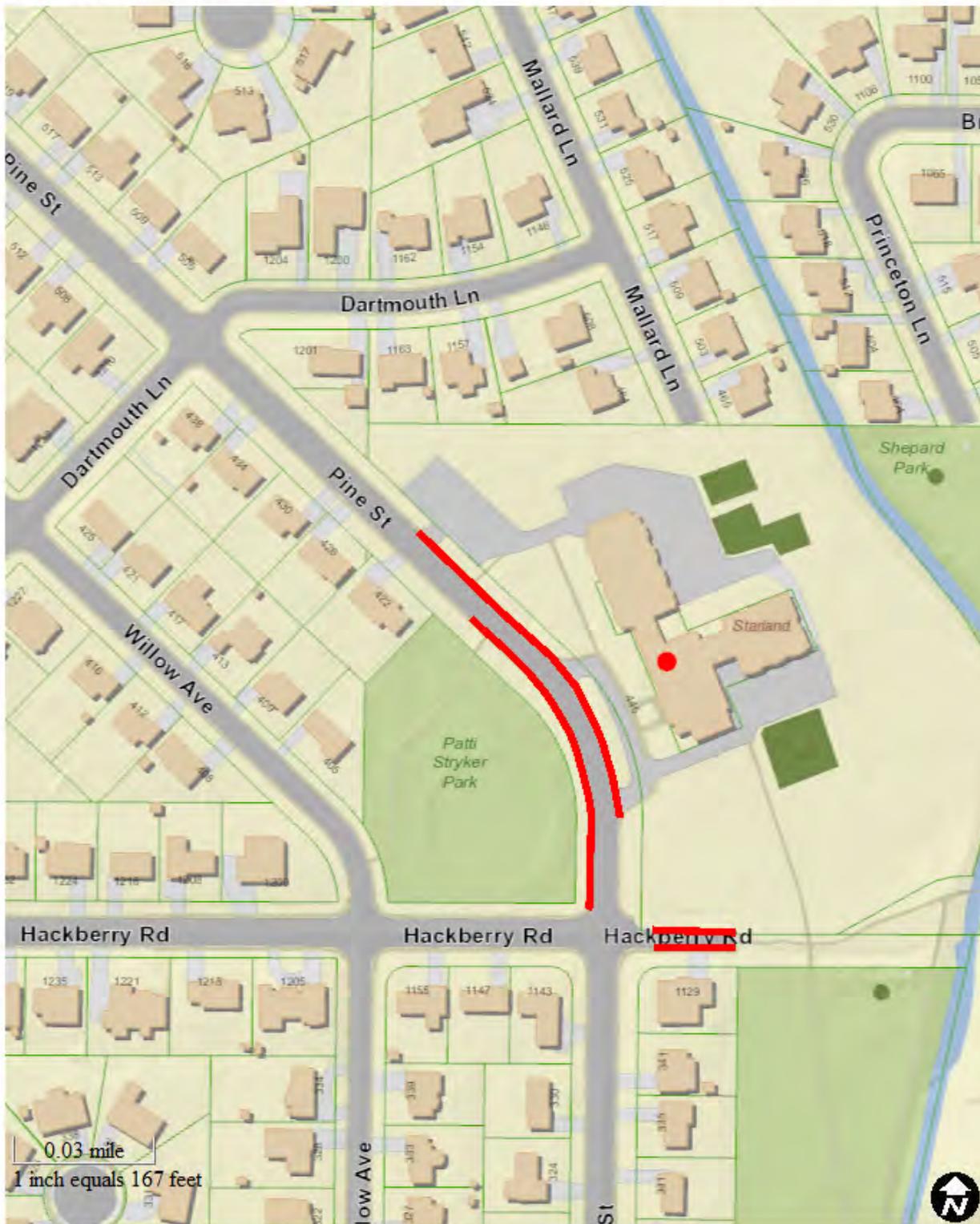


Subject Property

	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

Parking Restrictions on Pine Street

 No Parking Anytime



Map created on November 4, 2016.
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BACKGROUND INFORMATION ON 445 PINE STREET
PROPERTY:

1. 2011 Plan Commission Recommendation-Starland & Meeting Minutes
2. Ordinance O-12-06 – Starland Special Use

RECOMMENDATION

TO: Mayor and Board of Trustees

FROM: Plan Commission

DATE: December 8, 2011

RE: Request for a Text Amendment and a Special Use to Allow a Child Enrichment Center at 445 Pine Street for Starland – Adam More (True Way Presbyterian Church property).

We transmit for your consideration a recommendation adopted by the Plan Commission of the Village of Deerfield on the request of the petitioners for approval of a Text Amendment and a Special Use to permit the establishment of a child enrichment center for Starland at 445 Pine Street. The Plan Commission held a public hearing on October 13, 2011. The Plan Commission continued the public hearing to December 8, 2011 to give the petitioner time to conduct a traffic and parking study. At the public hearings, the petitioners presented testimony and documentary evidence in support of the request. A copy of the public hearing and workshop minutes are attached.

In support of its request, the Plan Commission makes the following findings of fact and conclusions:

FINDINGS OF FACT

Subject Property

The subject property consists of the True Way Presbyterian Church which is located at the northeast corner of Pine Street and Hackberry Road. Originally, the property was developed as the Cadwell School, designed for about 300 students. When the Cadwell School closed, Deerfield Day Care leased the building from School District 109. Ordinance O-82-44 allowed the day care a maximum enrollment of 215 children and maximum of 32 staff members. School District 109 sold the property to the True Way Presbyterian Church in 1995. The property was rezoned from P-1 Public Lands District to R-1 Single Family District and a Special Use for the Church was granted in 1995. In 1998, a summer day camp was approved for the Church with a maximum of 200 children and 25 staff members. In 2003, the Jewish Community Centers of Chicago (JCC) received Special Use approval to allow the JCC Early Childhood Services Learning Center. JCC received approval to have a maximum of 181 children and 32 employees on site at one time. JCC no longer operates on the property and its Special Use approval has expired.

Surrounding Zoning and Land Use

North and West: R-3 Single Family District and P-1 Public Lands District – Single Family homes and Pine Street Park

South: P-1 Public Lands District and R-3 Single Family District – Keller Park and Single Family homes
East: P-1 Public Land District – Sheppard Middle School (across the creek)

Proposed Plan

For the October 13 public hearing, the petitioners provided a detailed written description of their operations that are proposed for the property. They have also provided charts that indicate their schedule of activities to occur on the premises including the total number of anticipated people at one time. For the December 8 continued public hearing, the petitioners have provided a traffic and parking impact analysis and supplemental details on the proposed signage plan and landscaping plan. In order to avoid repetition, please see petitioner's materials. Below is a summary of the petitioner's proposal for a child enrichment center on the premises.

Proposed Starland Operations

The petitioners would like to move the existing Starland business, currently located in Deerfield Square, to 445 Pine Street. Starland is a for profit company that specializes in children's enrichment classes, such as art, drama, music, fitness, academics, dance, and "mommy and me" for children ages 3 to 13 years old. Starland also offers birthday parties. The petitioners have indicated that if they relocate to the 445 Pine Street property they intend to offer a summer camp and they plan to expand their classes to include tutoring, fashion design, sports, and jewelry making. Starland has been operating in Deerfield since 2005. If Starland purchases the 445 Pine Street property, the property will be back on the tax rolls. The petitioners intend to purchase the 445 Pine Street property with the existing 25,000 square foot building.

Starland plans to operate Monday through Thursday from 8:30 a.m. to 8:30 p.m., and on Friday and Saturday from 8:30 a.m. to 5 p.m.; Starland will not be open on Sundays. The True Way Presbyterian Church will continue limited operation in the building (see below).

Starland has provided a schedule of activities in the back of their booklet (in the right column is the occupancy of the building at various times of day, including staff members). The petitioner's materials for the December 8 continued public hearing indicate that the daytime occupancy is about 20 to 30 children per hour (9:30 a.m. to 5 p.m.). The maximum enrollment for all weekday activities is 60 children. The schedule indicates that at the present time the busiest class time (Monday from 1 p.m. to 2 p.m.) there would be 65 people on site. The petitioners agreed that 60 children would be the maximum enrollment at any one time in the proposed new location.

The petitioners have provided a typical daily schedule in the back of their booklets (on the schedule "MP 1" means the multipurpose room). Saturday occupancy will consist of classes and parties. Saturday classes are capped at 20 children and 20 parents, and parties are capped at 30 children and 30 parents. The petitioners have indicated that on

Saturdays, parties and classes will not overlap and that there will not be more than one party occurring at a time.

Starland plans to operate a summer camp that will run from approximately the second week of June to the last week of August. The summer camp will operate from 9 a.m. to 3 p.m. Campers will be between the ages of 3 to 15 years old. Camp will mostly be located outside, except when weather requires the campers to be indoors. The maximum enrollment for the summer camp is 50 children, which would bring the total maximum enrollment during the summer to 110 children (maximum of 60 children in the weekday classes + maximum of 50 children in the summer camp = maximum of 110 children total). The petitioners estimate that the move to the Pine Street location will not significantly impact Starland's occupancy during the school year, and in the summer occupancy will be a maximum of 110 students and 12 staff.

Performances are held at the end of each semester for each class along with a theater production that is held on Thursday and Friday evenings from 6 to 7 p.m. and Saturday afternoon from 3 to 4 p.m. There are three semesters per year (fall, winter, and spring) and performances take place over the course of one week. The class performances will generate about 20 people per performance. The theater production will generate a maximum attendance of approximately 150 people. The petitioners have indicated that all performances are held during normal operating hours.

Proposed Building and Site Improvements

The petitioners propose to do some improvements to the existing building, including painting the interior, removing some ceiling tiles, installing energy efficient lighting, removing cabinets, and installing mirrors and a dance floor. The existing classrooms will be converted to rooms for dance, multipurpose (includes art, music, and academic classes), and "mommy and me" classes. The petitioner's plans show a large gym/lunch room with added drop-down tables. The existing sanctuary will be converted to a theater with an extended stage and stage curtains. The building's existing bathrooms will be updated and modernized. The existing secretary's office will be removed and the space will be opened up for a new lobby with seating and a retail area. The roof of the building will be replaced and the existing HVAC units will be overhauled and cleaned. Starland will have two entrances: the main entrance on the west side of the building, and an entrance on the south side of the building. Both entrances are located in view of the reception front desk. The two entrances can be used as exits and there is also an emergency exit at the north end of the building.

The petitioners are planning to replace and restripe the existing driveway to the west of the building and the parking lot off Pine Street, and they plan to seal coat and restripe the rest of the parking areas around the building. The current parking lot has 89 spaces and the restriped parking lot will have a total of 86 spaces, including 4 handicapped spaces. The Pavestar plan in the petitioner's materials shows the proposed parking lot layout.

The petitioners have indicated that the existing playground equipment will be replaced with new playground equipment and the new playground will be about 2,000 square feet in area and enclosed by a 6 foot high chain link fence. The playground's hours of operation will be from 9:30 a.m. to 3 p.m.

Proposed Starland Traffic

At the request of the Plan Commission, the petitioner hired KLOA to conduct a traffic and parking impact analysis using the 2003 JCC traffic and parking study as a basis. A paper copy of the study is enclosed and a copy of the study has been placed on the Village's website for the neighbors to review. The previous 2003 traffic counts were used and in order to account for growth, 10 percent was added to the 2003 traffic volumes. Figure 3 on page 6 in the Starland traffic and parking analysis dated November 22, 2011 shows the 2011 traffic volumes at the intersections of Pine Street and Hackberry Road and Pine Street and Dartmouth Lane.

Traffic counts were conducted at Starland's current location in Deerfield Square to determine a base condition for Starland's current traffic generation. Table 3 on page 10 of the traffic and parking impact study shows the existing peak hour traffic generated by Starland in the Deerfield Square location. Table 4 on page 10 of the study provides the projected peak hour traffic generated by Starland at the 445 Pine Street location, with the maximum enrollment of 110 children in the summer. The study estimates that during the morning peak hour in the summer Starland will generate 157 vehicles per hour (including inbound and outbound), and during the afternoon peak hour in the summer Starland will generate 176 vehicles per hour (including inbound and outbound). During the school year, the traffic volumes for Starland will drop because the summer camp will not be in session. Figure 6 on page 13 of the petitioner's study indicates the projected traffic volumes on the nearby roadways including traffic for the proposed Starland.

Tables 6 and 7 on pages 14 and 15 of the petitioner's study show the capacity analysis of the nearby intersections under existing traffic conditions, and with the added Starland traffic, respectively. The level of service (LOS) rating will remain unchanged at all intersections except westbound Dartmouth Lane's intersection with Pine Street, which is expected to change from LOS A with a delay of 9.6 seconds, to LOS B with a delay of 10.0 seconds during the weekday evening peak hour. Staff asked the traffic consultant a couple questions about the study for clarification – a copy of the questions and reply can be found behind the traffic and parking impact analysis.

Proposed Starland Parking

The petitioner's traffic and parking impact analysis indicates that the existing 20 foot wide north/south driveway on the west side of the building will be used for drop-off from 9:20 to 9:40 a.m.; 10:20 to 10:40 a.m.; and 3:50 p.m. and 4:10 p.m. A Starland employee will be at the west building entrance to escort the children into the building. They estimate each car will be parked in the driveway for about 1 minute. There is stacking for about 7 cars in the driveway. The petitioners estimate there will be a maximum of 40 vehicles during the

drop-off periods, which can be accommodated in the existing stacking in the driveway. For parents who will stay with their children or parents who arrive outside the drop-off times listed above, they will park in the lot to the south of the building by the baseball field or in the lot to the north of the building off Pine Street. Parents picking up children will have to park in the parking lot, come into the building, and sign their child out. Most parents parking cars will utilize the parking lot to the south of the building by the baseball field, and the north parking lot will be used when the south lot is full. There are 24 parking spaces in the lot located to the south of the building and in total there will be 86 parking spaces on the property.

Table 8 on page 16 of the petitioner's study shows the average parking demand during different days and times. The petitioner's study indicates the maximum weekday parking demand will occur from 9:30 to 11:30 a.m. with 15 cars parked in the lot. The maximum Saturday parking demand will occur from 8:30 a.m. to 5 p.m. with 24 cars parked in the lot. The petitioner's study indicates there is sufficient parking on site to accommodate the expected parking needs for the class performances. Although theater productions are not included in the maximum cars parked numbers indicated in the petitioner's traffic and parking study, the petitioners and their parking experts indicate that the capacity of the existing lots can handle the occasional theater productions very adequately.

Starland operates 4 passenger vans and 1 minivan. Approximately 80 percent of Starland students utilize the van service to go from Starland to school, or to go from school to Starland. The vans will park, load, and unload kids in the rear (east) parking lot. The vans will contain Starland signage. The van parking spaces in the east lot will be designated spaces with signage; such signs must be under 2 square feet in area and non-illuminated. Starland will have a maximum of 12 employees on the site at one time and employees will park in the lot to the north of the building, east of the parent parking lot.

True Way Presbyterian Church and DYBA

The True Way Presbyterian Church would still operate out of the 445 Pine Street property. The Church will occupy rooms #9, 10, and 11 as shown on the petitioner's floor plan in their booklet. The Church and Starland will share the use of the Theater/Big Sanctuary, the gym/lunchroom, and rooms #12, 18, 20, 22, and 24. The petitioner's materials indicate that Starland's activities and the Church's activities would not overlap. The petitioner's materials and the traffic and parking impact analysis contain additional information on the Church's future operations.

Currently, Deerfield Youth Baseball Association (DYBA) uses the baseball fields on the property. The petitioners indicated they will try to work with DYBA to continue use of the baseball fields, but that sharing the fields must be coordinated so that their schedule does not overlap with the summer camp.

Zoning Conformance

When a use is not specifically listed as a Permitted Use or Special Use in a zoning district, the use is not allowed. Currently, a child enrichment center is neither a Permitted nor a Special Use in the R-1 Single Family Residence District so the use is not allowed. Therefore, a Text Amendment is needed to allow the proposed use in the R-1 Single Family Residence District. The use will be added to the R-1 Single Family District (the current zoning of the subject property) as a Special Use. The Special Use standards would apply to this Special Use and any future requests for a child enrichment center in the R-1 zoning district. The proposed use for a child enrichment center will be added to the R-1 Single Family Residence District only, not any of the other residential zoning districts. Currently, other Special Uses in the R-1 zoning district similar to a child enrichment center are nursery schools, day schools, and camps.

As stated above, the petitioners are seeking approval of a Text Amendment to allow a child enrichment center as a Special Use in the R-1 Single Family Residence District. A Text Amendment has to be in the public interest and not solely for the interest of the applicant.

The proposed Text Amendment to the R-1 Single Family Residence Zoning District is as follows:

Add letter f. to Article 4.01-C Special Uses in the R-1 Single Family Residential zoning district:

- f. A child enrichment center when conducted on non-residential properties.

At the October 13, 2011 public hearing, the Plan Commission requested that staff create a definition of "child enrichment center" that would be added to the Zoning Ordinance if the petitioner's request is approved.

Add Child Enrichment Center to Article 14.02 Definitions as follows:

Child Enrichment Center: A facility that offers instruction in a range of at least five of the following classes: art, dance, drama, voice, music, academics, fitness, fashion design, jewelry making, and similar instructional classes. Performances, theater productions, parties, and camps may be provided when approved as part of the facility.

In addition to the Text Amendment, the petitioners are seeking a Special Use for the proposed child enrichment center for Starland to be located on the premises.

One Special Use may replace another Special Use within one year, provided the uses are substantially similar. If the request for a Text Amendment and Special Use is approved, the Village may require that the Special Use be for Starland only, and that if Starland ceases to operate on the premises, then the Special Use shall expire at that time. In 2007,

when the Village approved a Special Use for Deerfield Bank and Trust at 660 Deerfield Road, a similar limitation was placed on the Special Use. Ordinance O-07-23 for Deerfield Bank and Trust indicates: “the benefit of said Special Use is limited to Deerfield Bank & Trust Company and shall expire at such time as Deerfield Bank & Trust Company ceases to do business at the premises.”

Signage

Specific Text Amendments would need to be made for the proposed signage for a child enrichment center. The petitioners are proposing a wall sign for Starland. The proposed sign is 9’ long by 30” high (22.5 square feet) in area, and is a total of 6” in depth. The wording “Starland” with two stars will be on the sign, and the characters range from 7” to 16” in height. The sign will have brushed aluminum letters on a matte black background. The sign will be located on the west wall facing Pine Street to the south of the front door (where the cross is currently installed on the wall). The existing cross on the wall will be removed. The sign will not be illuminated.

The proposed Text Amendment for the wall sign is as follows:

d. Identification Signage for a Child Enrichment Center

(1) Number and Content

There shall not be more than one (1) identification sign for each zoning lot. Such sign shall indicate only the name and/or address and logo of the child enrichment center.

(2) Type

An identification sign may be a wall sign only.

(3) Area

No identification sign shall have more than one (1) sign face. The gross surface area of the sign shall not exceed twenty-two (22.5) square feet.

(4) Location

An identification sign shall be located on the same zoning lot as the principal use to which it is accessory, and shall be located on a wall of the principal building fronting a public street, public right-of-way, easement for access, or parking area.

(5) Height

An identification sign shall have a maximum height not to exceed ten feet six inches (10’ 6”) above grade.

The petitioners have decided not to pursue the request for a Text Amendment for a ground sign and the request for the ground sign has been withdrawn.

The True Way Presbyterian Church currently has a ground sign which was installed when the Church received their Special Use approval in 1995. The existing ground sign for the Church will be removed. The Church will have a new sign that is 2' by 2' 3" (4.5 square feet) and will be located in the front door or window of the building.

Screening of the Parking Lot

When the Church was approved in 1995, the Church's plan showed screening of the parking lot was to be provided (see attached). That screening of the parking lot is now gone, and the screening of the parking lot should be provided as that was part of the Special Use approval. The petitioner's landscape plan shows where the parking lot landscape screening is proposed. The petitioners have provided supplemental landscaping plan materials showing the location, species, quantity, and size of the proposed new plantings. The petitioners have indicated that there is mature landscaping along the north property which blocks the view of Starland from some of the neighboring properties to the north, and the petitioners believe that additional screening around the existing parking lot located immediately off Pine Street is not necessary. The existing parking lot immediately off Pine Street abuts the west property line, and the green space immediately west of the parking lot is Village right-of-way. There is no room for landscaping to be installed west of the parking lot. The Village does not allow landscape screening for a private property to be installed in the Village right-of-way.

Parking

Starland: The Zoning Ordinance does not have a specific parking requirement for this type of use. A related parking requirement is for a recreational use, which is one (1) parking space for each three (3) patrons based on the design capacity of the facility in terms of the largest number of patrons on the premises at one time, which would result in 37 parking spaces. This was the parking requirement used to calculate the parking for Starland in Deerfield Square. According to the petitioners' materials, Starland will have a maximum occupancy of 110 people requiring 37 parking spaces ($110 / 3 = 36.6 = 37$) for the use.

Church: The Zoning Ordinance requires one (1) parking space for every four (4) fixed seats. According to Plan Commission records, the sanctuary is located in the gymnasium, which is approximately 2,400 square feet in area. The Church submitted a seating plan when they received their approvals in 1995 which indicated pews are installed in the gymnasium. The seating plan shows that the pews can hold a maximum of 276 people, which requires 69 parking spaces to be provided ($276 / 4 = 69$).

Previously, when the Jewish Community Centers of Chicago (JCC) learning center operated in the building, they had an occupancy consisting of up to 181 children and 32 staff members and were required to provide 51 parking spaces. According to the 2003 Plan Commission recommendation, The Plan Commission believed that parking for both the JCC learning center and the Church would work because the uses operated at different times.

Deerfield's Zoning Ordinance requires parking spaces to be 9 feet wide by 19 feet long and requires the aisle to be 24 feet wide. The petitioner's Pavestar parking lot layout plan indicates that the restriping of the parking lot will meet these requirements. They are planning to stripe with a total of 86 parking spaces including 4 handicapped spaces. Currently, 89 parking spaces are provided on the property.

Parking restrictions currently exist on Pine Street. Parking is not allowed on southbound Pine Street adjacent to the subject property and the street is posted with no parking signs. No parking signs are also posted on the northbound side of Pine Street adjacent to the entrance and exit circulation drives (currently, the no parking signs on the east side of the Pine Street are covered due to the nearby construction on the Village's wastewater treatment plant).

The intersection of Pine Street and Hackberry Road is under 4-way stop sign control with painted crosswalks on all legs of the intersection.

CONCLUSIONS

Request for Approval of a Text Amendment to Allow a Child Enrichment Center as a Special Use in the R-1 Single Family Residence District:

The Plan Commission is in favor of amending the R-1 Single Family District to allow the proposed use as a Special Use in this district. The Plan Commission believes the use is appropriate for the R-1 Single Family District as a Special Use, and believes it is in the public interest to allow this use in this zoning district. The Plan Commission believes this type of business is an asset to Deerfield and that it serves the needs of children and families in the community. The Plan Commission feels this type of a business will be a positive use in the R-1 Single Family Residence District and that it will be a benefit to the residents of Deerfield. The Plan Commission believes the Text Amendment for a child enrichment center, including the definition, has been written so it limits the use to a facility that offers a true children's learning center with a variety of classes (at least five) and not just a single use facility such as a martial arts studio. The Plan Commission believes the proposed Text Amendment is appropriate as a Special Use in the R-1 Single Facility Residential District.

Request for Approval of the Proposed Special Use for Starland:

Compatible with Existing Development

The Plan Commission believes that the proposed Starland child enrichment center is planned so that it will be compatible with existing development in the area and will not impede the normal and orderly development and improvement of surrounding properties. The Plan Commission believes that the proposed Starland will have minimal impact on surrounding properties. The Plan Commission believes the proposed child enrichment center is a good use of the property and will be an asset to the Village. The Plan Commission observed that the property has historically been used as a place of learning

for children, and the proposed Starland child enrichment center follows that pattern. The Plan Commission believes that the use itself, not the private ownership of the use, is important in zoning approval process and in determining the compatibility of the use with the surrounding area. The Plan Commission does not believe it is a problem that Starland is privately owned.

Lot of Sufficient Size

The Plan Commission believes the lot is of sufficient size for the proposed Starland. The subject property is over 6 acres in size. The petitioners are not proposing to expand the size of the building. The exterior changes to the property include repaving and restriping the entire parking lot and one-way driveway; installing new playground equipment; installing landscape screening; installing new wall signage; and installing some internal directional signage at the request of the Plan Commission. The Plan Commission has noted that the property is in a park-like setting and believes the property is suitable for the proposed use and will not create a negative impact on surrounding properties.

Traffic

The Plan Commission believes that the proposed child enrichment center will not have an adverse impact on the surrounding properties. They do not believe that the proposed use should significantly increase traffic volumes in the area. Pine Street should not have a problem accommodating the traffic generated by Starland and the nearby intersections should not be adversely affected. The petitioners have undertaken a traffic and parking study that indicates that the proposed Starland will not have a significant impact on the area land uses or the road network.

The Plan Commission believes additional signage should be added internally to help direct drivers. Specifically, the Plan Commission recommends a right turn only sign for vehicles exiting the south parking lot onto the one-way drop-off driveway. The Plan Commission also suggests striping the one-way drop-off driveway to designate the curbside drop-off lane on the right from the passing lane on the left.

Parking and Access

The Plan Commission believes that the proposed number of parking spaces on the property is adequate. There will be a total of 86 parking spaces on the subject property, which is in excess of the number of spaces required by the Zoning Ordinance. The parking lots will be seal coated and the spaces will be restriped. All parking will be on site. Most of the parent parking is located in the lots immediately off Pine Street to the south and north of the building. For drop-off in the driveway, the petitioners anticipate that parents will stay in their cars and children will be escorted to the building by a Starland employee. When picking up children, parents must park their vehicles, enter the building, and sign their child out. The Plan Commission believes the parking on the property will work well as Starland and the church will not function at the same time.

The two existing vehicular access points on Pine Street for the drop-off driveway, and the vehicular access point for the parking lot to the northwest will not be changed as a result of the proposed Starland. The petitioners have indicated that the vehicular access behind the building will be blocked off to parents. The Starland employee parking lot to the north of the building and Starland van parking lot to the east of the building will be blocked off to parents and only accessible to Starland employees and the Starland vans.

Effect on the Neighborhood

The Plan Commission believes the proposed child enrichment center will not be significantly or materially detrimental to the health, safety and welfare of the public or injurious to other property or improvements in the neighborhood, nor will it diminish or impair property values in the surrounding areas. The Plan Commission believes the proposed child enrichment center will have minimal impact on surrounding properties and is a good location for the proposed use. The property has historically been used as a place of learning for children and the proposed Starland use is in keeping with this pattern. The Plan Commission believes that the proposed use will not have an adverse impact on the neighborhood. The proposed Starland is less intense of a use than the previous uses such as the Cadwell School (300 students), the day care facility (215 children and 32 staff), the church's day camp (200 children and 25 staff), and the JCC early childhood services learning center (181 children and 32 staff).

The Plan Commission believes the proposed location will work well for this use, and that the use will have minimal impact on the neighborhood. The Plan Commission believes Starland will be a positive addition to the neighborhood. The petitioners will be occupying a property that currently has some disrepair and will be making aesthetic improvements that will benefit the surrounding residential neighborhood, including landscaping, parking lot improvements, and minor renovations to the interior of the building. The petitioners are removing the existing ground sign for the church and the illuminated cross on the west wall. The proposed new Starland signage will be a non-illuminated wall sign that will fit in better with the surrounding residential area. The Church will have a new 4.5 square foot sign located in the front door or window.

Adequate Facilities

Adequate facilities (roads, drainage) are already being provided for this site.

Adequate Buffering

The Plan Commission believes the proposed new landscaping around the existing north parking lot will adequately screen the view of the parking from the neighboring properties to the north. The Plan Commission believes the petitioner has shown that there is sufficient buffering currently in place along the western portion of the north property line to screen the views for the neighbors to the northwest. The parking lot immediately off Pine Street abuts the west property line, and the green space to the west of the parking lot is Village right-of-way, and landscape screening is not permitted in the Village right-of-way.

RECOMMENDATION

Accordingly, it is the recommendation of the Plan Commission that Starland's request for a Text Amendment and a Special Use to permit the establishment of a child enrichment center on the property at 445 Pine Street be approved, with the recommendation that the Special Use approval be limited to Starland and shall expire at such time as Starland ceases to do business at the premises.

Ayes (7): Berg, Jacoby, Moyer, Nadler, Shapiro, Shayman, Swartz
Nays (0): None

Respectfully submitted,
Michael Swartz, Chairman
Deerfield Plan Commission

PLAN COMMISSION
VILLAGE OF DEERFIELD

The Plan Commission of the Village of Deerfield held a Public Hearing at 7:30 P.M. on December 8, 2011 at the Village Hall, 850 Waukegan Road, Deerfield, Illinois.

Chairman Swartz called the hearing to order.

Present were: Michael Swartz, Chairman
Larry Berg
Elaine Jacoby
Jim Moyer
Robert Nadler
Dan Shapiro
Stuart Shayman

Absent: None

Also present: Kathleen LéVeque, Associate Planner

Public Comment on a Non-Agenda Item

Chairman Swartz asked if anyone in the audience had a comment on a non-agenda item.

Sharon Cohen, 241 Forestway Drive, inquired about the paths going to Keller Park near Starland location. The paths are ripped up and muddy. Chairman Swartz said this question should be directed to the Deerfield Park District.

Continued Public Hearing on the request for a Text Amendment and a Special Use to Allow a Child Enrichment Center at 445 Pine Street for Starland – Adam More (True Way Presbyterian Church property) – continued from October 13, 2011.

Chairman Swartz stated that the focus of this meeting would be on traffic and parking, signage, and landscape screening of the parking lot.

Adam More, owner of Starland, addressed the Commission and introduced Robert Ronzoni of Ronzoni Lawn Service to explain the landscape screening.

Rob Ronzoni, Ronzoni Lawn Service, explained the proposed screening along the north side of the north parking lot (employee parking lot). They plan to use a variety of plantings to provide color throughout the year as well as add a layer of screening. The bushes will be intermingled with a variety of evergreens which will provide landscape screening year round. Pruning of dangerous limbs will occur before any tree is taken down and any hazardous trees on the property will be taken down as a last resort. They intend to clean out the overgrown and unkept landscaped areas.

Chairman Swartz commented that this plan is different from the original proposed and approved landscape screening plan. This plan does not screen all of the northwest parking lot immediately off Pine Street. In the previously approved plan this was addressed.

Mr. More addressed signage. The sign will not be illuminated and will be approximately 6" coming off the wall. (A black background will be coming off 3" off the wall and the letters will stick out another 3" from the black background.). The sign will be 9' wide and 30" inches tall. The text on the sign will be 8" high and will be 6' wide. Mr. More also stated that there will not be any external lighting focused on the sign. The existing wood ground sign for the Church will be removed and there will not be any signage at the street.

Eric Russell, Principal at KLOA, Traffic and Parking Planning Consultants, discussed the findings of the traffic study, circulation plan and traffic impacts for the proposed Starland site. The site is accessible from three curb cuts along Pine Street. Pine Street is a north-south collector roadway with a posted speed limit of 25 mph in the vicinity of the site. The two southern curb cuts are for the drop-off drive which serves the front entrance of the building. The drop-off drive accesses the south parking lot which accommodates 24 vehicles and is intended to serve mostly parents. The third curb cut is located on the northern portion of the property and serves the northwest and north parking areas. The northwest parking lot will serve as overflow parking for various events and the north parking lot will be the primary parking for Starland staff. Starland's shuttle buses will park in the rear of the building.

Starland operation hours will be from 8:30am to 8:30pm, Monday through Thursday and from 8:30am to 5:00pm on Friday and Saturdays. Students will arrive at the property in a few different ways: parents will drop-off and pickup at Starland; parents will park and come into the facility and stay through the classes; parents will drop-off students in the morning and the Starland shuttle bus will then take the students from the classes to their respective schools; or in the afternoon the Starland shuttle busses will pickup students from the schools and bring them to Starland, where they will later be picked up by a parent.

Starland has indicated that the majority of the students arrive to or from the facility by the shuttle busses. The average enrollment or class load at any given hour at the Starland facility is between 20 – 30 students. Most classes last about an hour and many students take multiple classes, particularly after school. Therefore, the facility is not turning over students every hour of the day. Peak traffic times occur at the start of the major class offerings which are primarily 9:30am, 10:30am, 4:00pm and 5:00pm. Mr. Russell explained this was verified by taking traffic counts and vehicle movements in and out of the current Starland facility. The counts were taken on a Monday, which is the peak day when most classes are offered. Thirty-five to forty cars were observed entering and exiting the property during this time period. Traffic counts were taken on November 7, 2011.

Mr. Russell said that for the traffic analysis they like to work with base conditions or normal traffic conditions at the property. Due to the construction on Lake Cook Road which resulted in a lot of cut through traffic, KLOA did not feel that it was appropriate to take traffic counts at this time. Mr. Russell explained that it was not a true depiction of the traffic flows on Pine Street. Therefore, KLOA used a 2003 traffic study for the same property for its base conditions. This study was used when the JCC was considering moving into the property. As this study was 8 years old, KLOA increased the traffic counts by 10 percent. This study indicated that during peak hours (morning and evening rush hours) there were on average about 220 cars on the street. This includes cars going north and south on Pine Street in front of the proposed Starland facility. This results in an average of approximately 3 to 4 cars per minute on Pine Street during a peak hour.

Mr. Russell stated that in doing a traffic analysis they consider very conservative numbers. Typically for a school or similar type facility, KLOA prefers to look at the maximum enrollment numbers versus a typical enrollment day. In this case rather than looking at the 20 to 30 students that are typically on the property at one time, they considered the maximum enrollment of 60 students amongst all the classes in any given hour.

Analyzing the summer period, Starland intends to offer summer camps which would be an added enrollment capacity of 50 students. Mr. Russell noted that summer camps have been held at this property in the past. Maximum enrollment capacity at the summer camp will be 50 students, which would create a maximum of 110 students on the property at one time. Considering a conservative scenario, the 110 students were used in the traffic analysis to realize where traffic impacts may occur. Mr. Russell noted that the 2003 traffic study for the JCC facility was based on an enrollment of 105 students.

Mr. Russell explained traffic approaches the property from both the north and south. It is estimated that 60 percent of the traffic flow will come from the south and 40 percent from the north on Pine Street. Traffic volumes based on a 110 students in any given hour results in approximately 70 to 90 cars entering and exiting the property. This results to 1.0 to 1.5 cars per minute. As mentioned earlier, Pine Street carries approximately 3 to 4 cars per minute, so looking at a worst case scenario, the Starland use would add another 1 to 1.5 cars per minute. Mr. Russell explained that since the peak enrollment periods occurs at 9:30am, 10:30am, 4:00pm and 5:00 pm, he believes that outside of these hours traffic flows would be much less for the remainder of the day.

Mr. Russell concluded that the peak morning periods for Starland occur after the peak morning rush hours for traffic on Pine Street. There is an overlap of the peak afternoon enrollment periods for Starland and the peak afternoon traffic hours on Pine Street.

Mr. Russell explained the circular driveway will be utilized for the drop-off operation. The circular driveway can hold approximately 7 cars and will be used for drop-off only

during certain periods of the day. The circular driveway will not be used for pick-ups according to the Starland plan. Mr. More clarified that the plan calls for drop-offs to occur during the 9:30am, 10:30am and 4:00pm time frames. Other than these times, the driveway will not be used for drop-offs. Starland requires that students must be signed out of their classroom by a parent or guardian before they leave. Therefore, parents must park and enter the building to retrieve their child. Parents will be parking in the south parking lot for child pick-ups. Pick-up will not occur at the curb.

Mr. Russell stated that the intersection of Pine Street and Hackberry Road is an all-way stop and has marked crosswalks on all legs of the intersection. Cars must come to a complete stop at this intersection and all traffic controls are in place to ensure safe crossing. Based on the volumes on the street today, the intersection operates at a Level of Service A (which is the highest level for an intersection) with no long queuing occurring. Adding the volume of cars from the proposed Starland operation will not change the level of service at this intersection. There may be an extra second of delay that will occur at this intersection, but overall the intersection would remain at a Level of Service A.

Mr. Russell discussed parking. There are a total of 89 spaces on the site which is adequate for the operation. The peak demand for the south parking lot where students will be picked up is projected at 15 spaces. The south parking lot has 24 spaces. The 12 staff members that will work at the facility will park in the north lot which can accommodate 65 cars. During special events such as theater productions that will occur periodically during the year, attendance is approximately 150 people. Typically there would be a parent and a child in a car, therefore based on the 150 people in attendance, the 89 total parking spaces should more than accommodate the demand for parking without any overflow onto Pine Street. Parking is not permitted on Pine Street.

Chairman Swartz asked the petitioner to describe the circulation of traffic in the south parking lot during child pick-up. Mr. More said that parents will enter the site through the circular drive and proceed to the south parking lot where they will park and retrieve their children. Exiting vehicles will proceed west out of the south parking lot and turn right onto the one-way circular drive and onto Pine Street. Chairman Swartz asked if there is any traffic control signage proposed for the site such as one-way signs or stop signs. Mr. More said there is a one-way sign off of Pine Street at the south entrance into the circular driveway. Commissioner Jacoby asked if there would be a barrier at the rear of the south parking lot so that parents do not circulate through the rear of the building to exit the site. Mr. More said he plans to create a barrier during normal working hours so that parents do not drive around the rear of the building or into the employee parking lot; these areas are only for employees and the Starland vans.

Commissioner Shayman asked if there would be any Starland vans parked in the circular drive; Mr. More replied that all vans would be parked in the northeast parking lot behind the landscape screening. Commissioner Swartz asked Mr. Russell if there are

plans put a “right-turn only” sign at the south parking lot’s exit onto the circular driveway. Mr. Russell and Mr. More agreed that this was a good idea to put in the right turn only sign in this location.

Commissioner Nadler asked if drop-off and pickup occur at the same time, would there be any queuing at the circular drive. If so, the queuing would block vehicles from exiting the south parking lot. Mr. More corrected previous testimony which stated that drop-off would occur at 10:30am. Drop-off will only occur at 9:30am and 4:00pm. There is no drop off at 10:30am and therefore there will be no overlap of drop-off and pickup of children. Mr. Russell stated that the circular drive is 20’ wide so if a car was parked on one side of the drive, another vehicle can proceed around the parked vehicle.

Commissioner Nadler asked for the rationale for not allowing vehicles to circulate around the rear of the building to exit. Mr. More did not feel it was practical for vehicles to travel around the building when the path from the south parking lot can accommodate entering and exiting traffic. The driveways around the rear of the building are tight, and he would prefer that parents not drive around the rear.

Commissioner Shapiro asked how vehicles will maneuver to exit the south parking lot. Mr. More stated that drivers will back out of their parking space and proceed in the direction they entered from. Vehicles will turn right onto the circular drive to exit the site. Chairman Swartz recommended that adequate signage be in place to ensure that vehicles will turn right onto the circular drive coming from the south parking lot. Mr. Swartz also deferred to the expertise of Mr. Russell on whether a “right turn only” sign should be installed at the circular driveway’s north exit onto Pine Street. Commissioner Nadler commented that giving drivers the option to go either way on Pine Street would better help circulation. Chairman Swartz noted that if conflicts occur with vehicles exiting the site, there is always the possibility of opening up the rear access to allow vehicles to go around the site to exit through the north parking lot.

Commissioner Nadler asked if there will be access to Mallard Lane once the proposed landscaped buffer is in place. Mr. Ronzoni stated that the pedestrian path will remain and the new landscaping will greatly discourage vehicles from going through the path. Mr. Ronzoni said that the plantings will come very close to the playground fence. Commissioner Shayman asked if there could be some bollards at the end of Mallard Lane to restrict access. Chairman Swartz suggested the Fire Department may not want that area completely blocked off to allow for emergency access to the property via Mallard Lane.

Commissioner Shayman asked in a worst case scenario, how much vehicular back up can be projected at the intersection of Pine Street and Hackberry Road. Mr. Russell thought there could be a 1 or 2 car back-up, if any. Mr. Russell stated that “Level of Service A” is a very efficient operation. He pointed out that the east leg of Hackberry ends after the intersection. Also, traffic from the proposed Starland site will not be a continuous flow. Vehicles exiting the property will have the option to go north or south,

and not all vehicles will go south into the intersection. Based on the traffic volumes, Mr. Russell did not see any negative impact.

Commissioner Berg asked if there will be lane markings in the circular driveway which would indicate drop-off on one side and passing on the other side. Mr. Russell thought that this was a good idea to define the left side of the driveway as a driving lane and the curbside area as the drop-off lane.

Commissioner Shapiro asked if there is any consideration to have staff outside to assist with traffic flow. Mr. More stated that he will have staff out to help out in the beginning until the people get used to the pattern.

There being no further comment from the Plan Commission or Starland at this point, Chairman Swartz opened the floor to the public for comment and questions.

Marcus Newman, 544 Castlewood Lane, commented that his three daughters have had amazing and wonderful experiences attending Starland classes. Mr. Newman strongly believes that the opportunity for his children to participate in the arts in Deerfield was incredibly important. Mr. Newman pointed out that Deerfield has numerous athletic activities for its residents but not many offerings in the arts. He believes that Adam and Starland fill a huge void that is missing in the community for those children who may not play sports. He said the committed professionals at Starland are interested in the development and growth of the arts in children. Mr. Newman recognizes possible traffic inconveniences to the residents in the immediate area but believes that it would be a terrible shame to keep Starland out of this property. The reality of the traffic report pointed at minimal negative impact to the neighborhood compared to the huge positive impact that this opportunity can make on our children.

Kelly Condon, 465 Mallard Lane, lives at the end of Mallard Lane. Building on her comments from the previous meeting on October 13th, Mrs. Condon encouraged the Plan Commission members to visit the site. She is concerned about the south parking lot. The back parking lot is very tight and maneuvering in a time crunch situation can be dangerous. Mrs. Condon does not recommend opening up the back area because it is very narrow. She believes a pedestrian can easily get hit if a vehicle is moving quickly at the north parking lot exit. She also thinks the south parking lot can be problematic in the spring and summertime when Starland enrollment is at its peak. Parents and coaches use the south parking lot during this time when the baseball teams use the field for games.

Mrs. Condon addressed the criteria for approving a Special Use, specifically the section on the "effect on the neighborhood". Mrs. Condon specifically referred to the key criteria which states, "no significant changes to the health, safety or welfare of those in the neighborhood". Mrs. Condon is displeased about the inconvenience of traffic for 10 to 12 hours a day, 6 days a week. Mrs. Condon believes the traffic, singing and dancing will negatively affect her quality of life.

Joanne Kunz, 430 Pine Street, had some questions regarding the traffic study that was presented. In Table 2 on page 8 of the study, between the 9:30am and 10:30am hours, Monday through Friday, the average enrollment shown is 20 to 30 students. Mrs. Kunz is questioning these numbers that the traffic study is based on. Using the fall Starland enrollment numbers that she was given by Mr. More, she believes the enrollment numbers far exceed the average of 20 to 30 students. She believes there is also a discrepancy for the 1:00 to 3:00pm time period as well. She asked how many cars will be coming down Pine Street during the time period 9:30am to 10:30am. Mrs. Kunz is concerned about the southbound cars on Pine Street turning left into the proposed Starland location. Mrs. Kunz lives at the bend on Pine Street across from the proposed Starland site. It is hard for her and her neighbors to pull out of their driveway into Pine Street now - and it will be worse with increased traffic. She asked if the traffic analysis takes into account the difficulty of the current residents trying to pull out of their driveway into Pine Street even without the increased traffic generated from the proposed Starland location.

Chairman Swartz pointed out for background purposes and to put things into perspective that the proposed Starland use is the least intensive of the last three uses on this site. Even though the current use by the True Way Church has not generated a lot of traffic in the recent past does not mean that there will not be traffic at this site. He said it must be understood that the neighborhood does not have a right to no traffic.

Mrs. Kunz commented that as a 20 year resident, she was in her home when the JCC was occupying the site. Mrs. Kunz pointed out that unlike the JCC school, Starland will have cars coming throughout the day. When the JCC was at the site, there was one drop-off in the morning and one pick-up in the afternoon. Mrs. Kunz had another comment regarding the Zoning Conformance in the staff memo statement that indicates the Text Amendment and the Special Use being added to the R-1, Residential District. She asked if Mr. More decides to sell Starland to another child enrichment center, could a new owner occupy the property. Mrs. Kunz questioned this because her understanding from the October 13th meeting was that the Special Use for this property would exist for only Mr. More and Starland. Mrs. LéVeque explained the Village may place a condition on a Special Use approval that limits the approval only to a particular business. This was done a few years ago with the Deerfield Bank and Trust Special Use.

Chairman Swartz commented that the way the ordinance is proposed to be amended allows a child enrichment center in an R-1, Residential District. If the Plan Commission recommends approval to the Village Board, Chairman Swartz would be surprised if a condition were not attached that the Special Use is only for Mr. More and Starland. Therefore, if Mr. More sold Starland to someone else, the new owner would have to come before the Plan Commission for the approval process to get a new Special Use.

Chairman Swartz commented that throughout the approval process, the petitioners have indicated that the maximum number of students that Starland proposed for enrollment is 60. If Starland goes above this number, they would be in violation of this Special Use.

Aaron Coen, 241 Forestway Drive, is a 6th grader who lives a block away from the proposed Starland site. Mr. Coen has been going to Starland for 2 years and explained the value and intellectual growth and development he has gained from the staff and courses he has taken at Starland. He would be thrilled to be able to walk to this facility to take his classes.

Moe Ban, 234 Forestway Drive, wanted to reiterate that a church, temple, or mosque could go into the facility without community approval. Mr. Ban explained that many of those uses could be far worse than the current proposal. While he sympathizes with the residents who live nearby, preventing Starland from going into this site does not necessarily prevent the issues that they are trying to mitigate such as the noise, traffic and changes in home values.

Kimberly Friedman, 41 Burning Tree Lane, has had children at the JCC when it occupied the proposed Starland site and there was always traffic there. To comment on traffic and to keep this an abandoned building would not only bring down property values but also increase the potential “riff-raff” that could come into this area. This would bring about a whole different type of “traffic”. Mr. More and Starland are trying to bring organization to this property. The children who would be engaged in positive outdoor activities have just as much right to be there as the sports teams that utilize the sports fields. She believes it is pretentious to state that the added noise is going to be obtrusive to the neighbors’ daily life. There needs to be common sense about noise and playgrounds. Traffic at the new facility will take some adjusting to, but the main thing is that Mr. More and Starland are trying to provide safe entry and exit not only for the children attending his facility but also for the children in the neighborhood. The care and consideration that will be given to the landscaping surrounding the building will be a much need improvement to the current conditions and a great addition to the community. Lastly, the removal of an unsightly illuminated sign will also beautify the area.

Matt Getter, 301 Pine Street, commented that the debate should focus on the laws and whether or not the proposed Special Use meets the standards in the ordinance. Specifically, is the Text Amendment in the public interest. Mr. Getter believes that it is in the private interest of Starland and its paying customers. Mr. Getter commented on one of the reasons Starland is moving from its current location is to save money as stated from the October 13th meeting. Mr. Getter believes that by Starland moving into this location, the residents in the nearby area are being asked to subsidize Mr. More’s business by keeping his costs down at the proposed location. Allowing Starland to keep its costs down allows Mr. More to keep his customers’ costs down. Therefore, the neighbors are asked to subsidize Starland patrons as well. This is not fair and not right.

He said the neighbors may not have a right to no traffic but they do have a right to the protection of the ordinance, and the ordinance requires that this be in the public interest. Mr. Getter believes that this is not in the public interest it is only in the private interest of a few. This proposed use will change the character of a residential neighborhood into a satellite of downtown Deerfield. This area now becomes a destination place. This should be the focus of the debate on the proposed use.

Daryl Anisfeld, 313 Pine Street, attended the October 13th meeting and was under the impression that the Village was going to do the traffic study, not the petitioner. Mrs. Anisfeld is torn because the proposed site was established as a neighborhood school, then established for community uses, and now it will be used for private enterprise. She is aware that this is an isolated case with restrictions but when there is precedence, there is always a problem. Mrs. Anisfeld questioned how a commercial building can go into a residential area - is it just because a vacant building is available? She questioned how the Village could allow this to happen.

Pat Jester, 307 Pine Street, is a longtime resident and wanted to clarify a few things. She said things were not always okay when the JCC occupied this site. Mrs. Jester inquired about the number of children in the summer camps and what areas of the property will be used. She asked if the children were going to be inside or outside. Mrs. Jester would like clarification on the numbers used for this traffic study. Pine Street is one of the three main north-south routes through Deerfield. At 5:00pm Pine Street is a busy street. Mrs. Jester concurs with Mr. Getter's comments and what Mr. More is doing is wonderful but whether Starland should be there is the question.

Abby Cole, 1312 Central Avenue, said her daughter was a part of Starland since its inception. It was never a place that was a commercialized type of situation. Starland has never felt like it's been anything but a place of learning. Mrs. Cole does not find Starland to be a traffic type of environment or a commercial type business. The proposed site is a wonderful opportunity for Starland. Mrs. Cole feels that this would be a benefit to the community and a safe place to be.

Ashley Lind, 2523 W. Winona, Chicago, is a teacher with Starland. Ms. Lind responded to some of the comments that were voiced this evening. Ms. Lind is responding as a teacher and as a person who does have a say in how Starland is operated. Ms. Lind heard comments from neighbors indicating that unless you work for or send your children to Starland, there are no benefits to the public. The landscaping and rehabbing of the surfaces is something that the public will enjoy in that space. As a whole, Starland has discussed resident concerns such as how residents will be able to walk their pets, how they will be able to use this space as an extension of their yards. Starland takes these concerns seriously. Starland has discussed student-teacher ratios when they are outdoors. As a staff, they have decided that 10 students per teacher is the maximum in a small formation such as reading outside or an outdoor activity. Greater teacher-student ratios would occur for field play. Hopefully, this will alleviate resident fears that children will be running unsupervised through their yards. Also,

Starland has scholarships in place for people who want to be a part of this but may not feel that they are able to. Starland also has community activities such as going to area nursing homes or caroling if the neighbors feel this is something they would like. Starland staff has their ears open to the public concerns. Anything that staff can do to try to make this something special is not only beneficial to Starland and their students but beneficial to the community as whole. It is important to Starland that their core values of community, inclusion, and allowing everyone to be a part is known to the public. Starland is listening, it is Adam who plans for everything to run smoothly but it is the teachers and staff that make it happen. Starland does not want to be a satellite in the neighborhood; they want to be a part of the neighborhood.

Steve Schaffer, 422 Pine Street, lives directly across from the north entrance of the proposed Starland site. Mr. Schaffer concurs with Mr. Getter's comments. Mr. Schaffer has no problem with Mr. More and Starland but the issue is a commercial business going into his residential neighborhood. Starland is great for Deerfield and most people love it as long as it is not in their residential area. After the traffic studies are done and the screening is planned, it is still a detriment to the area. People move into to areas for the schools and places of worship. People move away from commercial areas because it decreases property values. He asked if a commercial property comes into this area, will the Village do anything for the nearby residents if their property values fall. This is a concern for those who are in the immediate area and the precedent of a commercial business going into a residential area. He feels it doesn't meet the Text Amendment requirements and feels strongly that this is the real issue. He agrees that Mr. More and Starland are great but that is not the issue.

Mr. More responded to Mrs. Kunz's original question about enrollment numbers. Mr. More stated that the enrollment sheet that Mrs. Kunz received was misread. The enrollment numbers are more in the 25 to 30 student range. At the current Starland location in Deerfield Square, there is one day that crosses that threshold of 60 students in an hour, with 65 students, but this is an anomaly. Chairman Swartz asked if Mr. More is still standing by his original request of a maximum enrollment of 60 students in any given hour. Mr. More responded that he still stands by this number. Mr. More also wanted to give a brief history of himself. Mr. More was a successful trader for 10 years but didn't feel that what he did gave anything back to the community. Mr. More started Starland because it is something he believes in and is passionate about. He loves bringing joy to the children and parents through his programs.

In a counterpoint regarding a comment that the neighborhood is subsidizing Starland's cheaper rent by moving into this proposed location, Mr. More commented that in his current space, he has had to build out three different times. Currently, the way the space is built out, it provides no flexibility to the Starland operation. If Starland continues at its current location, the higher rent levels and no flexibility will, in time, chip away at the operation and ultimately kill Starland. The proposed location will provide the opportunity for Starland to do new things with the increased flexibility of the new

space. Mr. More is not looking to ruin the neighborhood or bring down property values. Just the opposite - he wants to be a good neighbor.

Mrs. Kunz wanted to clarify that her concern was not the number of students on the property at any given hour. Mrs. Kunz's question pertained to the traffic study on page 8, Table 2. The 9:30am to 11:30am time period was based on average enrollment of 20 to 30 students. Based on the counts on the fall enrollment during the same time period the numbers were much higher: Monday, 80 students, Tuesday 71 students, and 54 students for Wednesday and Thursday. If the traffic study used an enrollment of 20 to 30 students, then the traffic study and its impacts are inaccurate.

Mrs. Kunz also wanted it to be clear that she does not think that putting a commercial business in a residential zone is beneficial to the residents in that neighborhood. This is for the sole purpose of Mr. More and Starland and their customers.

Ken Andre, 243 Fairview, responded to the comment that the main issue is putting a commercial use in an R-1 Residential District. Mr. Andre is the real estate broker for Starland. Mr. Andre asked if a strip center were going into this space, there would be a lot more people out here tonight. Mr. Andre noted that there are 5 or 6 people here to oppose the Text Amendment and if it were a big issue he would expect more people to be at this meeting.

Chairman Swartz added that the Plan Commission has received many emails and letters from residents who were opposed to this use as well as many in favor of the use. It is not just the people who are at this meeting that are opposed to this petition. Chairman Swartz said that Commission gives weight to each view whether for or against a petition.

Someone from the audience asked whether the uses before the church were non-profit or for-profit business. This person stated that a day-care and day-camp could be operated as a for-profit business. There is a big difference between retail business and a business that could easily be a non-profit.

Ashley Lind commented that the people are not necessarily arguing about the traffic or the enrollment numbers and not necessarily about Starland or what Starland is about. She is hearing that people are concerned about the precedent. Ms. Lind pointed out that there is nothing about Starland that is not a school. It is a privately owned school and a school that is not supported by taxpayers. If something goes wrong for Starland the people in the neighborhood are not being asked to contribute the way they would to a public school. The neighborhood is not subsidizing this business.

Andrea Waintroob, 1147 Hackberry Road pointed out that the distinction between a commercial for-profit school and a not-for-profit organization is critical. Mrs. Waintroob and her neighbors expect that they will be inconvenienced by the use on this property as a school, a church, etc. There is a large difference of inconvenience generated by a

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not-for-profit institution or a public institution and one that exists for the purpose of making a profit for its owner.

Marcus Newman remarked that the traffic study does not take into account that there is a lot of carpooling. There may be 40 students but not 40 cars.

There being no further discussion, motion to close the public hearing was made and seconded.

Respectfully submitted,

Daniel Nakahara

**PLAN COMMISSION
VILLAGE OF DEERFIELD**

The Plan Commission of the Village of Deerfield held a Workshop Meeting at 7:30 P.M. on December 8, 2011 at the Village Hall, 850 Waukegan Road, Deerfield, Illinois.

Chairman Swartz called the hearing to order.

Present were: Michael Swartz, Chairman
 Larry Berg
 Elaine Jacoby
 Jim Moyer
 Robert Nadler
 Dan Shapiro
 Stuart Shayman

Absent: None

Also present: Kathleen LéVeque, Associate Planner

Discussion of recommendation for Starland

Commissioner Shapiro said he has some concerns with the south side of the property. Commissioner Shapiro would like to know where snow piling will take place on the property and how that will affect the circulation, drop-off and pick-up. Mr. More said that he will consult an expert but he assumes that snow will be able to be pushed onto the grass at the northwest side of the north parking lot. Commissioner Shapiro is more concerned about circulation rather than any loss of parking spaces and read a section of the Starland report that said "petitioners believe that additional screening around the existing parking lot located immediately off of Pine Street is not necessary". Mr. More confirmed this is so because existing landscaping shields the properties to the north and screening cannot go to the west because there cannot be any plantings in a public right-of-way. Commissioner Shapiro also wanted clarification on the hours of operation being 8:30am to 8:30pm. Mr. More stated 95 percent of his students will be there during the hours of 8:30am to 5:30pm. After 5:30pm, 15 to 20 accelerated students will be at the facility. These students are in competitive dance or theater production.

Commissioner Moyer wanted to confirm that the playground area would be upgraded and asked if the reason that Starland does not want vehicles to circulate around the property was due to the playground area. Mr. More said that is correct and said the rear driveway is tight and he believes it will best and safest for parents not to circulate around the rear.

Chairman Swartz was reviewing the Staff Memo, specifically page 6 and the actual definition of a Child Enrichment Center. If the request is recommended this definition will become part of the ordinance and part of the enabling legislation that would allow

Starland as a Special Use. Chairman Swartz is concerned that someone could come in and call a martial arts school a child enrichment center because it offers instruction in fitness. Mr. Swartz is wondering if there a way to make this language clearer. Chairman Swartz suggests that a "Child Enrichment Center" would require a minimum of 5 of the stated activities instead of letting someone pick and choose from the list. Mr. Swartz thinks that this definition should be expanded to include a range of the stated activities instead of just one.

Commissioner Nadler addressed a question regarding whether or not this Text Amendment is in the best interest of the general public. Commissioner Nadler said the Plan Commission needs to focus on whether it meets the standards of a Special Use. As Mr. Nadler reviews the standards of a Special Use the only one that may have some level of subjectivity would be the "effect on the neighborhood." Mr. Nadler's personal view is that the effect is more of a positive than a negative provided, that when the Plan Commission does come to a vote and if the vote is favorable that there is serious consideration that it is tied specifically to Starland and their operation. This would, to some extent, mitigate the concerns of other operations going into this site. Given what is there and the dilapidation of the landscaping, the improvements there, the site, topography and how it fits to the road, Mr. Nadler believes it would be a plus to the surrounding area and plans to vote in favor.

Chairman Swartz inquired about the type of exterior lighting that would be provided for safety. Mr. More said that they are not planning any additional exterior lighting. Pick-up for evening classes will occur on the south side of the building and they will utilize the existing lighting over the door. The lighted door is the only door which parents will be able to use to get into the building when signing out their children.

Commissioner Shapiro asked the Commission to consider limiting the building size to 25,000 square feet or less in the Special Use as part of the Text Amendment. Mr. Shapiro realizes the concern among residents of a commercial enterprise in a residential district. Conceivably a Child Enrichment Center could operate in a building twice the size in the future. If a similar situation does arise in the future as a Special Use, he believes the square footage restriction in the Text Amendment will lay to rest any concerns of a similar operation in a massive building. This would only pertain to this type of facility and this Special Use.

Commissioner Shayman does not see the advantages of limiting the building size in the Text Amendment. Commissioner Shapiro would find personal comfort in limiting the building size if the Plan Commission does recommend the Text Amendment. Commissioner Moyer stated that the limitation should be tied to the existing building and agrees with Commissioner Shapiro in limiting the building size. Commissioner Moyer believes that similar petitions may come from the private sector.

Chairman Swartz views two potential issues with the building size limitation. The first is if the existing building is indeed under 25,000 square feet. Commissioner Shapiro said

he based the 25,000 square feet on documentation received from the petitioner. Commissioner Shapiro suggested that in the event of a future minor addition to the building, that the maximum size be limited to 27,000 square feet to give the petitioner some wiggle room for possible future renovation.

Commissioner Berg is concerned about placing a qualitative requirement. He does not agree or disagree with the building size limitation although the Commission should consider the location of the property. For instance, if the proposed property were sandwiched between single-family homes, rather than being a small building in a large park-like setting, his view would change depending on its surroundings.

Chairman Swartz did not feel that adding a 25,000 square foot maximum in the Text Amendment limitation would give the Plan Commission any significant additional control from what is already required in the Special Use criteria.

Commissioner Shapiro reiterated that his comments are for the Text Amendment, and not to the Special Use criteria. The Text Amendment would address the size in the definition of a Child Enrichment Center. Commissioner Shapiro stated that Text Amendment applies to all residential districts and therefore could give comfort to residents concerned about the precedent setting argument.

Commissioner Shayman asked if the Text Amendment would only be valid in an R-1 Residential District. Mrs. LéVeque confirmed that is correct.

Commissioner Jacoby believes that everything that Starland wants to do meets the requirements of the Special Use criteria such as compatibility with existing development, sufficient lot size, minimal traffic, parking and access. Mrs. Jacoby commented that Starland is a place of learning, a place where children in the community can go to learn, and it is a positive and not a negative. Starland is not run by a public entity, but it should not be ignored that it is a place of learning. Mrs. Jacoby is in favor of the petition because it meets the requirements of the Special Use criteria. Mrs. Jacoby pointed out that the Senior Center is located in a residential area and it is working out well for its patrons and the surrounding neighborhood.

Commissioner Berg focused on past, present and future uses. The site was built as a school, leased to the Park District for a daycare center and then sold to a church. Compared to past uses, Starland is a low density use, there is a sufficient number of parking spaces. Starland may need to make adjustments to their circulation plan but overall it is a good plan. Commissioner Berg believes that the primary reason there is such a debate is because there is no category in the Zoning Ordinance for a "Child Enrichment Center". Nursery schools, day schools and camps are currently allowed uses in the R-1, Residential District as Special Uses. The Child Enrichment Center is taking the nursery school, day school and camp and enhancing the experience for the children by adding to it with theater, drama and other academic aspects that Starland can provide. This use is undoubtedly and clearly in the public interest for this

community and probably for any community. The fact that Starland is not owned by a public entity is immaterial. This will be a tremendous public interest use. This Special Use clearly meets the seven criteria.

Commissioner Shapiro is concerned for the community and with the precedent that could be set in the future. Mitigating against the precedent setting issue is the fact that any such use will have to come in for a Special Use and will have to abide by and satisfy the standards set forth. In this case, the Special Use standards have clearly been met. Commissioner Shapiro stated that it is not the Special Use but the Text Amendment that is troubling. Commissioner Shapiro complimented Mr. More for being as transparent as possible throughout the process by categorizing Starland as a "Child Enrichment Center". Commissioner Shapiro looked at the context of a "Child Enrichment Center" and the similarities of the previous uses of this site and concluded that it is a logical extension of the previous uses. Commissioner Shapiro is supportive of Text Amendment.

Commissioner Moyer believes that the petitioner meets all the requirements of the Special Use criteria and is in favor.

Chairman Swartz commented that the debate was healthy, civil and clearly heartfelt on both sides. The strong opinions on both sides are what make Deerfield a strong and vibrant community. Chairman Swartz complimented all the speakers but particularly Marcus Newman, Matt Getter, Ashley Lind and Aaron Cohen on their eloquent delivery. Chairman Swartz does not agree with the argument that this use will "change the focus and the nature of the community". Chairman Swartz does not think it is the nature of the owning-entity of a use that is important, but the nature of the use itself. Chairman Swartz believes that this is critical and that Starland is a tremendous asset to the Deerfield community. Starland meets the criteria of a Special Use and he intends to vote in favor of Starland.

Commissioner Shayman moved to recommend the Request for a Text Amendment to Allow a Child Enrichment Center in the R-1, Residential District, and a Special Use for Starland to be located at 445 Pine Street. Commissioner Jacoby seconded the motion. Chairman Swartz added that the recommendation for the Special Use be specifically for Starland and would expire when Starland ceases to operate.

The vote was as follows:

Ayes (7): Berg, Jacoby, Moyer, Nadler Shapiro, Shayman, Swartz

Nays (0): None

Ms. LéVeque said the recommendation will go before the Village Board meeting on Tuesday, January 3, 2012.

PLAN COMMISSION
VILLAGE OF DEERFIELD

The Plan Commission of the Village of Deerfield held a Public Hearing at 7:30 P.M. on October 13, 2011 at the Village Hall, 850 Waukegan Road, Deerfield, Illinois.

Chairman Swartz called the hearing to order.

Present were: Michael Swartz, Chairman
Larry Berg
Jim Moyer
Dan Shapiro
Stuart Shayman

Absent: Elaine Jacoby
Robert Nadler

Also present: Jeff Ryckaert, Principal Planner
Kathleen LéVeque, Associate Planner

Public Comment on a Non-Agenda Item

Chairman Swartz asked if anyone in the audience has a comment on a non-agenda item. No one wished to make a comment.

Public hearing on the request for a Text Amendment and a Special Use to Allow a Child Enrichment Center at 445 Pine Street for Starland – Adam More (True Way Presbyterian Church property)

Chairman Swartz explained that because of the potential impact of the proposed Starland on the neighborhood, especially in regards to traffic that the Plan Commission will be continuing the public hearing until Thursday, December 8 in a in order to allow the petitioner to do a traffic study. Chairman Swartz said the Plan Commission would like to see an update of the previous traffic study which was done in 2003. He suggested using the 2003 traffic counts with some adjustment, because to take current traffic counts would be inaccurate because the nearby construction on Lake Cook Road is artificially increasing the traffic on Pine Street. Chairman Swartz said the petitioner can begin his presentation tonight and they will take public comment on items other than traffic.

Mr. Adam Moore, owner of Starland, presented a proof of notification and Mr. Ryckaert presented a proof of publication. Mr. Moore explained that drop-off would occur between 9:20 and 9:40 in the morning in the one-way driveway off Pine Street located to the west of the building. He anticipates a maximum of 30 drop-offs in the morning. He said the procedure is to have a Starland staff member who would bring the children from the car into the building. He said the system would prevent backups onto Pine

Street. He said the other students arriving for classes at that time in the morning will have parents parking and escorting them into the building.

Mr. Moore explained he intends to install a landscape screening to the north of the parking area to help block the view of cars in the parking lot for the homes on Mallard Lane. Mr. More said the new playground will be designed for 20 children maximum, ages two to six years old. He said that the playground will primarily be used only by children who were part of the Starland lunch program. He said neighborhood children are welcome to use the playground after hours. Mr. More explained the only outdoor activities on the property would be the summer camp in the gym class. He noted that the summer camp will have 50 children in addition to the regular indoor classes which have a total of 60 children. Maximum enrollment at Starland during the summer will be 110 children.

Mr. More said some neighbors have expressed concern about how much his business will grow based on the new square footage of the 445 Pine Street building. He said Starland will only use about 10,000 square feet of classrooms in the new building. He said that the remainder of the rooms in the building will remain a vacant unless they are needed for something such as a performance. He reiterated that the indoor classroom capacity is 60 students. He said 80 percent of the students go to school in the Starland vans or come from school to Starland in one of their vans. He said Starland picks up directly from after school programs, so they do not foresee traffic problems after school. He said the Starland vans will be parked in the rear of the building. Mr. More said the building will have two entrances the main entrance by the front door and an entrance or it's the south parking lot. He said no child will be allowed to leave the premises without a parent signing them out.

Chairman Swartz asked about the proposed new landscaping. Mr. More said there will 4 to 6 foot high trees providing a landscape screening for the parking lot. Chairman Swartz said more detail on the proposed landscaping will be needed for the December 8 continued public hearing. Mr. More explained he will repair areas of the existing pavement that are deteriorating and he will seal coat and restripe the entire lot.

Mr. More said some neighbors have expressed concerns about property values decreasing. He said Starland is classified as a school, a learning institution. He noted that his petition has received many emails and letters of support. He said his business has a great reputation in the community he is dedicated to the children of the community.

Chairman Swartz asked the petitioner to go over the programming and hours of the proposed Starland. Mr. More explained that his peak hours will be from 9:30 a.m. to 3:30 p.m., and these classes will be mostly for one year olds to kindergartners. From 4 to 5 p.m. there will be first through sixth graders with a maximum of 45 children. After 5:30 p.m. there will be about 15 to 20 children in the building mostly for dance classes, and at 8:30 in the evening there about 10 children. There will be two Saturday morning

classes with 10 to 15 children. There may be a maximum of two parties on Saturdays which would be 90 minutes long with a maximum of 25 students and 25 parents. Mr. More explained that there will be a one hour break in between parties to allow for cleanup and he explained that there will only be one party at a time. He said he is looking to phase out parties. There will be no activities on Sundays.

Commissioner Shapiro asked Mr. More to explain the requested Text Amendment. Mr. More explained he is not seeking to change the zoning of the property; instead he is requesting a Text Amendment to allow Starland to locate on the property which is zoned R-1 single family residential. Commissioner Shapiro said that they are seeking to allow a children's enrichment center as a Special Use in the R-1 zoning district. He noted other Special Uses in the district are a day school or a camp, which are similar to an enrichment center. Mr. Ryckaert said staff did not believe Starland fits neatly into the category of a day school. Chairman Swartz said the Text Amendment will make it clear that the Starland use is a Special Use and the presentation details out what the proposed use will be.

Commissioner Shapiro asked Mr. More if he has met informally with the neighbors to discuss the proposed plans. Mr. More replied that he has not, but he would like to.

Mr. More presented his proposed signage plan. He explained he is proposing to take the existing Starland sign from his current business and move it to the 445 Pine Street building. He said the photo rendering of the proposed sign does not properly depict the sign colors. He explained that the sign will consist of silver letters on a dark sign panel. The entire sign is 11 feet long by 2 feet in height, and the copy will be 6 feet long by 16 inches in height. The sign will not be illuminated. The Starland will replace the lit cross currently located on the building. He wants to fit in with the surrounding residential area.

Mr. More explained his reasons for leaving his current location: He said rent is very expensive in his current location, and the current space was built out through three separate zoning approvals and therefore is not built out ideally for the optimal use of the space. In the 445 Pine Street building, each classroom will be a specialty room for activities such as dance, art, theater, etc. The layout of the new building will be much better for teachers and students.

Chairman Swartz then opened up the hearing for public comments. He asked that traffic, parking, and access issues be discussed at the December 8 continued public hearing. He noted that the Plan Commission has received many emails and letters from the public regarding both in favor and opposed to this petition and they are all a part of the public record and are available to view on the Village's website.

Ms. Darryl Anisfeld, 313 Pine Street, questioned if the 445 Pine Street building is air conditioned and commented that electrical availability in the neighborhood is sporadic and she is concerned that Starland will drain electricity for the rest of the neighborhood.

Mr. More said the building is air conditioned. Chairman Swartz explained electrical availability is a Com Ed issue.

Ms. Anisfeld said cars back up at the South Park school during pick-up time and she is concerned Starland and will also create a traffic backup. Chairman Swartz said traffic issues will be discussed on December 8.

Mr. Mike Anisfeld, 313 Pine Street, expressed concern about the definition of a child enrichment center, he believes it is too broad. He said another use can easily come in as a child enrichment center and compared it to the McDonald's playland. He is concerned about setting a precedent for a commercial business in a residential area. Chairman Swartz the proposed Text Amendment would make any child enrichment center would be Special Use in the R-1 zoning district, and therefore any other child enrichment centers that may want to locate in an R-1 district would require a public hearing before the Plan Commission. Mr. Anisfeld said Starland is a business and the owner will want to grow the business and maximize profit. Chairman Swartz explained statements made at tonight's public hearings are part of the public record. He said representations made to the Plan Commission must be followed by the petitioner if the request is approved. If Starland is approved and if in the future Mr. More wants to increase operations beyond his approvals he would have to come back to the Village for additional approvals. He said if Starland is approved and Mr. More exceeds his approved operations, the neighbors can bring the issue to the Village's Code Enforcement staff.

Ms. J. Kunz, 430 Pine Street, is concerned that the proposed Starland would set a precedent for commercial business in a residential neighborhood. She noted that Mr. More is stating there will be a maximum of 110 children on the site at the peak time in the summer, and she questioned the reasonableness for the business to grow in relation to the testimony given tonight. Chairman Swartz explained that by their nature Special Uses do not set precedents. He explained each the Special Use must fulfill the seven Special Use criteria and each Special Use is evaluated based on its own merits. He said the petitioner must keep the occupancy of the classes and summer camp reasonably close to the numbers presented tonight.

Ms. Kunz said the petitioner is proposing some plantings to buffer the view for the homes on Mallard Lane and questions why the view is not being buffered for the houses on the west side of Pine Street. Mr. More explained the green space immediately west of the parking lot is Village owned right-of-way and he cannot install landscaping there.

Mr. Matthew Getter, 301 Pine Street, said his children have enrolled in classes at Starland and that he believes it is a great business but he is opposed to the proposed plan to locate the business on Pine Street. He does not want to see a commercial business in a residential area. He said he moved to his home because it is quiet, suburban and low density and he believes this will be a change from the previous uses on the property. He believes the owner will want to grow the business and he believes

that Starland will change the character of the area. He said Starland's hours and days of operation are different from that of a church or school. He believes there will be traffic and parking issues and he does not believe the request is in the public interest.

Ms. Kelly Condon, 465 Mallard Lane, said she has looked over the seven Special Use criteria and she does not believe Starland meets the criteria for effect on the neighborhood. She believes the use will a precedent for commercial business in a residential neighborhood. She believes the proposed Starland will affect the property tax values for the surrounding residential homes. She commented that the 445 Pine Street property is currently not well maintained she said the users are transient and don't place any value on the property. She believes the increase in the number of children using the property must to be balanced with an increase in maintenance and upkeep. She said noise from the parking lot carries to the neighboring homes. She believes the building will suffer from more wear and tear with the increased use and that maintenance will be very important.

Mr. Brian Condon, 465 Mallard Lane, is concerned about Starland's future growth as a commercial business. He said noise and garbage from the property carries straight to his property. He said if Starland is approved, he would like them to own the property as a true neighbor and share the responsibility of maintaining the trash. He said if Starland is approved he would like to see Starland limited to no late hours and limited so they cannot expand without further Special Use approval. He is opposed to Starland's proposed hours and the number of students that will be on the site. He said is important that the proper number of adults are there to oversee the children.

Ms. Beth Merkes, 555 Mallard Lane, said her children are currently enrolled in Starland and her family is very pleased with the business. Her main concerns are traffic and Starland being a good neighbor. She has spoken with Mr. More and she is confident Starland will be a good neighbor. She commented that if Starland moves to 445 Pine Street her children will be able to walk or bike there since it is right in the neighborhood. She wants to see Starland stay in Deerfield.

Mr. Steve Schaffer, 422 Pine Street, said he echoes Mr. Getter's comments and he is opposed to the proposed Starland. He said it will be a commercial business in a residential area and noted it will be open six days per week into evening hours. He believes this will set a precedent. He believes there are safety issues as there are two parks nearby and Starland customers will be rushing to Starland. He is concerned about property values and resale values. He said Starland will have a major impact on the neighborhood.

Adrienne Han, 445 Pine Street, said she is supportive of the petitioner's request.

Michelle Gerdy, 508 Pine Street, said she is concerned about traffic and she is opposed to the proposed plan.

Philip Spoehr, 1143 Hackberry Road, agrees with the comments of Mr. Schaffer. He believes Starland should be located in a commercial area and is concerned about the evening hours. He believes the business should locate elsewhere.

Neil and Shayna Goldberg, 1661 Cranshire Court, said their family members are patrons of Starland. Mr. Goldberg said Starland is part of the Deerfield community. He said Starland provides children with opportunity and fulfills a need in the community. He said previous uses on the property include a preschool, a house of worship, and an elementary school. He believes Starland is like a private arts school and that it serves a void in the area. He noted Deerfield does not have a full day kindergarten and Starland supplements this. Starland also offers programs the Park District does not have.

Ms. Kimberly Friedman, 41 Burning Tree Lane, said many previous tenants of the 445 Street building have come and gone. She said the building and property is becoming dilapidated and is an eyesore from the street. She said Mr. More takes care of his business and the community and he will also take care of the Pine Street property. She believes the business will increase property values in the neighborhood. She noted that it is a for-profit business, but it is an education center with an education based program. She said Starland's customers are community members, not riff-raff. She said parents need to be responsible and not litter and noted that litter can come with any use on the property. She said Starland will breathe life into the building and into the community and the business brings togetherness in Deerfield. Starland brings children and families from different local schools and houses of worship.

Ms. Susie Wexler, 219 Forestway Drive, said Starland provides quality programming and instruction. She said Mr. More cares for his space and has roots in the community. She said the 445 Pine Street building has previously been used in many different ways and many users have come and gone. Mr. More wants to invest in the space and make it a permanent home for this business. Currently, the property is blighted and in disrepair and Mr. More will provide investment. She said previous users on the property generated traffic and there is traffic all over Deerfield. Ms. Wexler believes the proposed Starland signage will fit into the neighborhood better than the large lit cross that is currently there. She believes Starland meets the community interest need. She said it is a place for the whole community to come together.

Mr. Ken Andre, 243 Fairview, said he is the broker for the 445 Pine Street property, a Deerfield resident, and a businessman. He said it is irrelevant that Starland is a for-profit business – he noted that a house of worship would want to grow their membership and become larger and could increase traffic in the neighborhood. He said Pine Street is a neighborhood through street. He said the kids attending Starland are young and will be well attended by adults. He believes Starland provides a community benefit, like the Park District, with the programs they offer. He said the property could be taken by many other users that could generate a lot of traffic and have capacity for many more

children. He said Starland's occupancy will be much less than that of a school and he noted that South Park School offers Saturday birthday parties.

Ms. Ashley Lind, 2523 W. Winona, Chicago, said she is a Starland employee. She said she has also taught at Gymboree, a park district, and a preschool and said Starland is an enrichment program that is different from all of these. She said Starland's primary interest is in families and they are interested in what the community wants. She said they hope the new space at 445 Pine would allow them to be a part of the community. They want the business to be where people are raising their families. She believes Starland fulfills a community need. She said they are open to comments from the community on their operations and having an open dialog.

Mr. Morris Ban, 234 Forestway, said Starland is in the interest of the community. He said the empty building currently at 445 Pine Street is not in the community interest and if Starland moves to another town it will not be in the community interest. He believes Starland will provide an overall community benefit. He noted that a daycare Special Use was previously located on the property, and a daycare is a business too.

Ms. Sharon Cohen, 241 Forestway, said she was attracted to the neighborhood because there was a daycare nearby. She said Starland will be a wonderful addition to the neighborhood and noted that children can walk or bike there. She said there are 400 kids at South Park School and she does not believe it is fair to compare traffic at Starland to traffic at South Park School. She said Starland is a successful business that gives back to and supports the community. She said other towns would love to have a business like Starland, and the business augments the local tax base. She believes it is a positive business for the community.

Mr. Michael More, Thornmeadow Road, Riverwoods, said he is Adam More's father. He said his son is committed to his business and the Deerfield community and he wants to make the 445 Pine Street location work. He said his son will be a good neighbor.

Mr. Michael Anisfeld said that if Starland gets approved he believes the local neighbors will be able to have their property taxes reduced.

Mr. More said he has spoken to the Thomas Healy, Property Assessor and the Mr. Healy indicated that there should be no need for the residential property taxes to go up due to Starland locating at 445 Pine Street. Mr. More invited all the neighbors to speak to him about the proposal and said he would like to engage in a dialog with the neighbors.

Commissioner Shapiro made a motion to continue the public hearing for Starland to Thursday, December 8, 2011 at 7:30 p.m. to allow the petitioner to do a traffic study.

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October 13, 2011

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Chairman Swartz noted they will also need more landscaping details at the December 8 continued public hearing. He also asked staff to create a definition of an enrichment center for the December 8 continued public hearing.

Commissioner Berg seconded and the motion carried on a voice vote.

Prefiling Conference: Request for approval of a Text Amendment and a Special Use to permit a children's enrichment center at 445 Pine Street (Starland)

Mr. Adam More, owner of Starland in Deerfield Square, explained that he would like to move his entire business to 445 Pine Street. Currently, 445 Pine Street is occupied by the True Way Presbyterian Church and it was originally built as the Cadwell School. He said the property is currently for sale and he is looking to purchase it. Mr. Moore explained that the property will be back on the tax rolls if he purchases it. He explained that Starland is primarily for children ages six grade and under, and offers classes in dance, music, theater, art, and academics. He said the 445 Pine Street building is sufficient to meet Starland's needs and they will reuse the existing class rooms for their classes. He explained he is seeking a Text Amendment to the Zoning Ordinance to allow Starland to operate as a Special Use in the R-1 single family residential zoning district.

Mr. More explained he has studied how the parking and traffic circulation will work on the site. Chairman Swartz believes that a major issue that will need explanation at the public hearing is the traffic flow, the drop-off and pick-up, and parking. He said they will also need to know what type of landscape screening will be installed around the front parking lot.

Commissioner Jacoby asked the petitioners why they are moving. Mr. More replied that is a financial decision. Moving to 445 Pine Street will also allow Starland to have more space in the ability to do more programs and activities.

Chairman Swartz asked how the Church will continue to use the building. Mr. More explained that the Church activities will not overlap with Starland's proposed activities. The Church will use the building on Sundays when Starland will be closed. The Church will also use the property from 5:30 a.m. to 7:30 a.m. on weekdays and on Friday evenings after 7:30 p.m. He explained that Starland will not offer parties at the Pine Street location in the way they are offered at their current location in Deerfield Square, as the property is not conducive to parties. Chairman Swartz asked if the Church activities will be cut back. Mr. More explained that the Church will have less of a presence in the building. The Church's worship sessions will remain unchanged.

Commissioner Jacoby asked about signage. Mr. More explained he will remove the existing cross on the west side of the building. He will install the wall sign that Starland is currently using at their Deerfield Square location. The wall sign will be back lit. Mr. More said the Church's current wooden ground sign will be removed. The Church will have a new sign which will be a non-illuminated placard-type sign on the front door, similar to the type of sign JCC had when it operated on the property. Chairman Swartz asked the petitioners to work with Planning staff on the proposed Starland signage, as the property is located in a residential district.

Commissioner Jacoby asked how much space Starland will be gaining with the move. Mr. More said that currently Starland has approximately 8,600 square feet of space in Deerfield Square, and if they move to 445 Pine Street they will have approximately 25,000 square feet in area. Commissioner Moyer asked the petitioners if they expect their business to grow with the new location. Mr. Moore said he expects his business will grow in proportion to the new location. He said the gym program and the school age program especially could grow as they now have the outdoor space to utilize. Chairman Swartz said that at the public hearing the petitioners should be prepared to discuss the proposed use of the outdoor space, what activities will take place outdoors and in the playground, and what hours they will be used. He said they need to submit and present details on the playground fencing.

Commissioner Jacoby noted that Starland currently has shuttles and asked if the shuttles will be operating out of the 445 Pine Street location. Mr. More explained Starland currently operates four vans and these vans will move to the 445 Pine Street property. He said the vans operate at approximately 11:30 a.m., 12:20 p.m., and 3:00 p.m. to 3:25 p.m. The vans take children between Starland and school. Chairman Swartz asked how many employees Starland has. Mr. More explained he has about twelve staff members. Mr. More said he has been operating Starland since 2005 and he knows when the peak times are, when parking demand is greatest, and when traffic flow is heaviest. At Starland's current location they have about 20 to 25 parking spaces. At the new location they will have about 91 parking spaces.

Chairman Swartz asked the Commissioners for their input on whether a professional traffic and parking study is needed. Commissioner Moyer noted that the property was previously a school and that the proposed Starland use will be less intense. Chairman Swartz commented that many of the neighbors who live near 445 Pine Street may not have lived there when it operated as a school, so they may not be used to the type of traffic the property used to generate. Chairman Swartz does not believe that the petitioners need to have a professional traffic and parking study. Commissioner Berg agreed that the petitioners do not need a professional traffic and parking study. He said it will be important that the petitioners address traffic flow and circulation in their materials and at the public hearing.

Commissioner Nadler noted that, if approved, this will be a commercial type of use in a residential district. He questioned if the approval would open up this type of use in the R-1 district and he questioned what would happen to the property if Starland went out of business. Chairman Swartz explained the property is zoned residential and if the Village approves this request, a child enrichment center would be a Special Use, and any other similar uses that wanted to be established in the R-1 district would also be Special Uses. He said that if Starland went out of a business, a similar Special Use could replace it within one year, or a new property owner could seek Village approval for a different use on the property.

Commissioner Berg asked Mr. More if he is concerned about the river running along the property line. Mr. More said there is sufficient vegetation growing along the river and he explained that the playground area will be fenced. He said the young children will not be allowed to run around the property. Mr. More said that the field may be used for the summer camp and he will make sure the property is safe for the summer camp operations. Chairman Swartz said the petitioners need to explain about the summer camp usage of the property in their materials and at the public hearing. A representative from the Church noted that the Park District currently uses the baseball fields, and at when JCC operated on the property they operated a summer camp.

The petitioners asked for clarification on what type of zoning approval they will need. Ms. LéVeque explained the petitioners are seeking a Text Amendment to the Zoning Ordinance to allow a child enrichment center as a Special Use in the R-1 zoning district. She explained that currently a children enrichment center is not listed as a Permitted or Special Use in the R-1 zoning district, so a Text Amendment will be needed. They will also be seeking a Special Use for the proposed Starland to operate at this location.

The petitioners asked what the Plan Commission will expect to see for landscaping around the parking lot and noted there is minimal landscaping there now. Chairman Swartz said a landscape screening plan was previously approved for the property in 1995 when the Church was approved, but the landscaping is not there now. He said that the screening the Plan Commission is looking for is something like a row of bushes to screen the parking lot. Commissioner Jacoby noted that the closest residential neighbors are located to the north and south rather than across the street.

Mr. More said he will need to speak with the Village's Building Inspector and the Fire Department to discuss the building codes and make sure the building is up to code for the proposed use. Commissioner Moyer encouraged the petitioners to work with the building inspector and the fire department on building code issues and permits. Chairman Swartz encouraged the petitioners to discuss their proposed plans with the Property Assessor prior to the public hearing so that it is clear how the property will go back on the tax rolls.

Commissioner Berg indicated that the public hearing it will be important to see the details on the proposed signage, including detailed drawings showing the location, size, height, and illumination of the signage.

Commissioner Nadler asked the petitioners what their anticipated timeline is. Mr. More said if all goes smoothly, he hopes to close on the property in March 2012 and open Starland for business in June 2012. Chairman Swartz asked how much work has to be done on the inside of the building. Mr. More said there is minimal build-out needed, and he thinks the build-out might take a month or month and a half.

Chairman Swartz asked if a public hearing date has been set. Ms. LéVeque said no public hearing date has been set, but it can be scheduled for one of the upcoming Plan Commission meetings.

A representative from the Church said they were hoping to find out tonight if the Plan Commission is agreeable to the proposed use and if they should pursue a public hearing and Village approval. The Plan Commissioners agreed that more detail is needed, but generally they had no objections to the proposed Starland use at 445 Pine Street.

VILLAGE OF DEERFIELD
LAKE AND COOK COUNTIES, ILLINOIS

ORDINANCE NO. 0-12-6

AN ORDINANCE AUTHORIZING A SPECIAL USE
FOR A CHILD ENRICHMENT CENTER AT
445 PINE STREET (STARLAND)

PASSED AND APPROVED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF DEERFIELD, LAKE
AND COOK COUNTIES, ILLINOIS, this

6th day of February, 2012.

Published in pamphlet form
by authority of the President
and Board of Trustees of the
Village of Deerfield, Lake and
Cook Counties, Illinois, this
6th day of February, 2012.

VILLAGE OF DEERFIELD
LAKE AND COOK COUNTIES, ILLINOIS

ORDINANCE NO. 0-12-6

AN ORDINANCE AUTHORIZING A SPECIAL USE
FOR A CHILD ENRICHMENT CENTER AT
445 PINE STREET (STARLAND)

WHEREAS, the Plan Commission of the Village of Deerfield held a public hearing on October 13 and December 8, 2011 on the application of Starland, LLC as contract purchaser and True Way Presbyterian Church as owner and contract seller (the "Applicants") of certain property at 445 Pine Street legally described on Exhibit A attached hereto (the "Subject Property") for approval of a Special Use to permit the establishment of a child enrichment center as a Special Use of the Subject Property in the R-1 Single-Family Residence District; and,

WHEREAS, said public hearing was held pursuant to public notice duly given and published as required by statute and conforming in all respects, in both manner and form, with the provisions of the Zoning Ordinance of the Village of Deerfield; and,

WHEREAS, the Plan Commission of the Village of Deerfield, after considering the evidence, testimony and supporting materials offered at said public hearing, filed its report with the President and Board of Trustees containing its written findings of fact and recommendation that the requested Special Use be authorized pursuant to Article 4.01-C, Paragraph 1, Subparagraph f of the Zoning Ordinance of the Village of Deerfield to allow a Starland child enrichment center to be located, established and operated on the Subject Property as a Special Use in the R-1 Single-Family Residence District; and,

WHEREAS, the President and Board of Trustees of the Village of Deerfield have determined that the proposed Special Use for the Subject Property fully complies with the requirements and standards set forth in Article 4.01-C, Paragraph 1, Subparagraph f and Article 13.11 of the Zoning Ordinance of the Village of Deerfield, and that the best interests of the Village will be served by the authorization and granting of said Special Use to the extent provided herein, subject to and in accordance with the plans and supporting materials submitted by the Applicants which are incorporated herein and made a part hereof;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF DEERFIELD, LAKE AND COOK COUNTIES, ILLINOIS, in the exercise of its home rule powers, as follows:

SECTION 1: That the President and Board of Trustees do hereby affirmatively find that the Special Use as hereby authorized fully complies with the requirements and standards set forth in Article 4.01-C, Paragraph 1, Subparagraph f and Article 13.11 of the Zoning Ordinance of the Village of Deerfield.

SECTION 2: That the President and Board of Trustees do hereby authorize and approve a Special Use of the Subject Property permitting the establishment, maintenance and operation of a Starland child enrichment center, including accessory performances, theater productions, parties and camps, in the R-1 Single-Family Residence District, and subject to the further conditions, regulations and restrictions set forth in Section 3 of this Ordinance.

SECTION 3: That the approval and authorization of said Special Use for the Subject Property is granted subject to the following additional conditions, regulations and restrictions: (i) the construction, development, operation, maintenance and use of the Subject Property for said Special Use shall be in accordance with the plans and supporting materials attached hereto and made a part of this Ordinance as Exhibit B hereof; (ii) the maximum hours of operation of the

child enrichment center shall be: (a) 8:30 a.m. to 8:30 p.m. Monday – Friday, (b) 8:30 a.m. to 6:00 p.m. Saturday, and (c) closed on Sunday; (iii) the maximum classroom enrollment for the child enrichment center shall be sixty (60) children, with a maximum summer camp (June through August) enrollment of fifty (50) children; (iv) no more than two (2) 90 minute parties may be held on Saturdays, with a maximum of 25 students and 25 parents or guardians allowed to attend; (v) Starland shall not permit employees to park on Pine Street; (vi) Starland shall provide the Village Manager with a written statement of its plans for making one of the main building entrances and at least one restroom facility handicap accessible; (vii) compliance with all documents, supporting materials and exhibits filed in support of the application, and with the terms of this Ordinance; (viii) compliance with all representations made and submitted by the Applicants to the Plan Commission and to the President and Board of Trustees in connection with the application; (ix) continued compliance with the requirements of the Special Use previously granted for True Way Presbyterian Church for that portion of the Subject Property premises that will continue to used and occupied for church purposes; (x) compliance by the Applicant with all applicable provisions of the Zoning Ordinance and Municipal Code of the Village of Deerfield; and, (xi) the benefit of said Special Use is expressly limited to Starland, LLC and shall terminate at such time as Starland, LLC ceases or is no longer permitted to do business at the premises as a child enrichment center pursuant to this ordinance.

SECTION 4: That the Special Use as hereby authorized shall, except as provided in Section 3 hereof, be binding upon and inure to the benefit of the Applicants and Applicants' successors, grantees, transferees and assigns, and any violation of this Ordinance or the conditions, regulations and restrictions set forth herein by the Applicants or its successors, grantees, transferees or assigns shall authorize the revocation of the Special Use as hereby authorized.

SECTION 5: That the Village Clerk is hereby authorized and directed to publish this Ordinance in pamphlet form and to record this Ordinance in the office of the Recorder of Deeds of Lake County, Illinois at Applicant's expense.

SECTION 6: That this Ordinance, and each of its terms, shall be the effective legislative act of a home rule municipality without regard to whether such Ordinance should: (a) contain terms contrary to the provisions of current or subsequent non-preemptive state law; or, (b) legislate in a manner or regarding a matter not delegated to municipalities by state law. It is the intent of the corporate authorities of the Village of Deerfield that to the extent that the terms of this Ordinance should be inconsistent with any non-preemptive state law, this Ordinance shall supersede state law in that regard within its jurisdiction.

SECTION 7: That this Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED this 6th day of February, 2012.

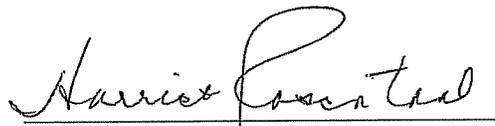
AYES: Benton, Farkas, Jester, Oppenheim, Seiden, Struthers (6)

NAYS: None (0)

ABSENT: None (0)

ABSTAIN: None (0)

APPROVED this 6th day of February, 2012.


Village President

ATTEST:

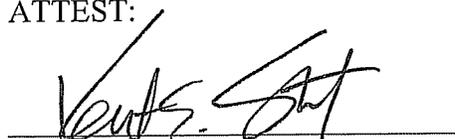

Village Clerk

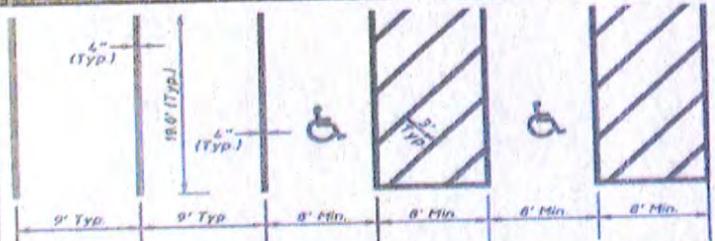
EXHIBIT A

That part of the northeast quarter of section 32, township 43 north, range 12 east of the third principal meridian, described as follows: beginning at the intersection of the west line of said northeast quarter, with the north line of the south 610.5 feet of said northeast quarter; thence south 89 degrees 52 minutes 46 seconds east along said north line, 572.00 feet to the center line of the West Fork of the North Branch of the Chicago River; thence southerly along said centerline through the following eight courses; thence south 24 degrees 02 minutes 15 seconds east, 66.44 feet; thence south 35 degrees 40 minutes 35 seconds east, 48.81 feet; thence south 40 degrees 33 minutes 49 seconds east, 164.54 feet; thence south 34 degrees 6 minutes 52 seconds east, 74.89 feet; thence south 13 degrees 40 minutes 17 seconds east, 38.08 feet; thence south 02 degrees 29 minutes 22 seconds east, 46.04 feet; thence south 13 degrees 43 minutes 02 seconds west, 130.73 feet; thence south 15 degrees 15 minutes 18 seconds west, 57.01 feet; thence south 90 degrees 00 minutes 00 seconds west, 26.00 feet; thence south 80 degrees 32 minutes 16 seconds west, 18.25 feet; thence south 65 degrees 47 minutes 27 seconds west, 136.08 feet to the south line of said northeast quarter of section 32; thence north 89 degrees 52 minutes 46 seconds west along said south line, 244.00 feet to the east line of Pine Street; thence north and northwesterly along the east and northeasterly lines of said Pine Street through the following three courses; thence north 00 degrees 35 minutes 39 seconds east, 119.31 feet; thence along a curve to the left whose radius is 327.94 feet, an arc distance of 269.21 feet; thence north 46 degrees 26 minutes 29' seconds west, 315.42 feet to said west line of the northeast quarter of section 32; thence north 00 degrees 33 minutes 58 seconds east along said west line, 33.47 feet, more or less, to the point of beginning, in Lake County, Illinois.

Exhibit B

Exhibits to an Ordinance Approving a Special Use for a Child Enrichment Center at 455 Pine Street (Starland)

1. Revised Pavestar Plan dated October 13, 2011 for rehabilitation and striping of the parking areas.
2. Sign Specifications by Rainbow Signs, Drawing 7986 dated 11-11-11, depicting a non-illuminated aluminum sign display with dimension of 9' 0" by 30" by 3" in depth, with brushed aluminum letters depicting the Starland name and logo.
3. Recommendations contained in the traffic and parking impact study by KLOA dated November 22, 2011, for drop-off/pick-up operations and for shuttle van service and site access.
4. Estimate No. 534 dated 11/13/2011, by Ronzani's Lawn Service, Inc. describing proposed plantings to create a screening along the north side parking lot, and photographs depicting proposed plant material.
5. Plant list by Thompson Dyke and Associates, dated May 4, 1995, revised May 25, 1995, and revised December 8, 2011.
6. Floor Plan, dated October 13, 2011.



Asile Ways = 24 Feet Wide.

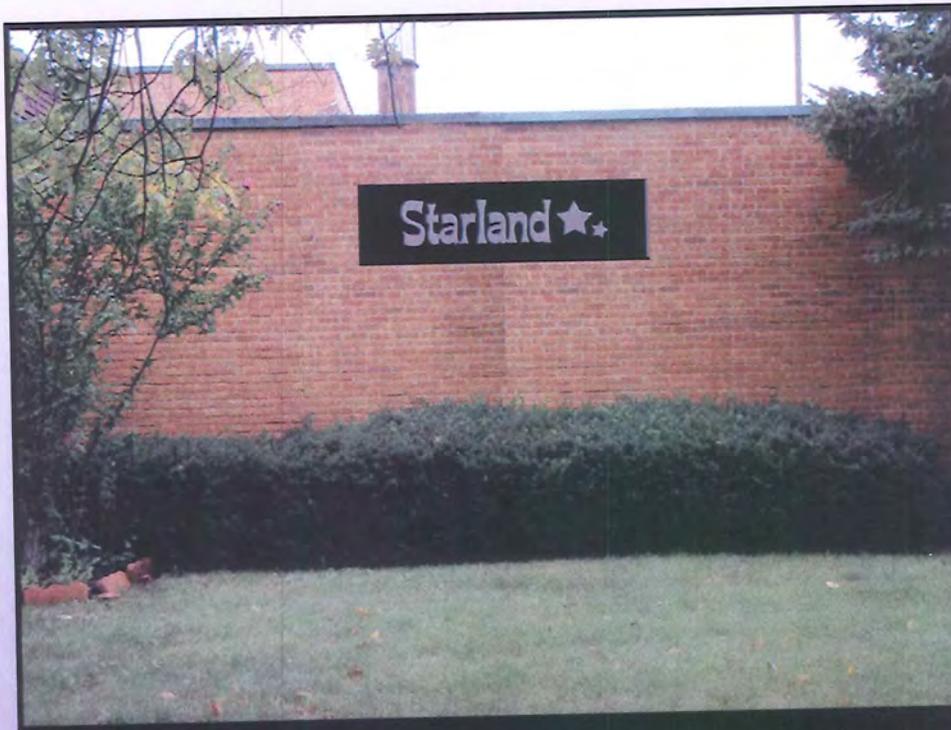
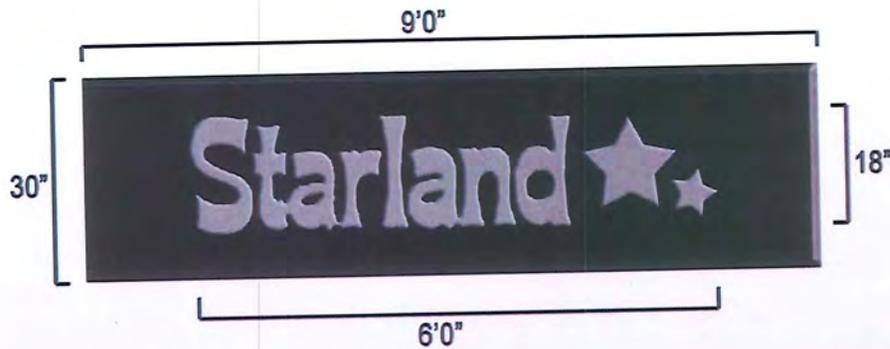


**445 Pine Street
Deerfield, IL**

Ord. O-12-06
Exhibit B 1 of 6

Scope Of Work

1. Total pavement milling of areas 2" inches below existing grades. 5,422 Square Feet.
2. PowerSweep Areas with mobile street sweeper, remove all millings and debris prior to asphalt primer application.
3. Apply CSS-1 liquid asphalt primer @ .25 gallons per square yard. 5,422 Square Feet.
4. Install 2" inches of compacted MOD-i11 bituminous mix. Compact using 5 ton vibratory rollers. 5,422 Square Feet.
5. Install asphalt sealcoat with a 2 coat application. 48,294 Square Feet.
6. Layout parking stalls and stripe using O.S.H.A approved set fast traffic paint in repair areas.



2404 SPRING RIDGE DR.
 SPRING GROVE, IL. 60081
 PHONE: 815-675-6750
 FAX: 815-675-6832

Starland

Client
 445 Pine St.
 Deerfield, IL

Location

Starland

Landlord

Cole

Designer

7986

Drawing

11-11-11

Date

X

Customer Approval

SIGN SPECIFICATIONS

TYPE: Non-Illuminated Alum. Sign Display

MOUNT: Directly To Brick Fascia

ALUMINUM PAN: .080 Alum. 30"H x 9'0" x 3"D

LETTERS: .063 & .080 Alum. Non-Illuminated

RETURNS: 3" Deep

COLOR: Brushed Aluminum Letters & Matte Black Pan

Ord. O-12-06
 Exhibit B 2 of 6

These plans are the exclusive property of Rainbow Signs Inc. and are the result of the original work of its employees. They are submitted to your company for the sole purpose of your consideration of whether to purchase these plans or to purchase from Rainbow Signs Inc. a sign manufactured according to these plans. Distribution or exhibition of these plans to anyone other than employees of your company, or use of these plans to construct a sign similar to the one embodied here in, is expressly forbidden. In the event that such exhibition occurs, Rainbow Signs Inc. expects to be reimbursed \$2,000 in compensation for time and effort entailed in creating these plans.

Conclusion and Recommendations

The preceding traffic impact study represents Starland's maximum enrollment during summer operation, not typical school year enrollment or operations. As such, the impact on traffic conditions as a result of Starland activities will be reduced from the analysis above. In addition, area schools will not be in session at this time which will further reduce traffic on the roadway system during peak periods. Based on the proposed development plans and the preceding traffic impact study, the following conclusions and recommendations are made.

- The volume of new traffic to be generated by the proposed development can be accommodated by the existing roadway system.
- The addition of the new traffic generated by the development is projected to have limited impact on the operation of the roadway system. As a result, no roadway improvements and/or traffic control modifications are required.
- None of Starland's operating hours or activities conflict with current church activities.
- The existing 24 space parking lot located south of the building will be sufficient for most of Starland's activities. The total of 89 off-street parking spaces located on site will be sufficient for all of Starland's activities.
- Starland should use its employees during peak drop-off/pick-up times to ensure that vehicles are following drop-off/pick-up procedures properly and to ensure that no vehicles are parking on the drop-off drive outside of permitted time periods.
- The existing site access drives will be adequate to serve the total traffic that will be generated by the development.

Ronzani's Lawn Service, Inc.

300 Temple Ave
 Highland Park, IL 60035
 847-432-8070

Estimate

Date	Estimate #
11/13/2011	534

Name / Address
Adam More Starland Kids 710 Robert York Deerfield, IL 60015

Project

Description	Qty	Cost	Total
Proposed plantings for 445 Pine Street Install new plants to create a screening along North side parking lot. PLANT KEY:			
A. Norway Spruce (Picea Abies) 8'	4	0.00	0.00
B. Blue Spruce (Picea Pungens) 8'	2	0.00	0.00
C. Korean Spice Viburnum (Viburnum Carlesii) 4'	28	0.00	0.00
D. Winged Burning Bush (Euonymus Alatus "Select") 4'	26	0.00	0.00
Yards Hardwood Mulch	7	0.00	0.00
		Total	\$0.00

Customer Signature _____



Ord. O-12-06
Exhibit B 4b of 6



Ord. O-12-06

Exhibit B 4c of 6



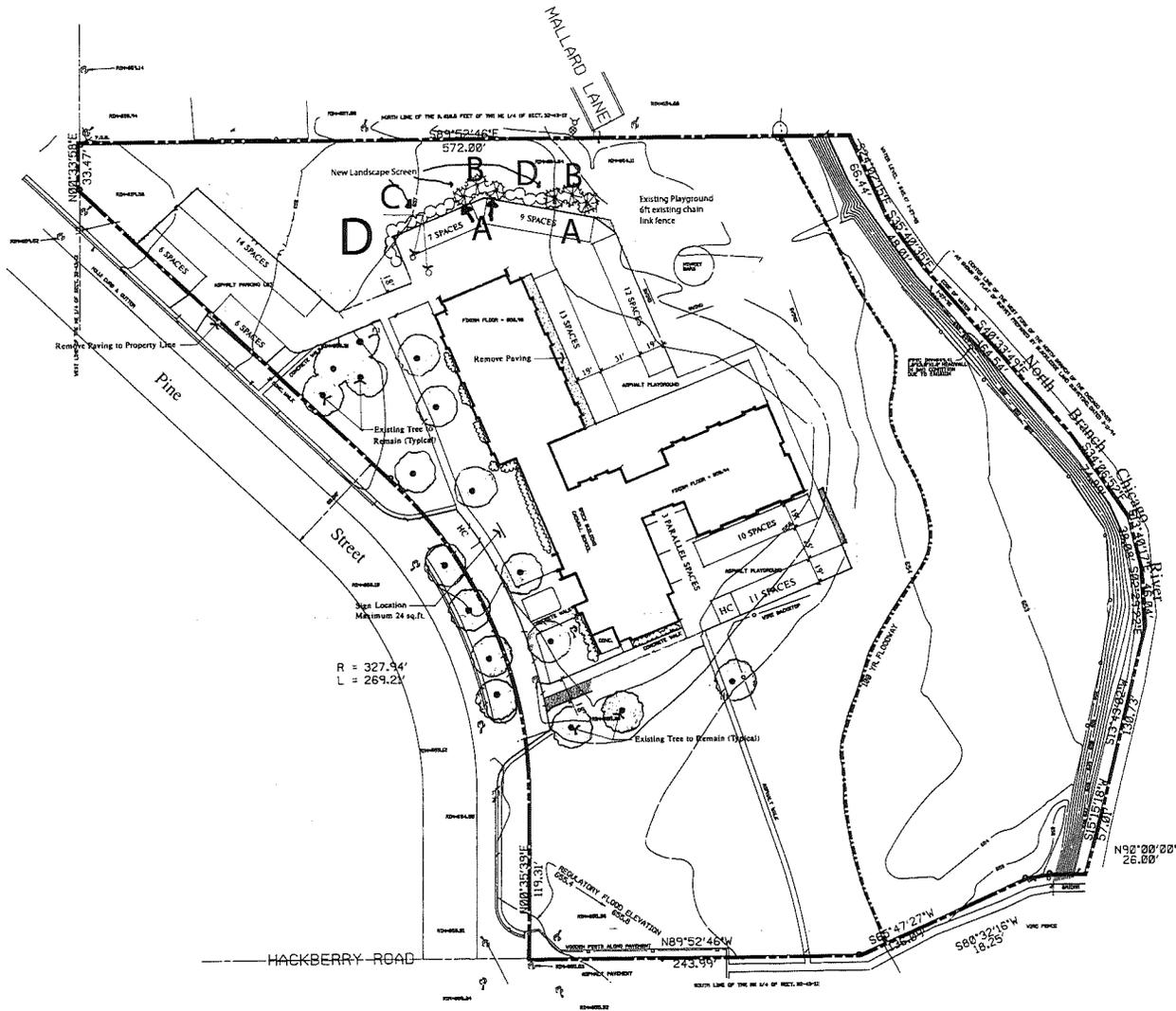
Ord. O-12-06
Exhibit B 4d of 6



Ord. O-12-06
Exhibit B 4e of 6



Ord. O-12-06
Exhibit B 4f of 6



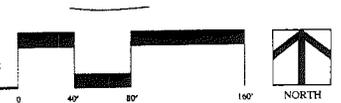
Plant List See Key

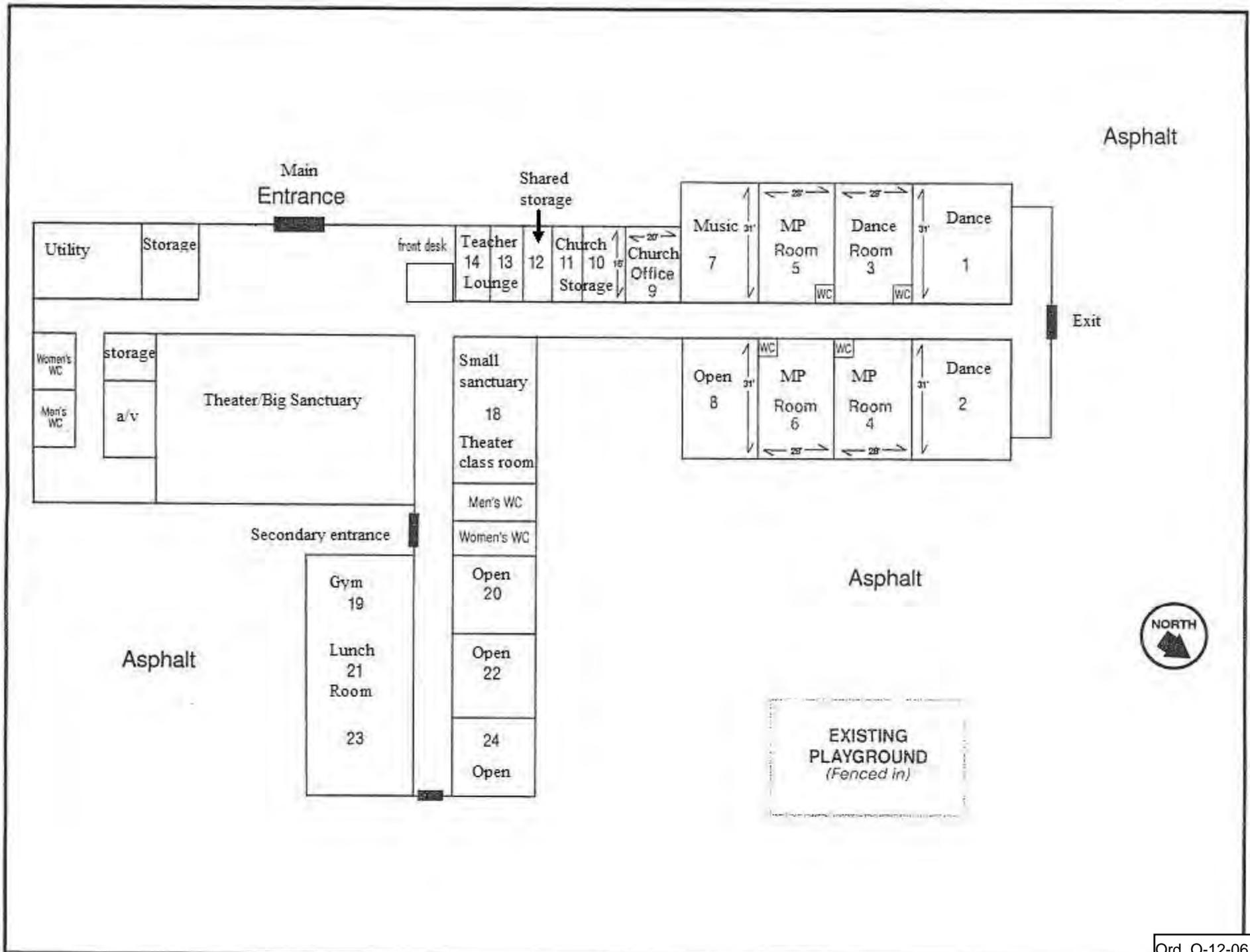
Site Plan

THOMPSON DYKE & ASSOCIATES, LTD.
 LAND PLANNING • URBAN PLANNING • LANDSCAPE ARCHITECTURE
 899 Skokie Boulevard, Suite 510, Northbrook, Illinois 60062
 708.272.6280 FAX 708.272.9871

Source: Survey by Cowey Oedmannson Lader, Ltd., Itasca, Illinois, January 31, 1995

Revised 25 May 1995
 4 May 1995





**FOUNDATION FOR HELLENIC EDUCATION
AND CULTURE**

**Special Use and Text Amendment Request
For An Elementary and Middle School for HAA
445 Pine Street, Deerfield, IL 60015**

**Contact
Constantine P. Kanellos
312-504-9304**

Table of Contents

- I. Special use for the property located at 445 Pine Street, Deerfield, IL 60015.
- II. Hellenic American Academy History and Use
 - a. Day school
 - b. Adult Education
 - c. Evening School
 - d. Saturday School
 - e. Child Care
 - f. Summer camp
 - i. Hellenic American Academy
 - ii. Starland's Use
 - g. Cultural Programs
- III. Improvements being made to the building
 - a. Indoor
 - b. Outdoor
- IV. Religious use at the property
- V. Traffic flow, parking, occupancy and hourly usage
- VI. Building Entrances and Exits
- VII. Site Plans (see attached) (outdoor, Indoor)
- VIII. Schedule and occupancy (see attached)

Contact

Constantine P. Kanellos
312-504-9304

I. SPECIAL USE OF THE PROPERTY LOCATED AT 445 PINE STREET

Approximate SQ FT entire building (25,000) 445 Pine Street

The Foundation for Hellenic Education and Culture, NFP, (“Foundation”) is looking to purchase the property at 445 Pine Street (“Starland”) to support a variety of educational and cultural programs. The Foundation intends to lease the Starland property to the Hellenic American Academy (“HAA”) to run their day to day operations out of that building. Current zoning on the property is R-1 and we request a special use and text amendment to the zoning ordinance to allow our tenant, HAA, to use the Starland property.

The Foundation is a company incorporated in the State of Illinois on June 17, 2016 and currently seeking Not for Profit Status for the purpose of promoting its charitable, educational, and religious purposes by advancing a greater understanding and appreciation of the Hellenic history, culture, arts and tradition among the Hellenic community in the Chicagoland Area.

In purchasing the property, we will be leasing the property to the Hellenic American Academy, an institution which we believe furthers the Foundation’s purpose. We will be seeking to have the property removed from the tax roll and will be seeking tax exempt status.

The property was initially an elementary school in District 109, classified as a P-1 zoning (Caldwell School). The property was then sold to a church which received a special use to operate as a religious institution under art. 4.01c-,4 in a R-1 District, and the property was rezoned to R-1. (1995). On February 6, 2012 Starland received a special use permit under Article 4.01-C with Amendment to the Zoning Ordinance of the Village of Deerfield to add the term Child Enrichment Center under Section 14.02. Starland was permitted to open a Child Enrichment Center.

The Foundation is seeking a special use and text amendment to the zoning ordinance to allow educational and cultural programs to be conducted on the property through its proposed tenant, the Hellenic American Academy.

II. THE HELLENIC AMERICAN ACADEMY

a. DAY SCHOOL

The Hellenic American Academy first opened its doors at 1085 Lake Cook Road, Deerfield in 2006. The school’s roots are deep as it has been in existence for over 100 years. It was initially located in Chicago, Illinois and operated under the name of Socrates day school.

Since moving to Deerfield, it has become an institution for educational excellence. It’s Labor Day festival has gained tremendous community support and is instrumental in supporting the Academy.

The academy’s most extensive program is its Day School which serves children in grades Pre-k through 8th grade. It is a dual language program with an emphasis in Greek language instruction. However, the school also offers Serbian and, most recently, Spanish for the upper grades and

supplemental Russian language instruction. The school offers a variety of after-school programs which vary from time to time but typically include Book Club, Science Club, Choir, Chess Club etc. The school also has several programs that occur throughout the school year after school where parents are invited to attend, including programs celebrating: Christmas, Graduation, Greek Independence, Preschool Activities, Family Heritage Night, etc.

Although the school was originally founded in 1907-08 to serve the Greek American community, the school's reach has expanded tremendously. Due to the excellence of its educational and language instruction, the school currently enjoys a highly diverse student body which most recently has included students of the following ethnicities and backgrounds; Greek, Russian, Serbian, Indian, Italian, Jewish and others.

At its height, the Day School had 173 students in Pre-k – 8. It is foreseeable that the school will be able to resume those numbers within 4 - 5 years. Knowing that the current facility was built with an ability to host 300 children, there is hopeful optimism that the school can grow beyond its historic highs, however, the maximum number of students foreseen at this point is 225 day-school students.

b. ADULT EDUCATION

The school has been offering 10-week Greek courses for adults upon demand. Classes are contacted once or twice a week, Monday and/or Thursday, from 7:00 a.m. - 8:00 p.m. Projected number of student adults per course is a maximum of 10. This will be a text amendment in R-1 for non-residential properties.

c. EVENING SCHOOL

The Hellenic American Academy offers Greek language classes for children 4-12 years old, Monday and Thursday, from 4:30 p.m. to 6:30 p.m. from mid-September to first week of June, current enrollment is 47 students with future growth possibilities. This will be a text amendment in R-1 for non-residential properties.

d. SATURDAY SCHOOL

Saturday's Greek language program operates from 9:00 a.m. until 1:30 p.m., from mid-September to first week of June. The school currently has approximately 175 students ranging from Pre-K – 12. It is hoped that Saturday School enrollment at some point in time will grow to 225 students. This will be a text amendment in R-1 for non-residential properties.

e. CHILD CARE:

The school is looking into whether or not it would be able to accommodate a child care program. There are no plans of having a child care system this school year. This would be a future special use which we would adhere to all requirements to insure it is done correctly.

f. SUMMER CAMP:

It is intended that the property will be having summer camps during the summer with the following use.

- a. The Hellenic American Academy offers a Summer Camp for children, ages 4 - 10 years old, from June 15th to July 30th. Enrollment varies yearly between 50-100 children. This occurs on a daily basis from 8:00 a.m. until 4:00 p.m.

b. STARLAND's USE

Starland and the Foundation have entered an agreement whereby Starland will be using some of the premises during the summer. Their intended use pertains to four rooms within the property. Most Notably Rooms 1 and 2 and Rooms 23 and 24. It is our belief and understanding that Starland's use of the Summer camp will be using open space for play and games. There will be nothing "programming related" and that they will be using the facility in the same manner that they currently use.

It is believed that Starland would have no need to for any temporary permits.

CULTURAL PROGRAMS

Approximately 10 events per year, such as plays, lectures and concerts, will be held at the Academy usually on Thursday through Saturday, from 7:00 p.m. to 10:00 p.m. Attendance ranges from 20-100.

III. IMPROVEMENTS ANTICIPATED AT THE PROPERTY

a. INDOOR

- i. All exterior doors will be upgraded to accommodate the lock down program. Additionally, all interior rooms will be equipped for a lockdown program should there ever be a need.
- ii. Security cameras will be installed so that the facility is under video surveillance at all times.
- iii. Kitchen: there is no plan on installing a kitchen as the school is currently catering all food.
- iv. Bathrooms. As is. No plans to change them.
- v. Auditorium/Gymnasium: (21) There is currently a plan to install basketball nets on either side of the wall of the auditorium to provide a half/court like play field.
- vi. Rooms 1-4, on the plat shall be used for children in Pre-k through 4th grade and shall have their own entrance which is secured and only able to be opened from the inside. The size of the auditorium is estimated at 48x32 with the control room being roughly 8x12.
- vii. Rooms 20, 22 and 24 will be used for grades 5 – 8.
- viii. 18 will be the library as well as used for a chapel.
- ix. Lockers are planned on being installed in the hallways.
- x. The use of all other rooms is currently undecided.

b. OUTDOOR

The Foundation does not have any plans to materially change anything outdoors. There are no plans for landscaping modifications, but a service will be in place to upkeep the landscape. The current playground will remain the same.

Security camera's will be installed insuring that the premises have video surveillance.

There are no plans of installing any bicycle racks. However, should bicycle racks be needed, they would be installed as indicated on the site plan.

In addition to the one flag pole which is situated on the property, we are requesting that two additionally flag poles be installed as indicated on the diagram attached below. They will be situated on the north end of the building, 10 feet apart with a height of 25 feet. The three flag poles will have the flags of the United States, Greece and the Hellenic American Academy. Each flag pole will have a ground mounted light illuminating the flag above.

The school will also insert signage on the building which is viewable on the picture which will be placed at the south side of the building. The dimensions and size of which are included on the FASTSIGNS picture attached below. The sign will be mounted on the south side of the building. The sign will depict the Hellenic American Academy Logo, as well as the name HELLENIC AMERICAN ACADEMY. This sign will be illuminated by 2 ground mounted flood lights. The sign will be approximately 234.5" wide by 48" in height with the lettering being 10".

Project: 94675

Dimensional Letters & Logo

Hellenic American Academy
455 Pine St.
Deerfield, IL 60015

Sign Specifications

4' MaxMetal Panel w/Vinyl Print and Lamination. Screw Mounted into Brick Facade.

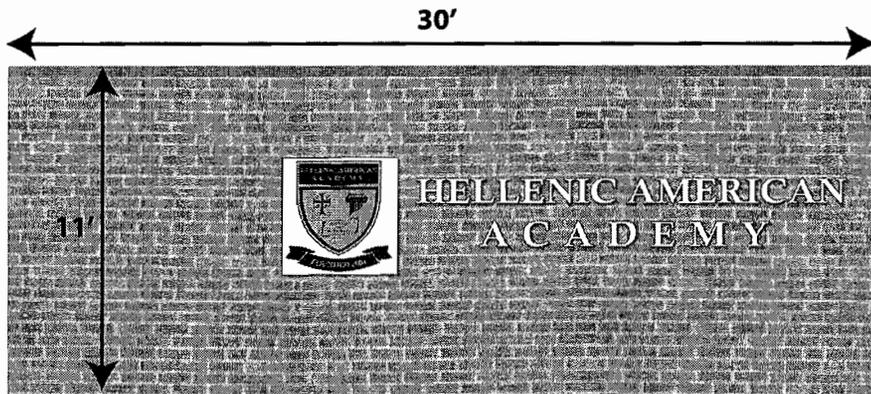
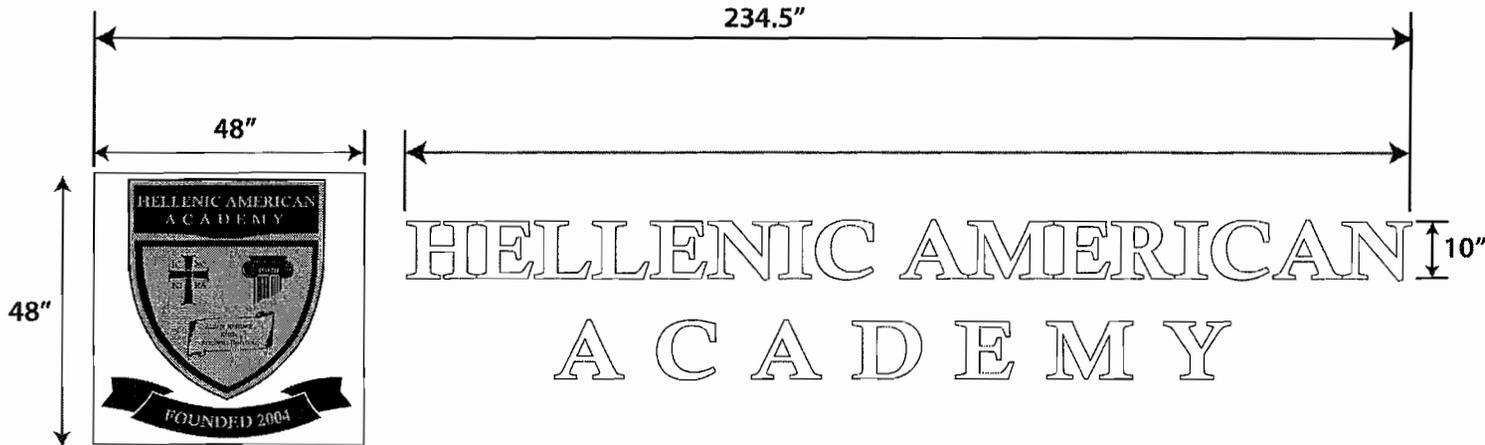
10"H White Flat Cut Aluminum Letters. Stud Mounted into Brick Facade.

Colors

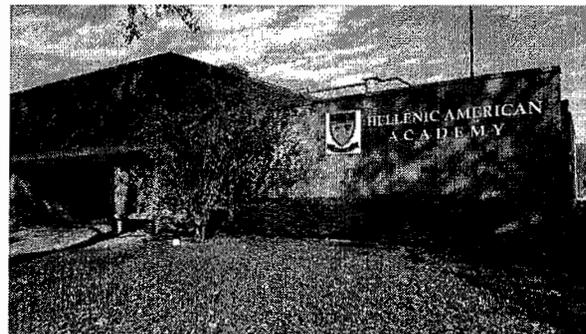
■ Pantone 187C

■ Pantone 123C

□ White



DIGITAL MOCK UP



Approval _____
 Representative Rachel Torres
 Drawn By Alfred Mulle
 Date 11/03/2016
 Scale NTS
 Drawing No. 1

FASTSIGNS.
 More than fast. More than signs.[®]
 3065 Dundee Road Northbrook, IL 60062
 (847) 291-7446 fax:(847) 291-7450
 Email: 138@fastsigns.com

IV. RELIGIOUS USE AT THE PROPERTY:

There is no plan to have any church at the facility, however, religious studies, and a couple of religious services yearly, for our school community, will be held in our Library/Media Room (room 18).

V. TRAFFIC FLOW, PARKING, OCCUPANCY and HOURLY USAGE

Day School: Parents drop their children off in the morning between 8:00 and 8:30 and pick up their children between 3:00 and 4:00p.m. There are approximately 80 vehicles which include staff. After School Classes are Monday through Friday and terminate at 4:30. There are approximately 20 vehicles.

Evening School: Occurs twice a week, Monday and Thursday, 4:30 p.m. - 6:30 pm. Student population 47. There are approximately 35 cars which include staff.

Adult School occurs Monday and Thursday from 7: 00 pm. - 8:00 pm. Currently there is no participation.

Saturday School: Parents drop their children off between Saturday, 8:30 and 9:30 a.m. – and pick up their children between 1:00 and 1:45 p.m. Student population 175. There are approximately 130 cars (staff included)

Cultural Program Events: Thursday - Saturday, 7:00 p.m. - 10:00 p.m. (Approximately 10 events yearly). Attendance 20-100 persons per event. Traffic, same time, 10-60 cars.

A traffic study was completed and attached hereto.

VI. BUILDING ENTRANCE AND EXIT

There are six entrances to the facility. All exits shall be locked at all times with the exception of the exit between the storage and 14th from which shall be open from 8:00 a.m. until 8:15 and 3:15 – 3:30 p.m. to allow the students to enter. The exit on the north side of the building, outside room 1 and 2 shall have a buzzer with students being buzzed in at all times. These interior locks shall allow break out in emergencies.

VII. SITE PLAN

VIII. SCHEDULE AND OCCUPANCY

Day School: Monday through Friday 8:15 a.m.– 3:30 p.m.. After Care terminates at 5:30 p.m. Which consists of Monday through Friday 3:30 p.m. – 4:30 p.m. Traffic from 4:00 p.m. - 5:30 p.m. approximately 20 cars

Current student population 113. Traffic between 8:00 a.m. - 9:00 a.m. and 3:00 p.m. to 4:00 p.m. approximately 80 cars (staff included).

Evening School: Monday and Thursday, 4:30 p.m. - 6:30 pm. Student population 47. Traffic, same time, 35 cars (staff included).

Adult School: Monday and/or Thursday, 7:00 pm. - 8:00 pm. Not applicable right now.

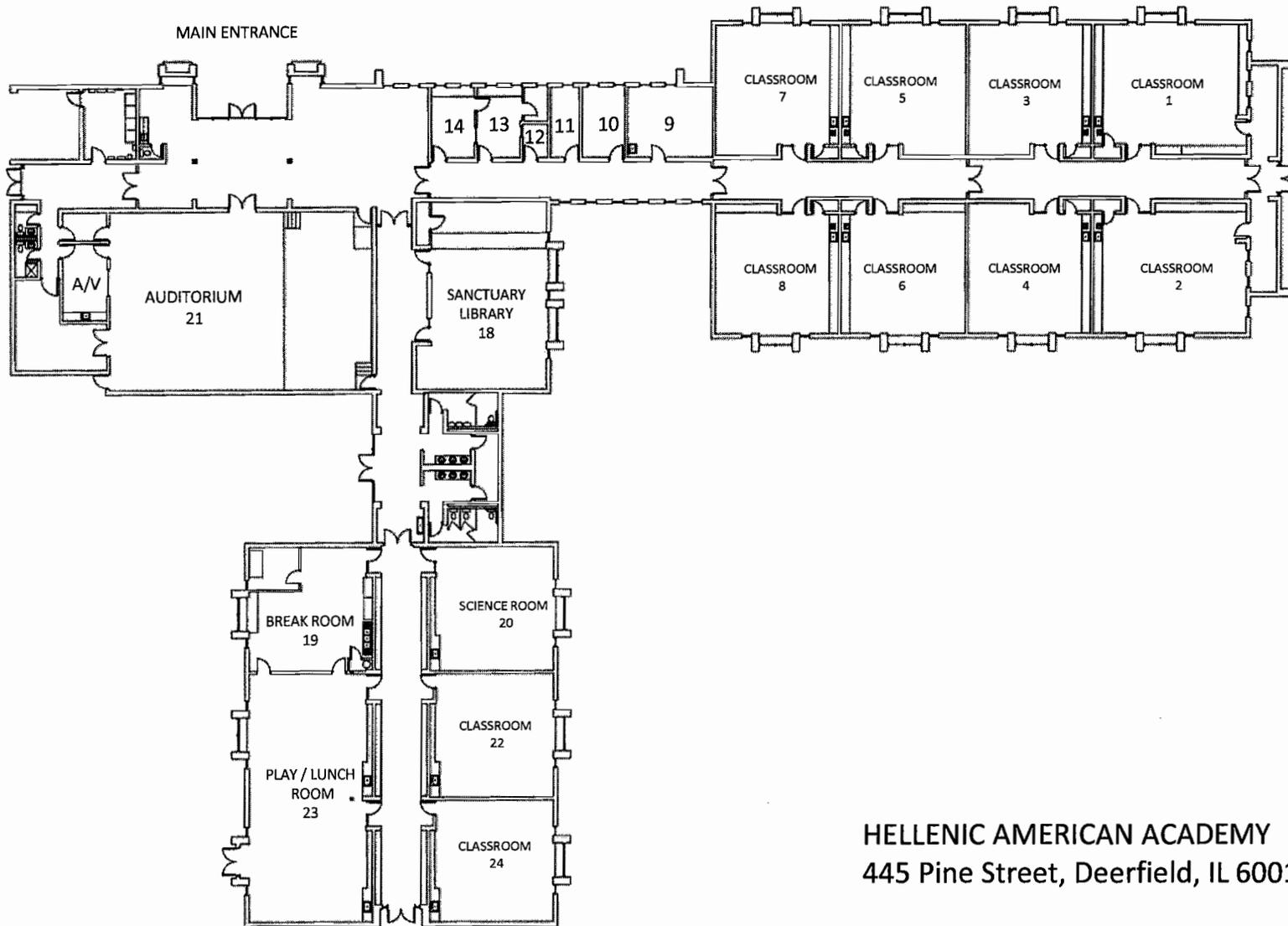
Saturday School: Saturday, 9:00 a.m. – 1:30 p.m. Student population 175. Traffic from 8:30 a.m. to 9:30 a.m. and from 1:00 p.m. to 1:45 p.m. 130 cars (staff included)

Cultural Program Events: Thursday - Saturday, 7:00 p.m. - 10:00 p.m. (Approximately 10 events yearly). Attendance 20-100 persons per event. Traffic, same time, 10-60 cars.

It is our intention to discuss the above with the fire department prior to the public hearing.

TEMPORARY USES: The academy intends to continue it's annual Labor Day festival. Currently the festival operates Friday, Saturday and Sunday from 4p.m. until Midnight as well as Monday from 4 p.m. until 10:00 p.m. The Foundation is sensitive to the impact that the festival may have on the neighborhood and in an effort to lessen that impact are willing to decrease the amount of time that the festival is in operation so that it is open Friday, Saturday and Sunday from 4 until 12 a.m. with all music being stopped at 10:00 p.m. and on Monday from 4 – 10 p.m. with the music being stopped at 9:00 p.m. Parking is intended to be offered off site with shuttle's transporting the attendees.

Additionally, the school anticipates having no more than 10 temporary events necessitating a permit. This would be so that the school can have plays in the evening. It is anticipated that any event of this nature would only need parking that is currently on site.



HELLENIC AMERICAN ACADEMY
445 Pine Street, Deerfield, IL 60015

**SPECIAL USE STANDARDS FOR PROPOSED
SCHOOL AT 445 PINE STREET**

1. Compatible with Existing Development

The nature and intensity of the activities involved and the size, placement and design of any structures proposed will be so planned that the Special Use will be compatible with the existing development and will not impede the normal and orderly development and improvement of surrounding property.

- The subject property was originally designed and operated as a public elementary school for a number of years, accommodating a student population in excess of that proposed by Applicant. As such the proposed use will be compatible with the existing development and will not impede normal and orderly development and improvement of surrounding property.

2. Lot of Sufficient Size

The size of the lot will be sufficient for the use proposed.

- Applicant proposes no expansion of the existing building, which has been adequately served by the existing parking lot. Furthermore, inasmuch as both access and parking can be accommodated, as indicated by Applicant's traffic consultant, the size of the lot will be sufficient for the proposed use.

3. Traffic

The location of the Special Use within the Village will be such that adverse effects on surrounding properties will be minimal, particularly regarding the traffic generated by the Special Use.

- As concluded by Applicant's traffic consultant, the adjacent roadways can accommodate anticipated traffic, and taking into account the hours of operation of the proposed special use, traffic will have safe and adequate access to and from Pine Street, such that there will be no adverse effects on surrounding properties.

4. Parking and Access

Parking areas will be of adequate size for the particular use and properly located, and the entrance and exit drives will be laid out so as to prevent traffic hazards and nuisances.

- As concluded by Applicant's traffic consultant, the access to and from the property will continue to be both safe and adequate, and the existing parking lot is of adequate size for the proposed special use.

5. Effect on Neighborhood

In all respects the Special Use will not be significantly or materially detrimental to the health, safety and welfare of the public or injurious to the other property or improvements in the neighborhood, nor will it diminish or impair property values in the surrounding area.

- Based upon Applicant's traffic consultant's conclusions, that both access and parking demand will not be negatively impacted by the proposed special use, the special use will not significantly or materially be detrimental to the health, safety, and welfare of the public or injurious to other property or improvements in the neighborhood; nor will it diminish or impair property values in the surrounding area. Furthermore, the surrounding neighborhood was developed with the existing building being used as a public grade school with a higher student population than that proposed by Applicant.

6. Adequate Facilities

That adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.

- The proposed special use will have no impact whatsoever on existing utilities, drainage, or other facilities which have been adequate to service the existing building. As concluded by Applicant's traffic consultant, Pine Street can accommodate any anticipated traffic. Accordingly, adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.

7. Adequate Buffering

Adequate fencing and/or screening shall be provided to ensure the enjoyment of surrounding properties, to provide for the public safety or to screen parking areas and other visually incompatible uses.

- The proposed special use does not require any changes to the existing buffering, inasmuch as the property abuts parks on both the east, across the creek, and the west along Pine Street, and is a considerable distance from residential properties to the north and south.

October 2016

Hellenic American Academy

Traffic and Parking Study



Prepared for:
The Foundation for
Hellenic
Education and Culture

Eriksson Engineering Associates, Ltd.

145 Commerce Drive, Suite A
Grayslake, IL 60030
(847) 223-4804

601 W. Randolph St., Suite 500
Chicago, IL 60661
(312) 463-0551

INTRODUCTION

Eriksson Engineering Associates, Ltd. was retained by the Foundation for Hellenic Education and Culture to conduct a traffic impact and parking demand study for the relocation of the Hellenic American Academy from its location at 1085 Lake-Cook Road to 445 Pine Street in Deerfield, Illinois. The purpose of the study was to observe the existing traffic patterns around the site, determine the traffic characteristics of the proposed development, review the parking needs, and develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Use

The subject site is located at 445 Pine Street in Deerfield, Illinois. It is occupied by a single building that originally was the Cadwell Elementary School which was then repurposed for the True Way Presbyterian Church. It is currently occupied by the Starland Kid’s Enrichment Center. It has three access drives on Pine Street and two parking lots containing 83 parking spaces.

The site is adjacent to single-family residential neighborhoods to the north, south, and west. Pine Street Park is also west of the site. Keller Park is southeast of the school. Shepard Park and School are to the east of Keller Park. The Village of Deerfield Water Treatment Plant is to the southeast.

Figure 1 illustrates the site and the surrounding land-uses and roads.

Bicycle and Pedestrian Routes

Separate bike routes are located within Pine and Keller Parks. Carriage walks are provided along the public roads around the site.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

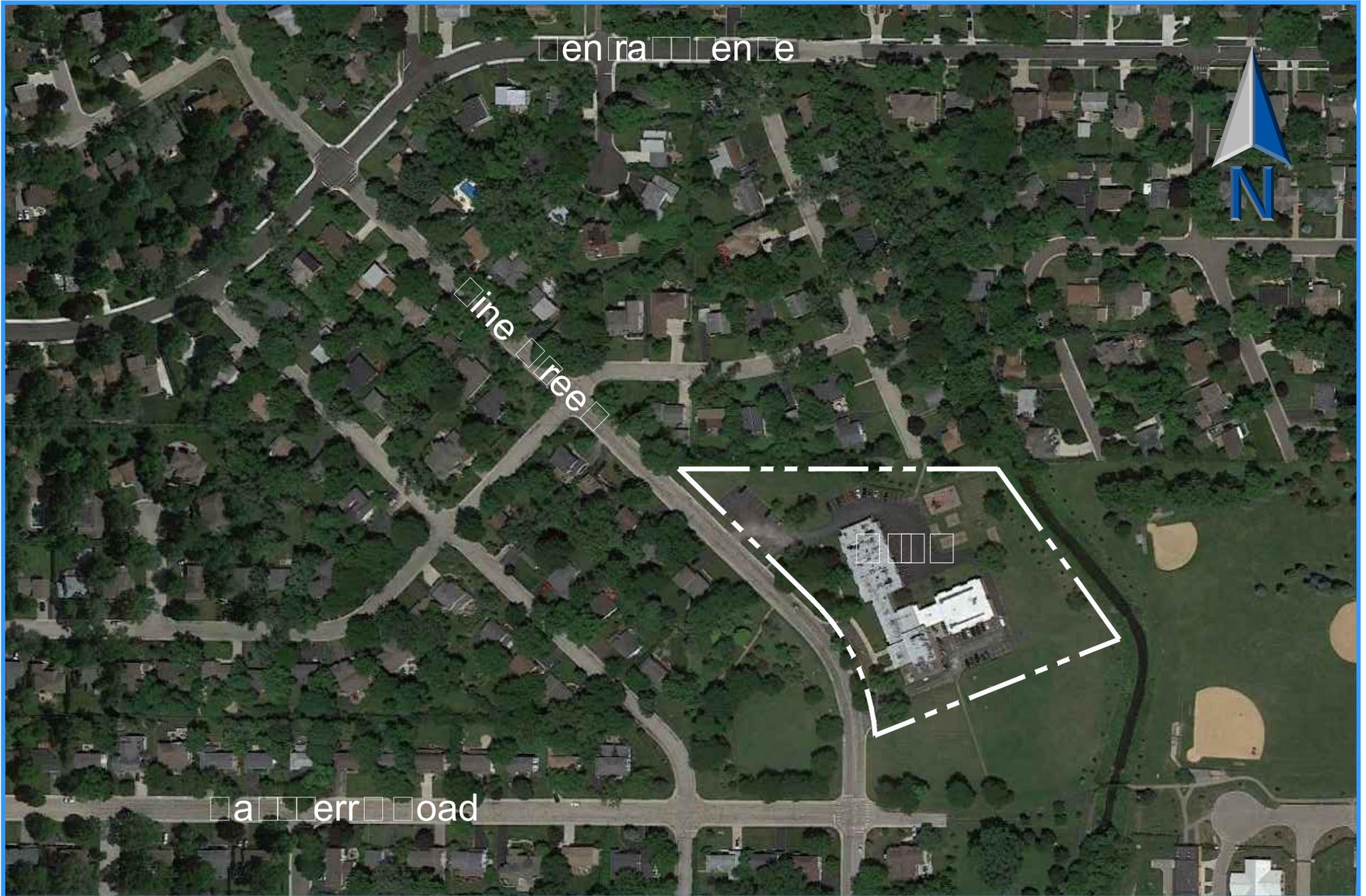
Pine Street is two-lane north-south collector road with a posted speed limit of 25 mph adjacent to the site. On-street parking is prohibited by the site. Its intersections with Hackberry Road and Central Avenue are under all-way stop sign control with painted crosswalks. Pine Street is under the jurisdiction of the Village of Deerfield.

Hackberry Road is two-lane east-west collector road with a posted speed limit of 25 mph near to the site. On-street parking is permitted on both sides of the road. Hackberry Road is under the jurisdiction of the Village of Deerfield.

Central Avenue is two-lane east-west collector road with a posted speed limit of 25 mph near to the site. On-street parking is permitted on both sides of the road. Central Avenue is under the jurisdiction of the Village of Deerfield.

Existing Traffic Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (3:00 to 7:00 PM) and Saturday (Noon-2:00 PM) manual traffic counts were conducted in October, 2016 on Pine Street at Hackberry Road, the three site access drives, and at Central Avenue. Counts were also conducted at the existing school campus at 1085 Lake-Cook Road in Deerfield.



These counts showed the peak-hours of commuter traffic occurring from 7:15 to 8:15 AM and 5:00 to 6:00 PM on a weekday. Counts at the Hellenic American Academy showed that the peak-hour of the school traffic is lower and offset from the street peak along Pine Street at 8:00-9:00 PM (about 15% less) and 3:00-4:00 PM (about 25%) less. Saturday peak-hour traffic occurred from 1:00 to 2:00 PM (street and school). The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**.

Please note these traffic counts included the current operations of the Starland Kids. Their morning and Saturday traffic volumes were minimal entering or exiting the site. The afternoon traffic was busier. When the schools moves in Starland Kids will move out and their traffic volumes will no longer occur along Pine Street. **Figure 3** shows the base traffic volumes on Pine Street without Starland Kids.

SITE TRAFFIC CHARACTERISTICS

Site Plan

The proposed plan will reuse the existing building and property with three access drives on Pine Street and the existing parking lots. Student loading will occur on the north side of the building and only utilize the north access point. Starland Kids currently use this same area for their program. The middle and southern access drives will be used by staff and midday visitors.

Hellenic American Academy

The Foundation for Hellenic Education and Culture, NFP intends to purchase the 445 Pine Street property and lease it to the Hellenic American Academy. Starland Kids will continue use some of the premises during the summer for their summer camps. The Hellenic American Academy serves children in grades Pre-K through 8th grade and is a dual language program with an emphasis on Greek language instruction. The school offers a variety of after-school programs which include Book Club, Science Club, Choir, Chess Club etc. The school also has several programs that occur throughout the school year after school where parents are invited to attend, including programs celebrating: Christmas, Graduation, Greek Independence, Preschool Activities, Family Heritage Night, etc. The petitioner anticipates approximately ten (10) Cultural Program Events such as plays, lectures and concerts to be on a Thursday, Friday and/or Saturday from 7:00 PM - 10:00 PM with attendance ranging from 20-100 persons per event. The petitioner intends to have a summer camp program during the summer.

The day school has a current student population of 113 and will operate Monday through Friday from 8:15 a.m. to 3:30 PM with After Care operating Monday through Friday 3:30 PM – 4:30 PM and terminating at 5:30 PM. The evening school has a student population of 47 and operates Monday through Thursday from 4:30 PM – 6:30 PM. The Adult School will operate on Monday and/or Thursday from 7:00 PM - 8:00 PM. The Saturday School operates on Saturday from 9:00 AM – 1:30 PM with a student population of 175. No growth in the program is anticipated at this time.

Trip Generation

School trip estimates were made using data provided by the traffic counts at the existing school on Lake-Cook Road during the peak street and schools travel periods. **Tables 1 and 2** summarize the school traffic volumes and the corresponding decrease in Starland Kids volumes. During the morning and Saturday peak-hours there is an increase in traffic volumes at the site. During the afternoon, there is a significant decrease in existing traffic volumes during the street peak with the proposed change in use. The afternoon traffic counts from 3:00 to 7:00 PM indicated that Starland Kids had a four-hour total of 319 trips compares to the school with 132 trips for the same period (58% less).

**Table 1
Morning Site Traffic Volumes**

User	Morning Street Peak (7:15 AM)			Morning School Peak (8:00 AM)		
	In	Out	Total	In	Out	Total
Hellenic American Academy	48	30	78	57	58	115
Starland Kids	0	-1	-1	-8	-1	-9
Net Additional Traffic	+48	+29	+77	+49	+57	+106

**Table 2
Afternoon Site Traffic Volumes**

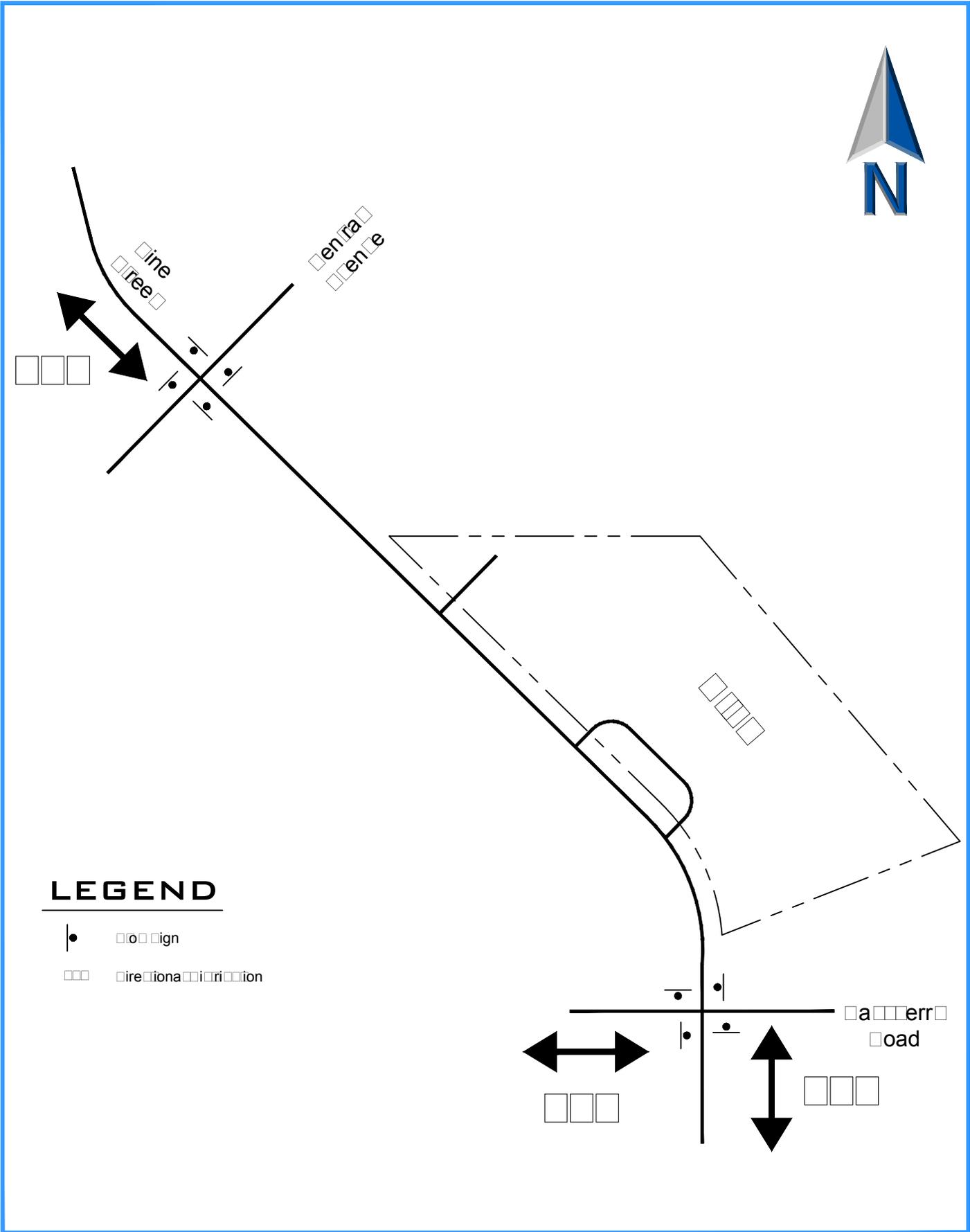
User	Afternoon School Peak (3:00 PM)			Afternoon Street Peak (5:00 PM)			Saturday Peak (1:00 PM)		
	In	Out	Total	In	Out	Total	In	Out	Total
Hellenic American Academy	41	49	90	3	4	7	66	87	153
Starland Kids	-41	-39	-80	-47	-58	-105	-6	-6	-12
Net Additional Traffic	0	+10	+10	-44	-54	-98	+60	+81	+141

Trip Distribution

The directional distribution of student traffic on the street system was determined from zip code data of students' homes provided by the school. The distribution of traffic is shown on **Table 3** and **Figure 4**.

**Table 3
Directional Distribution**

Direction	Distribution
North on Pine Street	30%
South on Pine Street	60%
West on Hackberry Road	10%
Total	100%



LEGEND

- point
- directional distribution

Directional Distribution

Figure 4

Trip Assignment

The future vehicular trips that are generated by the school were distributed to the area roadways based on the directional distribution analysis and the proposed site plan. The north access drive will be used by parents to drop-off and pick-up students. The other two driveways will be used by staff or visitors during off-peak times. **Figure 5** displays the trip assignment for the school traffic volumes. **Figure 6** shows the Total Traffic volumes, which is the sum of the existing traffic volumes without Starland Kids traffic and the projected site traffic volumes.

Summer Camps

During the summer months, the school will be used by summer camp programs for Starland Kids (up to 50 kids) and for the Hellenic American Academy (up to 60 kids). The total volume of traffic along Pine Street in the summer would be less than the traffic volumes during the school year.

ANALYSES

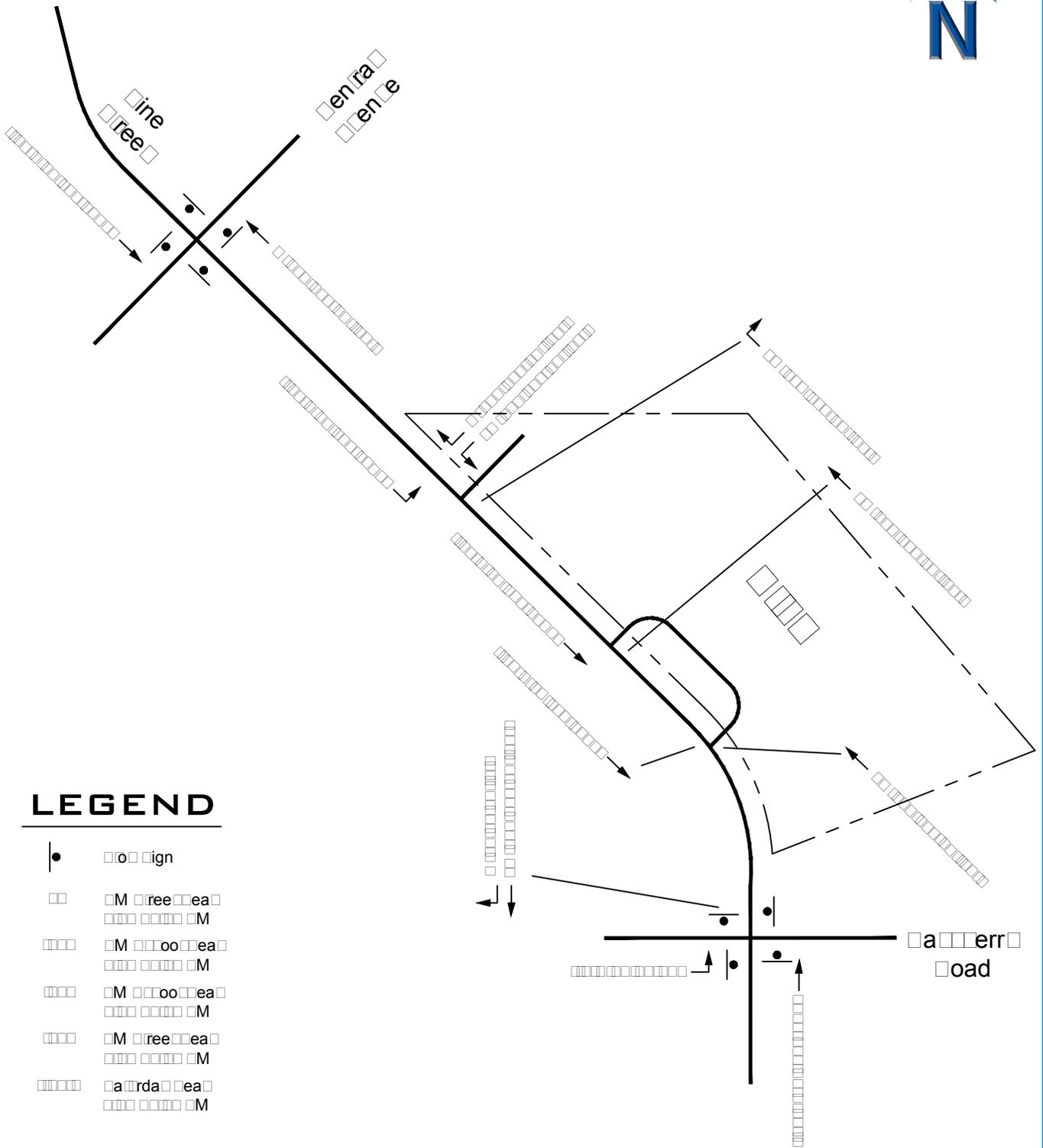
Intersection Capacity Analyses

An intersection’s ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

**Table 4
Level of Service Criteria for Intersections**

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual 2010



LEGEND

- Sign
- M Free Area
- M Road Area
- M Road Area
- M Free Area
- M Free Area
- Arda Area

Site Traffic Distribution

Figure 5

Capacity analyses were conducted for each intersection using the HCS computer program to determine the existing and future operating conditions of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix. Table 5 and 6** shows the existing and projected level of service and vehicular delay results for each intersection. All the stop sign controlled intersection near the school operates at an acceptable level of service in the morning, evening, and Saturday peak-hours.

**Table 5
Morning Intersection Level of Service and Delay**

Intersection	Movement	Morning Street Peak (7:15 AM)		Morning School Peak (8:00 AM)	
		Existing	Total	Existing	Total
Central Avenue at Pine Street (All-way Stop)	All Approaches	A-8.2	A-8.3	A-7.8	A-7.9
North Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	A-9.9	B-10.2	--	A-9.8
	Southbound Left	A-7.5	A-7.6	A-7.4	A-7.5
Center Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	(1)	(1)	(1)	(1)
South Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	(1)	(1)	A-8.8	(1)
	Southbound Left	A-7.5	(1)	A-7.4	(1)
Hackberry Road at Pine Street (All-way Stop)	All Approaches	A-7.8	A-8.1	A-7.6	A-7.9

(1) No traffic during peak

Central Avenue at Pine Street

The all-way-stop-controlled intersection operates at a well today and will continue to with the nest additional school traffic. No additional roadway improvements are required.

Hackberry Road at Pine Street

The all-way-stop-controlled intersection operates at a well today and will continue to with the additional school traffic. No additional roadway improvements are required.

North Access Drive

A full access driveway on the north side of the site provides access to the north parking lot. Exiting traffic onto Pine Street will continue to have stop-sign control. The existing and projected intersection level of service is good with a minimal traffic delays. No additional improvements are required.

Center and South Access Drives

The Center access drive is outbound only and the Southern Drive is full access serving the drop-off area and the south parking lot. As previously noted, these driveways will not be used for student loading activities and will be used for staff and off-peak visitors. No additional improvements are required.

Table 6
Afternoon Intersection Level of Service and Delay

Intersection	Movement	Afternoon School Peak (3:00 PM)		Afternoon Street Peak (5:00 PM)		Saturday Peak (1:00 PM)	
		Existing	Total	Existing	Total	Existing	Total
Central Avenue at Pine Street (All-way Stop)	All Approaches	A-8.4	A-8.2	A-9.0	A-8.6	A-7.7	A-7.9
North Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	A-9.0	A-9.8	B-10.1	A-9.9	A-8.8	B-10.1
	Southbound Left	A-7.5	A-7.5	A-7.7	A-7.6	A-7.4	A-7.5
Center Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	A-9.9	(1)	B-11.4	(1)	A-9.5	(1)
South Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	B-10.8	(1)	B-10.5	(1)	(1)	(1)
	Southbound Left	A-7.7	(1)	A-7.7	(1)	A-7.6	(1)
Hackberry Road at Pine Street (All-way Stop)	All Approaches	A-7.8	A-8.0	A-8.1	A-7.9	A-7.6	A-7.9

(1) No traffic during peak

Student Loading

Student loading for drop-offs and pick-ups will be on the north side of the building in the parking lot by an existing entry door. Parents will enter from Pine Street and pull up near the door to drop-off or pick-up their student(s) and then proceed to the east side to the parking lot to make a U-turn and exit back to Pine Street. The door is approximately 250 feet away from Pine Street to allow stacking of vehicles without impacting the public street. Some parents will park and walk their children to and from the school. **Figure 7** illustrates the student loading circulation path.

North Shore Greek Food Fest

Hellenic American Academy hosts an annual festival on Labor Day weekend at their 1085 Lak-Cook Road campus in Deerfield. It features authentic Greek food, music, dancing, art, crafts gourmet market, children's games, and other activities. The hours of operations have been Saturday and Sunday from 2:00 PM to Midnight and Monday from 2:00 to 10:00 PM. Parking has been provided in neighboring parking lots along Lake-Cook Road.

The school will continue to host the festival at their new campus and will modify their operations to accommodate their residential surroundings. Festival parking will have to be at satellite locations with shuttle buses between the parking and festival. Temporary on-street festival parking restrictions should be developed in the neighborhoods to minimize the impact in the area.

Parking

Parking requirements for an elementary school in the Deerfield Zoning Code is the greater of either two parking spaces for every three employees or the one parking space for every three seats in an auditorium or places of assembly. The existing building has a 1,536 square foot auditorium that could hold up to 220 persons (based on the building code) which requires 73 parking spaces. The parking requirements for based on employees is less than 25 spaces.

Parking counts at the existing school during the traffic counts indicated a peak demand of 22 parked vehicles which is primarily staff vehicles and a few visitors. The day to day parking demand at most schools is based on the staff and visitor parking because the students are dropped off or picked up by their parents. The Institute of Transportation Engineers' Parking Generation Manual, 4th Edition, data for elementary schools shows a peak demand of 20 vehicles during the day.

The existing site plan has a total of 83 striped parking spaces including two accessible spaces which exceeds the code required spaces. However, a parking lot with 83 parking spaces requires four accessible spaces per the ADA code and only two are provided on-site. EEA recommends that two additional accessible spaces be provided with the loss of two standard spaces. One new accessible stall could be added next to the two existing stalls so there are two accessible spaces north of the building and two spaces south of the building. The other alternative is to add the two new stalls north of the building.

The revised parking count would be 81 spaces which still exceeds the zoning code requirements.



Student Loading Route

Figure 7

SUMMARY

This report summarizes the results of traffic and parking study for relocation of the Hellenic American Academy to a new location in Deerfield, Illinois. The findings of the study are:

- The volume of traffic generated by the development will have no adverse impact on peak-hour traffic conditions Pine Street.
- Access to the site will be provided by three access drives:
 - A full access drive for student loading and parent parking.
 - A exit only drive serving off-peak visitor/employee traffic
 - A full access drive serving staff/visitor parking in the south lot.
- The current site provides 83 on-site parking spaces including two accessible spaces. It is recommended that two more accessible spaces be provided to meet ADA requirements by combining two standard spaces into one accessible space. The revised parking count will be 81 spaces with four accessible spaces.
- The Zoning Code requirement of 73 spaces is exceeded with the proposed parking plan.

Traffic and Parking Study Appendix

- **2016 Existing Traffic Counts**
- **Existing Capacity Analyses**
- **Total Capacity Analyses**



Pine Street at Central Avenue

Begin Time	Deerfield, Illinois												Peak Hour Factor	Pedestrian Counts									
	Pine Street Southbound				Central Avenue Westbound				Pine Street Northbound					Central Avenue Eastbound			60 Minute Totals	15 Minute Totals	North	East	South	West	
	Right Turn	Through	Left Turn	Total	Right Turn	Through	Left Turn	Total	Right Turn	Through	Left Turn	Total		Right Turn	Through	Left Turn							Total
7:00 AM	0	5	1	6	0	9	4	13	7	9	0	16	1	15	1	351	0	0	0	0	0	0	0.81
7:15 AM	1	12	0	13	0	15	2	17	17	12	0	29	1	22	3	380	0	0	0	0	0	0	0.87
7:30 AM	3	8	3	14	1	21	7	12	12	14	6	34	6	20	4	371	4	1	3	3	4	0	0.85
7:45 AM	6	14	5	25	0	8	7	14	14	10	5	29	6	28	6	348	0	1	0	0	1	0	0.80
8:00 AM	5	11	0	16	0	13	10	6	6	7	2	15	6	19	2	308	0	0	0	0	0	0	0.94
8:15 AM	6	9	2	17	2	18	5	6	6	10	1	17	1	15	1	308	0	0	1	1	0	0	0.80
8:30 AM	2	13	2	17	1	7	7	9	9	6	2	17	1	30	2	308	0	0	0	0	0	0	0.80
8:45 AM	1	16	1	18	1	11	7	8	8	3	0	11	1	16	4	308	0	1	1	1	0	0	0.80
Total	24	88	14	126	5	102	49	79	79	71	16	165	23	165	23	380	4	3	5	5	1	1	0.85
7:15-8:15 AM	15	45	8	68	1	57	26	49	49	43	13	89	15	89	15	380	0	1	1	1	1	1	0.85
8:00-9:00 AM	14	49	5	68	4	49	29	29	29	26	5	80	9	80	9	308	0	1	1	1	1	1	0.85
Tuesday October 18, 2016																							
3:00 PM	4	10	3	17	1	13	9	2	12	4	4	16	3	16	3	378	0	1	1	1	1	1	0.81
3:15 PM	10	10	0	20	3	11	10	8	15	4	4	17	3	17	3	389	1	0	0	0	0	0	0.83
3:30 PM	4	22	1	27	0	24	12	11	15	3	3	16	7	16	7	395	0	2	2	2	2	0	0.84
3:45 PM	2	25	0	27	3	17	6	4	16	1	1	11	3	11	3	372	0	1	0	0	0	0	0.94
4:00 PM	1	18	0	19	2	15	7	7	19	4	4	8	3	8	3	371	0	0	1	1	1	1	0.94
4:15 PM	4	17	1	22	1	14	13	11	12	3	3	14	6	14	6	415	5	1	2	2	0	0	0.78
4:30 PM	6	9	1	16	3	13	5	21	13	4	4	18	1	18	1	450	1	2	0	0	0	0	0.84
4:45 PM	6	11	0	17	0	12	10	6	8	2	2	28	3	28	3	503	1	0	2	2	0	0	0.86
5:00 PM	6	16	3	25	3	17	11	14	28	3	3	23	4	23	4	517	1	1	4	4	0	0	0.88
5:15 PM	3	19	0	22	3	21	13	12	20	5	5	29	6	29	6	512	4	1	1	1	0	0	0.87
5:30 PM	3	13	1	17	1	21	8	19	36	5	5	30	6	30	6	487	1	0	2	2	1	1	0.83
5:45 PM	1	22	1	24	1	18	7	12	15	0	0	18	7	18	7	438	4	3	5	5	1	1	0.86
6:00 PM	8	13	1	22	4	25	22	11	30	3	3	6	4	6	4	411	0	0	2	2	0	0	0.80
6:15 PM	4	20	0	24	2	19	19	12	11	5	5	12	4	12	4	109	0	0	2	2	0	0	0.80
6:30 PM	3	8	2	13	1	18	13	14	23	3	3	8	4	8	4	98	0	2	0	0	0	0	0.80
6:45 PM	8	11	2	21	0	12	6	11	11	0	0	6	7	6	7	76	0	0	0	0	1	1	0.80
Total	73	244	16	333	28	270	171	175	284	49	36	260	71	260	71	378	18	14	24	24	3	3	0.85
3:00-4:00 PM	20	67	4	91	7	65	37	25	58	12	12	60	16	60	16	378	4	5	9	9	1	1	0.85
5:00-6:00 PM	13	70	5	88	8	77	39	57	99	13	13	100	23	100	23	517	0	1	1	1	1	1	0.85
Saturday October 15, 2016																							
Noon	4	8	0	12	1	15	7	6	6	1	1	9	1	9	1	260	0	0	1	1	0	0	0.86
12:15 PM	4	12	0	16	0	12	7	7	11	0	0	10	0	10	0	264	0	0	0	0	0	0	0.87
12:30 PM	1	12	2	15	1	6	6	7	7	3	3	10	5	10	5	279	1	0	0	0	0	0	0.87
12:45 PM	3	9	0	12	3	14	5	13	15	1	1	11	2	11	2	278	1	0	2	2	0	0	0.87
1:00 PM	6	8	1	15	3	18	6	3	8	0	0	7	1	7	1	274	0	0	0	0	0	0	0.86
1:15 PM	8	4	2	14	3	10	12	10	11	2	2	12	4	12	4	80	2	0	2	2	0	0	0.80
1:30 PM	0	11	1	12	2	12	7	7	10	1	1	7	1	7	1	60	2	0	0	0	0	0	0.80
1:45 PM	5	9	5	19	3	7	4	12	13	2	2	8	4	8	4	72	0	1	1	1	1	1	0.80
Total	31	73	11	115	16	94	54	65	81	10	7	74	18	74	18	274	6	1	6	6	1	1	0.85
1:00-2:00 PM	19	32	9	60	11	47	29	32	42	5	4	34	10	34	10	274	5	0	4	4	0	0	0.85



Pine Street at North Access Drive

Begin Time	Deerfield, Illinois										Peak Hour Factor	Pedestrian Counts	
	Pine Street Southbound		North Access Westbound		Pine Street Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	East		West	
	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through							
Tuesday October 18, 2016													
7:00 AM	7	1	0	0	0	0	0	14	22	170	0.67	0	0
7:15 AM	12	0	0	0	0	0	0	22	34	189	0.75	0	0
7:30 AM	29	0	0	1	0	0	0	33	63	191	0.76	1	0
7:45 AM	24	0	0	0	0	0	0	27	51	164	0.80	0	0
8:00 AM	28	0	0	0	0	0	0	13	41	151	0.92	1	0
8:15 AM	19	0	0	0	0	0	0	17	36			0	0
8:30 AM	18	0	0	0	0	1	0	17	36			0	0
8:45 AM	26	1	0	0	0	0	0	11	38			1	0
Total	163	2	0	1	1	1	1	154				3	1
7:15-8:15 AM	93	0	0	1	0	0	0	95	189				
8:00-9:00 AM	91	1	0	0	0	1	0	58	151				
Tuesday October 18, 2016													
3:00 PM	13	3	3	0	0	0	0	17	36	212	0.87	0	0
3:15 PM	23	1	1	0	0	1	0	29	55	236	0.97	0	0
3:30 PM	24	8	0	0	0	0	0	29	61	249	0.92	2	0
3:45 PM	29	8	2	1	3	17	3	17	60	239	0.88	6	0
4:00 PM	25	2	7	6	0	20	0	20	60	220	0.81	2	0
4:15 PM	35	0	3	0	3	27	3	27	68	236	0.78	0	0
4:30 PM	16	0	1	1	1	32	1	32	51	249	0.77	0	0
4:45 PM	16	3	3	0	3	16	3	16	41	293	0.77	0	0
5:00 PM	28	5	8	3	3	29	3	29	76	308	0.81	0	0
5:15 PM	23	7	2	3	4	42	4	42	81	312	0.82	0	0
5:30 PM	23	1	14	8	0	49	0	49	95	303	0.80	0	0
5:45 PM	25	0	3	0	3	25	3	25	56	276	0.86	0	0
6:00 PM	33	2	3	2	2	40	0	40	80	255	0.80	0	0
6:15 PM	31	4	3	2	2	28	4	28	72			0	0
6:30 PM	20	0	3	2	2	0	0	43	68			0	0
6:45 PM	18	0	0	0	0	17	0	17	35			0	0
Total	382	44	56	28	25	460	25	460				10	0
3:00-4:00 PM	89	20	6	1	4	92	4	92	212				
5:00-6:00 PM	99	13	27	14	10	145	10	145	308				
Saturday October 15, 2016													
Noon	14	0	0	0	0	12	0	12	26	151	0.79	0	0
12:15 PM	20	0	0	0	0	20	0	20	40	158	0.82	1	0
12:30 PM	17	0	0	0	0	20	0	20	37	162	0.84	2	0
12:45 PM	19	0	0	0	0	29	0	29	48	170	0.89	0	0
1:00 PM	15	0	0	1	1	16	1	16	33	169	0.90	1	0
1:15 PM	20	0	0	0	0	24	0	24	44			0	0
1:30 PM	24	0	0	0	0	21	0	21	45			0	0
1:45 PM	15	0	0	0	1	30	1	30	47			1	0
Total	144	0	0	0	2	172	2	172				5	1
1:00-2:00 PM	74	0	0	0	2	91	2	91	169				



Pine Street at Middle Access Drive

Deerfield, Illinois

Begin Time	Pine Street Southbound		Middle Access Westbound		Pine Street Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts	
	Left Turn	Right Turn	Left Turn	Right Turn	Right Turn	East				West	
	Tuesday October 18, 2016		Tuesday October 18, 2016		Tuesday October 18, 2016						
7:00 AM	0	0	0	0	0	0	0	0		0	0
7:15 AM	0	0	0	0	0	0	0	0		0	0
7:30 AM	0	0	0	0	0	0	0	0		1	0
7:45 AM	0	0	0	0	0	0	0	0		0	0
8:00 AM	0	0	0	0	0	0	0	0		1	0
8:15 AM	0	0	0	0	0	0	0	0		0	0
8:30 AM	0	0	0	0	0	0	0	0		0	0
8:45 AM	0	0	0	0	0	0	0	0		1	0
Total	0	0	0	0	0	0	0	0		3	1
7:15-8:15 AM	0	0	0	0	0	0	0	0			
8:00-9:00 AM	0	0	0	0	0	0	0	0			
Tuesday October 18, 2016											
3:00 PM	0	0	0	0	0	0	0	16	0.57	0	0
3:15 PM	0	2	0	0	0	0	2	23	0.82	0	0
3:30 PM	0	3	4	0	0	0	7	21	0.75	2	2
3:45 PM	0	3	4	0	0	0	7	15	0.54	6	6
4:00 PM	0	6	1	0	0	0	7	8	0.29	2	2
4:15 PM	0	0	0	0	0	0	0	3	0.38	0	0
4:30 PM	0	0	1	0	0	0	1	7	0.44	0	0
4:45 PM	0	0	0	0	0	0	0	6	0.38	0	0
5:00 PM	0	2	0	0	0	0	2	6	0.38	0	0
5:15 PM	0	3	1	0	0	0	4	15	0.34	0	0
5:30 PM	0	0	0	0	0	0	0	14	0.32	0	0
5:45 PM	0	0	0	0	0	0	0	16	0.36	0	0
6:00 PM	0	9	2	0	0	0	11	17	0.39	0	0
6:15 PM	0	2	1	0	0	0	3	3		0	0
6:30 PM	0	1	1	0	0	0	2	2		0	0
6:45 PM	0	0	0	1	0	0	1	1		0	0
Total	0	31	16	0	0	0	16	10		10	0
3:00-4:00 PM	0	8	8	0	0	0	16	0			
5:00-6:00 PM	0	5	1	0	0	0	6	0			
Saturday October 15, 2016											
Noon	0	0	0	0	0	0	0	1	0.25	0	0
12:15 PM	0	0	0	0	0	0	0	2	0.50	1	1
12:30 PM	0	1	0	0	0	0	1	3	0.75	2	2
12:45 PM	0	0	0	0	0	0	0	2	0.50	0	0
1:00 PM	0	1	0	0	0	0	1	4	0.50	1	1
1:15 PM	0	1	0	0	0	0	1	0		0	0
1:30 PM	0	0	0	0	0	0	0	0		0	0
1:45 PM	0	1	1	0	0	0	2	1		1	1
Total	0	4	1	1	0	0	4	5		5	1
1:00-2:00 PM	0	3	0	1	0	0	4	1			



Pine Street at South Access Drive

Deerfield, Illinois

Begin Time	Pine Street Southbound		South Access Westbound		Pine Street Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts	
	Left Turn	Right Turn	Left Turn	Right Turn	Right Turn	Left Turn				East	West
Tuesday October 18, 2016											
7:00 AM	1	0	0	0	0	0	2	2	0.25	0	0
7:15 AM	0	0	0	0	0	0	0	0	0.25	0	0
7:30 AM	0	0	0	0	0	0	0	1	0.25	1	0
7:45 AM	0	0	0	0	0	0	0	4	0.33	0	0
8:00 AM	0	0	0	0	0	0	0	7	0.58	1	0
8:15 AM	0	0	0	0	1	1	1	1		0	0
8:30 AM	1	1	0	0	1	1	3			0	0
8:45 AM	0	0	0	0	3	3	3			1	0
Total	2	2	0	0	5	5				3	1
7:15-8:15 AM	0	0	0	0	0	0	0				
8:00-9:00 AM	0	1	1	0	5	0	7				
Tuesday October 18, 2016											
3:00 PM	0	0	0	0	0	0	0	33	0.46	0	0
3:15 PM	0	0	0	0	0	0	0	46	0.64	0	0
3:30 PM	6	2	4	3	3	3	15	46	0.64	2	2
3:45 PM	7	5	5	1	1	1	18	33	0.46	6	6
4:00 PM	4	6	1	2	2	2	13	20	0.38	2	2
4:15 PM	0	0	0	0	0	0	0	11	0.55	0	0
4:30 PM	1	0	1	1	1	1	2	20	0.56	0	0
4:45 PM	2	1	1	1	1	1	5	22	0.61	0	0
5:00 PM	0	2	2	0	0	0	4	35	0.49	0	0
5:15 PM	1	2	1	5	5	5	9	52	0.62	0	0
5:30 PM	0	1	1	2	2	2	4	48	0.57	0	0
5:45 PM	9	1	1	7	7	7	18	48	0.57	0	0
6:00 PM	2	16	2	1	1	1	21	31	0.37	0	0
6:15 PM	1	3	0	1	1	1	5			0	0
6:30 PM	1	1	1	1	1	1	4			0	0
6:45 PM	0	0	1	0	0	0	1			0	0
Total	34	40	21	24	24	24				10	0
3:00-4:00 PM	0	13	7	9	4	0	33				
5:00-6:00 PM	0	10	6	5	14	0	35				
Saturday October 15, 2016											
Noon	1	0	0	0	0	0	1	1	0.25	0	0
12:15 PM	0	0	0	0	0	0	0	2	0.25	1	1
12:30 PM	0	0	0	0	0	0	0	2	0.25	2	2
12:45 PM	0	0	0	0	0	0	0	2	0.25	0	0
1:00 PM	1	0	0	1	1	1	2	4	0.50	1	1
1:15 PM	0	0	0	0	0	0	0			0	0
1:30 PM	0	0	0	0	0	0	0			0	0
1:45 PM	1	0	0	0	0	0	2			1	1
Total	3	0	0	0	2	2				5	1
1:00-2:00 PM	0	2	0	0	2	0	4				

**Hellenic School
at 1085 Lake-Cook Road**



Begin Time	Existing School		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	IN	OUT			
Wednesday October 19, 2016					
7:00 AM	4	1	5	35	0.51
7:15 AM	5	1	6	78	0.41
7:30 AM	4	3	7	106	0.55
7:45 AM	13	4	17	113	0.59
8:00 AM	26	22	48	115	0.60
8:15 AM	15	19	34		
8:30 AM	9	5	14		
8:45 AM	7	12	19		
Total	83	67			
7:15-8:15 AM	0	48	30	78	
8:00-9:00 AM	0	57	58	115	
Wednesday October 19, 2016					
3:00 PM	12	5	17	90	0.56
3:15 PM	23	17	40	81	0.51
3:30 PM	5	24	29	53	0.46
3:45 PM	1	3	4	35	0.73
4:00 PM	6	2	8	35	0.73
4:15 PM	3	9	12	28	0.58
4:30 PM	1	10	11	18	0.41
4:45 PM	1	3	4	9	0.56
5:00 PM	1	0	1	7	0.88
5:15 PM	1	1	2	6	0.75
5:30 PM	1	1	2	4	0.50
5:45 PM	0	2	2	2	0.25
6:00 PM	0	0	0	0	
6:15 PM	0	0	0		
6:30 PM	0	0	0		
6:45 PM	0	0	0		
Total	55	77			
3:00-4:00 PM	0	41	49	90	
5:00-6:00 PM	0	3	4	7	
Saturday October 15, 2016					
Noon	0	1	1	7	0.58
12:15 PM	0	2	2	34	0.30
12:30 PM	1	0	1	69	0.47
12:45 PM	3	0	3	151	0.45
1:00 PM	25	3	28	153	0.46
1:15 PM	28	9	37		
1:30 PM	13	70	83		
1:45 PM	0	5	5		
Total	70	90			
1:00-2:00 PM	0	66	87	153	

Starland Traffic at 445 Pine



Begin Time	Existing Starland Counts						15 Minute Totals	60 Minute Totals	Peak Hour Factor
	INBOUND			OUTBOUND					
	North	Center	South	North	Center	South			
Tuesday October 18, 2016									
7:00 AM	1	0	1	0	0	1	3	4	0.33
7:15 AM	0	0	0	0	0	0	0	1	0.25
7:30 AM	0	0	0	1	0	0	1	2	0.50
7:45 AM	0	0	0	0	0	0	0	5	0.31
8:00 AM	0	0	0	0	0	0	0	9	0.56
8:15 AM	0	0	1	0	0	0	1		
8:30 AM	1	0	2	0	0	1	4		
8:45 AM	1	0	3	0	0	0	4		
Total	3	0	7	1	0	2			
7:15-8:15 AM	0	0	0	1	0	0	1		
8:00-9:00 AM	2	0	6	0	0	1	9		
Tuesday October 18, 2016									
3:00 PM	3	0	0	3	0	0	6	80	0.51
3:15 PM	2	0	0	1	2	0	5	109	0.70
3:30 PM	8	0	9	0	7	6	30	110	0.71
3:45 PM	11	0	8	3	7	10	39	86	0.55
4:00 PM	2	0	6	13	7	7	35	61	0.44
4:15 PM	3	0	0	3	0	0	6	51	0.51
4:30 PM	1	0	1	2	1	1	6	74	0.64
4:45 PM	6	0	3	3	0	2	14	95	0.82
5:00 PM	8	0	0	11	2	4	25	105	0.91
5:15 PM	11	0	6	5	4	3	29	119	0.76
5:30 PM	1	0	2	22	0	2	27	111	0.71
5:45 PM	3	0	16	3	0	2	24	95	0.61
6:00 PM	2	0	3	5	11	18	39	73	0.47
6:15 PM	8	0	2	5	3	3	21		
6:30 PM	0	0	2	5	2	2	11		
6:45 PM	0	0	0	0	1	1	2		
Total	69	0	58	84	47	61			
3:00-4:00 PM	24	0	17	7	16	16	80		
5:00-6:00 PM	23	0	24	41	6	11	105		
Saturday October 15, 2016									
Noon	0	0	1	0	0	0	1	2	0.50
12:15 PM	0	0	0	0	0	0	0	6	0.30
12:30 PM	0	0	0	0	1	0	1	7	0.35
12:45 PM	0	0	0	0	0	0	0	6	0.30
1:00 PM	1	0	2	1	1	0	5	12	0.50
1:15 PM	0	0	0	0	1	0	1		
1:30 PM	0	0	0	0	0	0	0		
1:45 PM	1	0	2	1	2	0	6		
Total	2	0	5	2	5	0			
1:00-2:00 PM	2	0	4	2	4	0	12		

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Central/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Existing			
Analysis Time Period	7:15-8:15 AM								
Project ID									
East/West Street: Central Avenue					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	15	89	19	26	57	1			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	13	43	49	8	50	15			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.87		0.87		0.87		0.87		
Flow Rate (veh/h)	140		95		119		83		
% Heavy Vehicles	0		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.3		0.1		0.1		
Prop. Right-Turns	0.2		0.0		0.5		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.1		0.1		-0.2		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.12		0.08		0.11		0.07		
hd, final value (s)	4.42		4.64		4.35		4.55		
x, final value	0.172		0.122		0.144		0.105		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.4		2.6		2.3		2.5		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	824		792		850		830		
Delay (s/veh)	8.3		8.3		8.1		8.1		
LOS	A		A		A		A		
Approach: Delay (s/veh)	8.3		8.3		8.1		8.1		
LOS	A		A		A		A		
Intersection Delay (s/veh)	8.2								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Central/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Existing			
Analysis Time Period	8:00-9:00 AM								
Project ID									
East/West Street: Central Avenue					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	9	80	9	29	49	4			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	5	36	29	5	49	14			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.94		0.94		0.94		0.94		
Flow Rate (veh/h)	103		86		73		71		
% Heavy Vehicles	0		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.3		0.1		0.1		
Prop. Right-Turns	0.1		0.0		0.4		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		0.1		-0.2		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.09		0.08		0.06		0.06		
hd, final value (s)	4.29		4.43		4.23		4.36		
x, final value	0.123		0.106		0.086		0.086		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.3		2.4		2.2		2.4		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	858		782		811		789		
Delay (s/veh)	7.9		8.0		7.6		7.8		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.9		8.0		7.6		7.8		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.8								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	3:00-4:00 PM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	16	60	7	37	65	8		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	12	58	25	4	67	20		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.81		0.81		0.81		0.81	
Flow Rate (veh/h)	101		134		115		110	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.1		0.0	
Prop. Right-Turns	0.1		0.1		0.3		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.09		0.12		0.10		0.10	
hd, final value (s)	4.59		4.64		4.52		4.54	
x, final value	0.129		0.173		0.144		0.139	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.6		2.5		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	777		788		821		786	
Delay (s/veh)	8.3		8.6		8.3		8.3	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.3		8.6		8.3		8.3	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.4							
Intersection LOS	A							

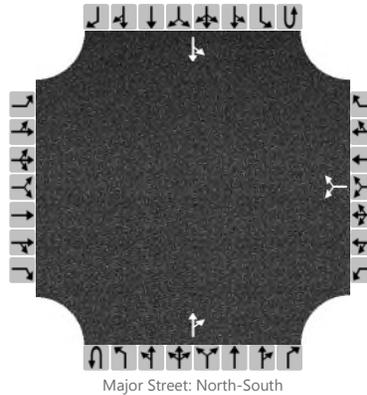
ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	5:00-6:00 PM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	23	100	13	39	77	8		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	13	99	57	5	70	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	153		140		190		98	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.1		0.1	
Prop. Right-Turns	0.1		0.1		0.3		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.14		0.12		0.17		0.09	
hd, final value (s)	4.78		4.89		4.64		4.87	
x, final value	0.203		0.190		0.245		0.132	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.8		2.9		2.6		2.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	765		737		792		754	
Delay (s/veh)	9.0		9.0		9.1		8.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.0		9.0		9.1		8.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.0							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Central/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Existing			
Analysis Time Period	1:00-2:00 PM Saturday								
Project ID									
East/West Street: Central Avenue					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	10	34	4	29	47	11			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	5	42	32	9	32	19			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.88		0.88		0.88		0.88		
Flow Rate (veh/h)	53		97		88		67		
% Heavy Vehicles	0		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.2		0.3		0.1		0.1		
Prop. Right-Turns	0.1		0.1		0.4		0.3		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		0.0		-0.2		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.05		0.09		0.08		0.06		
hd, final value (s)	4.35		4.34		4.13		4.23		
x, final value	0.064		0.117		0.101		0.079		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.3		2.3		2.1		2.2		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	883		808		880		838		
Delay (s/veh)	7.6		7.9		7.6		7.6		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.6		7.9		7.6		7.6		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.7								
Intersection LOS	A								

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	7:15-8:15 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		0			91	0		0	95	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

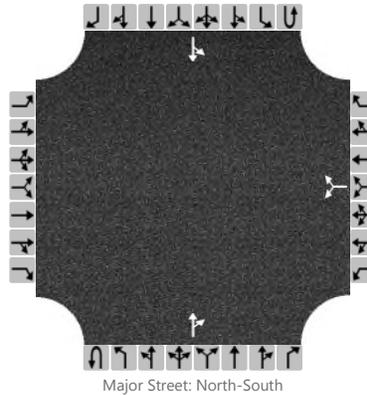
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							1								127	
Capacity							738								1459	
v/c Ratio							0.00								0.09	
95% Queue Length							0.0									
Control Delay (s/veh)							9.9								7.5	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.9											
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	8:00-9:00 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			58	1		1	86	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

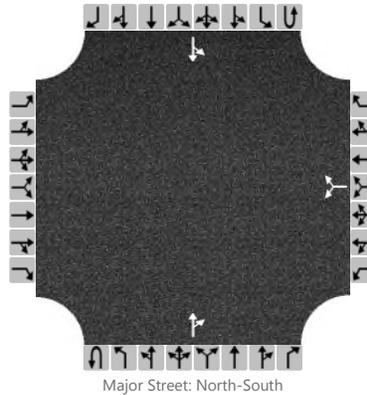
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)														94		
Capacity														1530		
v/c Ratio														0.06		
95% Queue Length														0.0		
Control Delay (s/veh)														7.4		
Level of Service (LOS)														A		
Approach Delay (s/veh)													0.1			
Approach LOS																

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		6			98	4		20	91	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

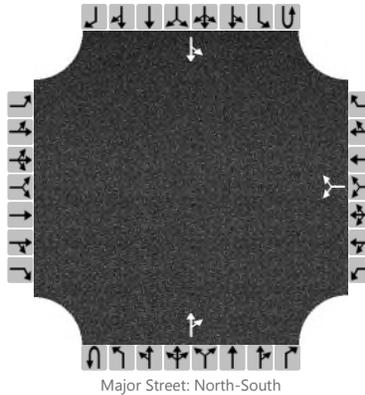
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							8								128	
Capacity							897								1462	
v/c Ratio							0.01								0.09	
95% Queue Length							0.0								0.0	
Control Delay (s/veh)							9.0								7.5	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.0								1.5			
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						14		27			148	10		13	109		
Percent Heavy Vehicles						3		3						3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

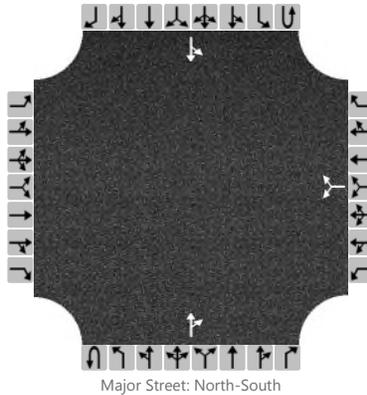
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						50									151		
Capacity						761									1370		
v/c Ratio						0.07									0.11		
95% Queue Length						0.2									0.0		
Control Delay (s/veh)						10.1									7.7		
Level of Service (LOS)						B									A		
Approach Delay (s/veh)					10.1								0.9				
Approach LOS					B												

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	1:00-2:00 PM Saturday	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		2			91	2		0	65	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

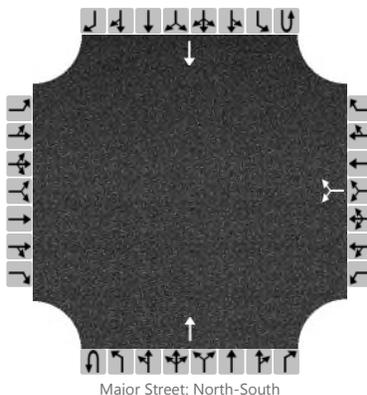
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							2								72	
Capacity							950								1481	
v/c Ratio							0.00								0.05	
95% Queue Length							0.0									
Control Delay (s/veh)							8.8								7.4	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					8.8											
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	7:15-8:15 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration							LR				T				T	
Volume (veh/h)						0		0			91					96
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

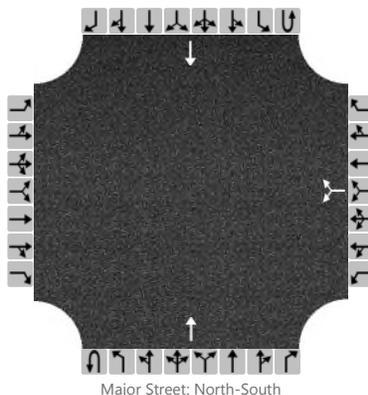
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																
Capacity																
v/c Ratio																
95% Queue Length																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	8:00-9:00 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						0		0			59				88	
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

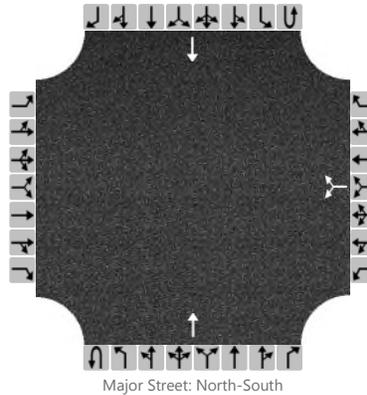
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																
Capacity																
v/c Ratio																
95% Queue Length																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.57
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						8		8			94					92
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

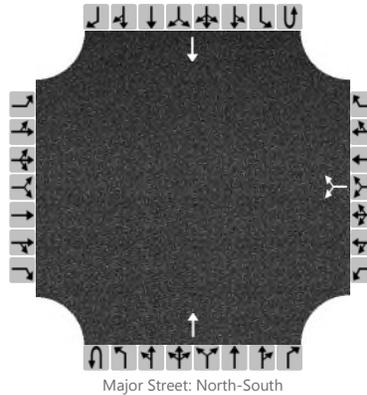
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							28									
Capacity							757									
v/c Ratio							0.04									
95% Queue Length							0.1									
Control Delay (s/veh)							9.9									
Level of Service (LOS)							A									
Approach Delay (s/veh)					9.9											
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.38
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						1		5			153					123
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

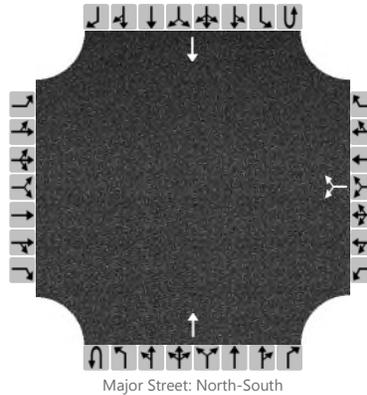
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							16									
Capacity							574									
v/c Ratio							0.03									
95% Queue Length							0.1									
Control Delay (s/veh)							11.4									
Level of Service (LOS)							B									
Approach Delay (s/veh)					11.4											
Approach LOS					B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	1:00-2:00 PM Saturday	Peak Hour Factor	0.50
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						1		3			90					67
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

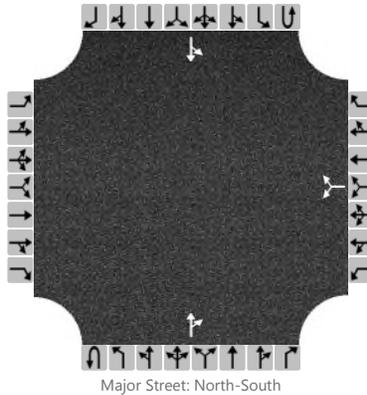
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							8									
Capacity							805									
v/c Ratio							0.01									
95% Queue Length							0.0									
Control Delay (s/veh)							9.5									
Level of Service (LOS)							A									
Approach Delay (s/veh)					9.5											
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	7:15-8:15 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			91	0		0	96	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

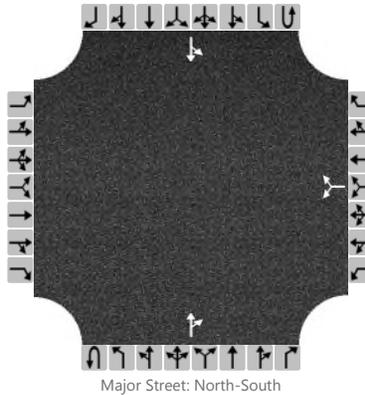
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)															128		
Capacity															1459		
v/c Ratio															0.09		
95% Queue Length																	
Control Delay (s/veh)															7.5		
Level of Service (LOS)															A		
Approach Delay (s/veh)																	
Approach LOS																	

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	8:00-9:00 AM	Peak Hour Factor	0.58
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		1			58	5		1	87	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

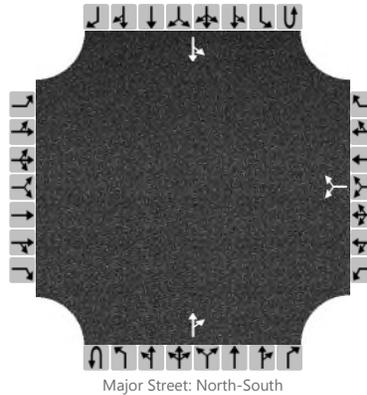
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							2								152	
Capacity							947								1473	
v/c Ratio							0.00								0.10	
95% Queue Length							0.0								0.0	
Control Delay (s/veh)							8.8								7.4	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					8.8								0.1			
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.46
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						9		7			87	4		13	87	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

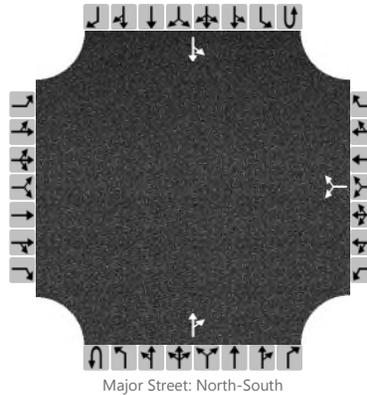
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							35								217		
Capacity							656								1367		
v/c Ratio							0.05								0.16		
95% Queue Length							0.2								0.1		
Control Delay (s/veh)							10.8								7.7		
Level of Service (LOS)							B								A		
Approach Delay (s/veh)					10.8								1.1				
Approach LOS					B												

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.49
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		6			87	14		10	114	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

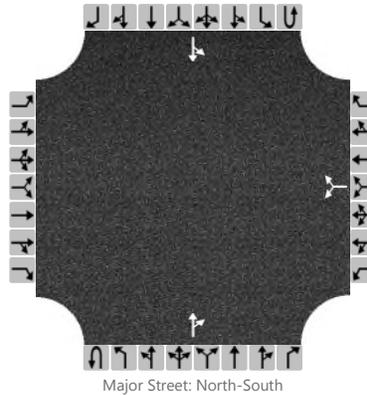
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							22								253		
Capacity							676								1357		
v/c Ratio							0.03								0.19		
95% Queue Length							0.1								0.0		
Control Delay (s/veh)							10.5								7.7		
Level of Service (LOS)							B								A		
Approach Delay (s/veh)					10.5								0.7				
Approach LOS					B												

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	1:00-2:00 PM Saturday	Peak Hour Factor	0.50
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			90	2		2	66	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																	136		
Capacity																	1383		
v/c Ratio																	0.10		
95% Queue Length																	0.0		
Control Delay (s/veh)																	7.6		
Level of Service (LOS)																	A		
Approach Delay (s/veh)													0.2						
Approach LOS																			

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	7:15-8:15 AM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	30	1	23	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	10	61	0	0	86	8		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.73		0.73		0.73		0.73	
Flow Rate (veh/h)	73		0		96		127	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.0		0.1		0.0	
Prop. Right-Turns	0.4		0.0		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.1		0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.00		0.09		0.11	
hd, final value (s)	4.25		4.53		4.27		4.17	
x, final value	0.086		0.000		0.114		0.147	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.5		2.3		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	811				873		847	
Delay (s/veh)	7.7		7.5		7.8		7.9	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.7		7.5		7.8		7.9	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.8							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	8:00-9:00 AM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	24	1	27	2	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	13	39	0	0	78	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.82		0.82		0.82		0.82	
Flow Rate (veh/h)	62		2		62		110	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5		1.0		0.2		0.0	
Prop. Right-Turns	0.5		0.0		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.3		0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.00		0.06		0.10	
hd, final value (s)	4.06		4.59		4.25		4.07	
x, final value	0.070		0.003		0.073		0.124	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.1		2.6		2.2		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	886		0		886		917	
Delay (s/veh)	7.4		7.6		7.6		7.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.4		7.6		7.6		7.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.6							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	3:00-4:00 PM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	25	1	28	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	26	66	0	1	64	25		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.78		0.78		0.78		0.78	
Flow Rate (veh/h)	68		0		117		115	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5		0.0		0.3		0.0	
Prop. Right-Turns	0.5		0.0		0.0		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.1		0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.00		0.10		0.10	
hd, final value (s)	4.24		4.54		4.27		4.06	
x, final value	0.080		0.000		0.139		0.130	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.2		2.5		2.3		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	850				836		885	
Delay (s/veh)	7.6		7.5		8.0		7.7	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.6		7.5		8.0		7.7	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.8							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Hackberry/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Existing			
Analysis Time Period	5:00-6:00 PM								
Project ID									
East/West Street: Hackberry Road					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	28	0	14		0	0	0		
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R		L	T	R		
Volume (veh/h)	37	133	0		1	81	32		
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.90		0.90		0.90		0.90		
Flow Rate (veh/h)	46		0		188		126		
% Heavy Vehicles	3		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.7		0.0		0.2		0.0		
Prop. Right-Turns	0.3		0.0		0.0		0.3		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		0.1		0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.04		0.00		0.17		0.11		
hd, final value (s)	4.57		4.69		4.23		4.09		
x, final value	0.058		0.000		0.221		0.143		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.6		2.7		2.2		2.1		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	767				855		900		
Delay (s/veh)	7.9		7.7		8.4		7.8		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.9		7.7		8.4		7.8		
LOS	A		A		A		A		
Intersection Delay (s/veh)	8.1								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	100-2:00 PM Saturday							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	19	1	10	0	1	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	15	73	1	0	63	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	33		1		100		85	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.0		0.2		0.0	
Prop. Right-Turns	0.3		0.0		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.00		0.09		0.08	
hd, final value (s)	4.28		4.39		4.14		4.03	
x, final value	0.039		0.001		0.115		0.095	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.4		2.1		2.0	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	825		0		909		850	
Delay (s/veh)	7.5		7.4		7.7		7.4	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.5		7.4		7.7		7.4	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.6							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Central/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Proposed			
Analysis Time Period	7:15-8:15 AM								
Project ID									
East/West Street: Central Avenue					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	15	89	19	26	57	1			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	12	46	42	8	63	15			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.87		0.87		0.87		0.87		
Flow Rate (veh/h)	140		95		113		98		
% Heavy Vehicles	0		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.1		0.3		0.1		0.1		
Prop. Right-Turns	0.2		0.0		0.4		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.1		0.1		-0.2		-0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.12		0.08		0.10		0.09		
hd, final value (s)	4.45		4.67		4.40		4.56		
x, final value	0.173		0.123		0.138		0.124		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.4		2.7		2.4		2.6		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	824		792		807		817		
Delay (s/veh)	8.4		8.3		8.1		8.2		
LOS	A		A		A		A		
Approach: Delay (s/veh)	8.4		8.3		8.1		8.2		
LOS	A		A		A		A		
Intersection Delay (s/veh)	8.3								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	8:00-9:00 AM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	9	80	9	29	49	4		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	46	23	5	64	14		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.94		0.94		0.94		0.94	
Flow Rate (veh/h)	103		86		77		87	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.3		0.1		0.1	
Prop. Right-Turns	0.1		0.0		0.3		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.09		0.08		0.07		0.08	
hd, final value (s)	4.34		4.49		4.32		4.39	
x, final value	0.124		0.107		0.092		0.106	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.5		2.3		2.4	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	858		782		856		791	
Delay (s/veh)	8.0		8.0		7.8		7.9	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.0		8.0		7.8		7.9	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.9							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	3:00-4:00 PM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	16	60	5	24	65	8		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	12	65	21	4	55	20		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.81		0.81		0.81		0.81	
Flow Rate (veh/h)	99		118		119		95	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.2		0.1		0.0	
Prop. Right-Turns	0.1		0.1		0.2		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.09		0.10		0.11		0.08	
hd, final value (s)	4.55		4.58		4.48		4.47	
x, final value	0.125		0.150		0.148		0.118	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.5		2.6		2.5		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	762		787		793		792	
Delay (s/veh)	8.2		8.4		8.3		8.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.2		8.4		8.3		8.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.2							
Intersection LOS	A							

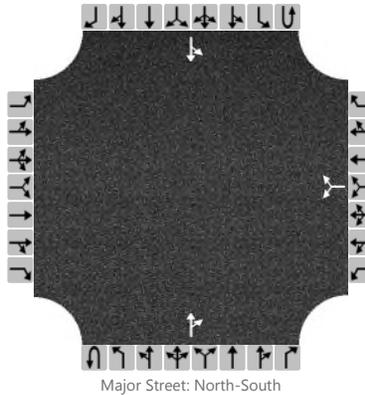
ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	5:00-6:00 PM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	23	100	10	28	77	8		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	11	81	46	5	52	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	150		127		156		78	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.2		0.1		0.1	
Prop. Right-Turns	0.1		0.1		0.3		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.13		0.11		0.14		0.07	
hd, final value (s)	4.62		4.71		4.54		4.73	
x, final value	0.192		0.166		0.197		0.102	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.7		2.5		2.7	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	789		747		780		780	
Delay (s/veh)	8.7		8.6		8.7		8.3	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.7		8.6		8.7		8.3	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.6							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Central/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Proposed			
Analysis Time Period	1:00-2:00 PM Saturday								
Project ID									
East/West Street: Central Avenue					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	10	34	4	29	47	11			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	5	66	31	9	50	19			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.88		0.88		0.88		0.88		
Flow Rate (veh/h)	53		97		115		87		
% Heavy Vehicles	0		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.2		0.3		0.0		0.1		
Prop. Right-Turns	0.1		0.1		0.3		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		0.0		-0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.05		0.09		0.10		0.08		
hd, final value (s)	4.46		4.46		4.23		4.31		
x, final value	0.066		0.120		0.135		0.104		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.5		2.5		2.2		2.3		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	757		808		821		870		
Delay (s/veh)	7.8		8.1		7.9		7.8		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.8		8.1		7.9		7.8		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.9								
Intersection LOS	A								

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	7:15-8:15 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						21		9			91	33		15	93	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

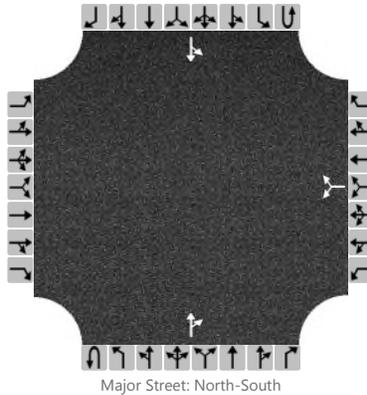
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							40								144	
Capacity							728								1406	
v/c Ratio							0.05								0.10	
95% Queue Length							0.2								0.0	
Control Delay (s/veh)							10.2								7.6	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)					10.2								1.2			
Approach LOS					B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	8:00-9:00 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						41		17			57	40		17	85	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

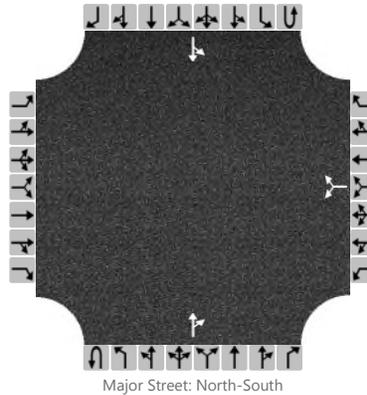
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							63								110	
Capacity							814								1478	
v/c Ratio							0.08								0.07	
95% Queue Length							0.3								0.0	
Control Delay (s/veh)							9.8								7.5	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.8								1.3			
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						34		15			83	29		12	72	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

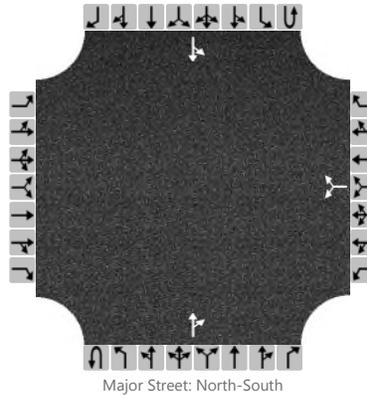
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							56								97		
Capacity							803								1450		
v/c Ratio							0.07								0.07		
95% Queue Length							0.2								0.0		
Control Delay (s/veh)							9.8								7.5		
Level of Service (LOS)							A								A		
Approach Delay (s/veh)					9.8								1.1				
Approach LOS					A												

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		1			137	2		1	89	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

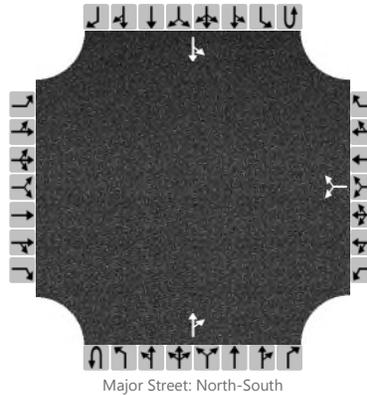
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							5								111	
Capacity							733								1398	
v/c Ratio							0.01								0.08	
95% Queue Length							0.0								0.0	
Control Delay (s/veh)							9.9								7.6	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.9								0.1			
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	1:00-2:00 PM Saturday	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						61		21			76	46		20	63	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							91								92		
Capacity							790								1442		
v/c Ratio							0.12								0.06		
95% Queue Length							0.4								0.0		
Control Delay (s/veh)							10.1								7.5		
Level of Service (LOS)							B								A		
Approach Delay (s/veh)					10.1								1.9				
Approach LOS					B												

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Hackberry/Pine		
Agency/Co.	EEA				Jurisdiction	V. of Deerfield		
Date Performed	10/24/2016				Analysis Year	2016 Proposed		
Analysis Time Period	7:15-8:15 AM							
Project ID								
East/West Street: Hackberry Road					North/South Street: Pine Street			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	35	1	23	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	10	89	0	0	103	11		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.73		0.73		0.73		0.73	
Flow Rate (veh/h)	79		0		134		156	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.0		0.1		0.0	
Prop. Right-Turns	0.4		0.0		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.07		0.00		0.12		0.14	
hd, final value (s)	4.43		4.70		4.32		4.22	
x, final value	0.097		0.000		0.161		0.183	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.7		2.3		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	790				838		867	
Delay (s/veh)	7.9		7.7		8.1		8.2	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.9		7.7		8.1		8.2	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.1							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	8:00-9:00 AM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	28	1	27	2	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	13	69	0	0	107	19		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.82		0.82		0.82		0.82	
Flow Rate (veh/h)	67		2		99		153	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5		1.0		0.2		0.0	
Prop. Right-Turns	0.5		0.0		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.3		0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.00		0.09		0.14	
hd, final value (s)	4.27		4.78		4.29		4.12	
x, final value	0.079		0.003		0.118		0.175	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.8		2.3		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	838		0		825		850	
Delay (s/veh)	7.6		7.8		7.9		8.0	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.6		7.8		7.9		8.0	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.9							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Hackberry/Pine		
Agency/Co.	EEA				Jurisdiction	V. of Deerfield		
Date Performed	10/24/2016				Analysis Year	2016 Proposed		
Analysis Time Period	3:00-4:00 PM							
Project ID								
East/West Street: Hackberry Road					North/South Street: Pine Street			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	27	1	28	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	26	85	0	1	80	25		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.78		0.78		0.78		0.78	
Flow Rate (veh/h)	70		0		141		135	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5		0.0		0.2		0.0	
Prop. Right-Turns	0.5		0.0		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.1		0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.00		0.13		0.12	
hd, final value (s)	4.36		4.64		4.30		4.12	
x, final value	0.085		0.000		0.168		0.154	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.6		2.3		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	875				829		900	
Delay (s/veh)	7.8		7.6		8.2		7.9	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.8		7.6		8.2		7.9	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.0							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	5:00-6:00 PM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	24	0	14	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	37	115	0	1	67	25		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	41		0		168		102	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.0		0.2		0.0	
Prop. Right-Turns	0.4		0.0		0.0		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.00		0.15		0.09	
hd, final value (s)	4.44		4.59		4.20		4.06	
x, final value	0.051		0.000		0.196		0.115	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.6		2.2		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	820				840		927	
Delay (s/veh)	7.7		7.6		8.2		7.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.7		7.6		8.2		7.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.9							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Hackberry/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Proposed			
Analysis Time Period	100-2:00 PM Saturday								
Project ID									
East/West Street: Hackberry Road					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	23	1	10	0	1	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	15	99	1	0	105	19			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.88		0.88		0.88		0.88		
Flow Rate (veh/h)	38		1		130		140		
% Heavy Vehicles	3		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.7		0.0		0.1		0.0		
Prop. Right-Turns	0.3		0.0		0.0		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	0.0		0.1		0.1		-0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.03		0.00		0.12		0.12		
hd, final value (s)	4.50		4.58		4.20		4.08		
x, final value	0.048		0.001		0.152		0.159		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.5		2.6		2.2		2.1		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	760		0		867		875		
Delay (s/veh)	7.7		7.6		8.0		7.9		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.7		7.6		8.0		7.9		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.9								
Intersection LOS	A								

**SPECIAL USE STANDARDS FOR PROPOSED
SCHOOL AT 445 PINE STREET**

1. Compatible with Existing Development

The nature and intensity of the activities involved and the size, placement and design of any structures proposed will be so planned that the Special Use will be compatible with the existing development and will not impede the normal and orderly development and improvement of surrounding property.

- The subject property was originally designed and operated as a public elementary school for a number of years, accommodating a student population in excess of that proposed by Applicant. As such the proposed use will be compatible with the existing development and will not impede normal and orderly development and improvement of surrounding property.

2. Lot of Sufficient Size

The size of the lot will be sufficient for the use proposed.

- Applicant proposes no expansion of the existing building, which has been adequately served by the existing parking lot. Furthermore, inasmuch as both access and parking can be accommodated, as indicated by Applicant's traffic consultant, the size of the lot will be sufficient for the proposed use.

3. Traffic

The location of the Special Use within the Village will be such that adverse effects on surrounding properties will be minimal, particularly regarding the traffic generated by the Special Use.

- As concluded by Applicant's traffic consultant, the adjacent roadways can accommodate anticipated traffic, and taking into account the hours of operation of the proposed special use, traffic will have safe and adequate access to and from Pine Street, such that there will be no adverse effects on surrounding properties.

4. Parking and Access

Parking areas will be of adequate size for the particular use and properly located, and the entrance and exit drives will be laid out so as to prevent traffic hazards and nuisances.

- As concluded by Applicant's traffic consultant, the access to and from the property will continue to be both safe and adequate, and the existing parking lot is of adequate size for the proposed special use.

5. Effect on Neighborhood

In all respects the Special Use will not be significantly or materially detrimental to the health, safety and welfare of the public or injurious to the other property or improvements in the neighborhood, nor will it diminish or impair property values in the surrounding area.

- Based upon Applicant's traffic consultant's conclusions, that both access and parking demand will not be negatively impacted by the proposed special use, the special use will not significantly or materially be detrimental to the health, safety, and welfare of the public or injurious to other property or improvements in the neighborhood; nor will it diminish or impair property values in the surrounding area. Furthermore, the surrounding neighborhood was developed with the existing building being used as a public grade school with a higher student population than that proposed by Applicant.

6. Adequate Facilities

That adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.

- The proposed special use will have no impact whatsoever on existing utilities, drainage, or other facilities which have been adequate to service the existing building. As concluded by Applicant's traffic consultant, Pine Street can accommodate any anticipated traffic. Accordingly, adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.

7. Adequate Buffering

Adequate fencing and/or screening shall be provided to ensure the enjoyment of surrounding properties, to provide for the public safety or to screen parking areas and other visually incompatible uses.

- The proposed special use does not require any changes to the existing buffering, inasmuch as the property abuts parks on both the east, across the creek, and the west along Pine Street, and is a considerable distance from residential properties to the north and south.

October 2016

Hellenic American Academy

Traffic and Parking Study



Prepared for:
The Foundation for
Hellenic
Education and Culture

Eriksson Engineering Associates, Ltd.

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INTRODUCTION

Eriksson Engineering Associates, Ltd. was retained by the Foundation for Hellenic Education and Culture to conduct a traffic impact and parking demand study for the relocation of the Hellenic American Academy from its location at 1085 Lake-Cook Road to 445 Pine Street in Deerfield, Illinois. The purpose of the study was to observe the existing traffic patterns around the site, determine the traffic characteristics of the proposed development, review the parking needs, and develop roadway and parking recommendations.

EXISTING CONDITIONS

Site Location and Area Land-Use

The subject site is located at 445 Pine Street in Deerfield, Illinois. It is occupied by a single building that originally was the Cadwell Elementary School which was then repurposed for the True Way Presbyterian Church. It is currently occupied by the Starland Kid's Enrichment Center. It has three access drives on Pine Street and two parking lots containing 83 parking spaces.

The site is adjacent to single-family residential neighborhoods to the north, south, and west. Pine Street Park is also west of the site. Keller Park is southeast of the school. Shepard Park and School are to the east of Keller Park. The Village of Deerfield Water Treatment Plant is to the southeast.

Figure 1 illustrates the site and the surrounding land-uses and roads.

Bicycle and Pedestrian Routes

Separate bike routes are located within Pine and Keller Parks. Carriage walks are provided along the public roads around the site.

Roadway Characteristics

A description of the area roadways providing access to the site is provided below:

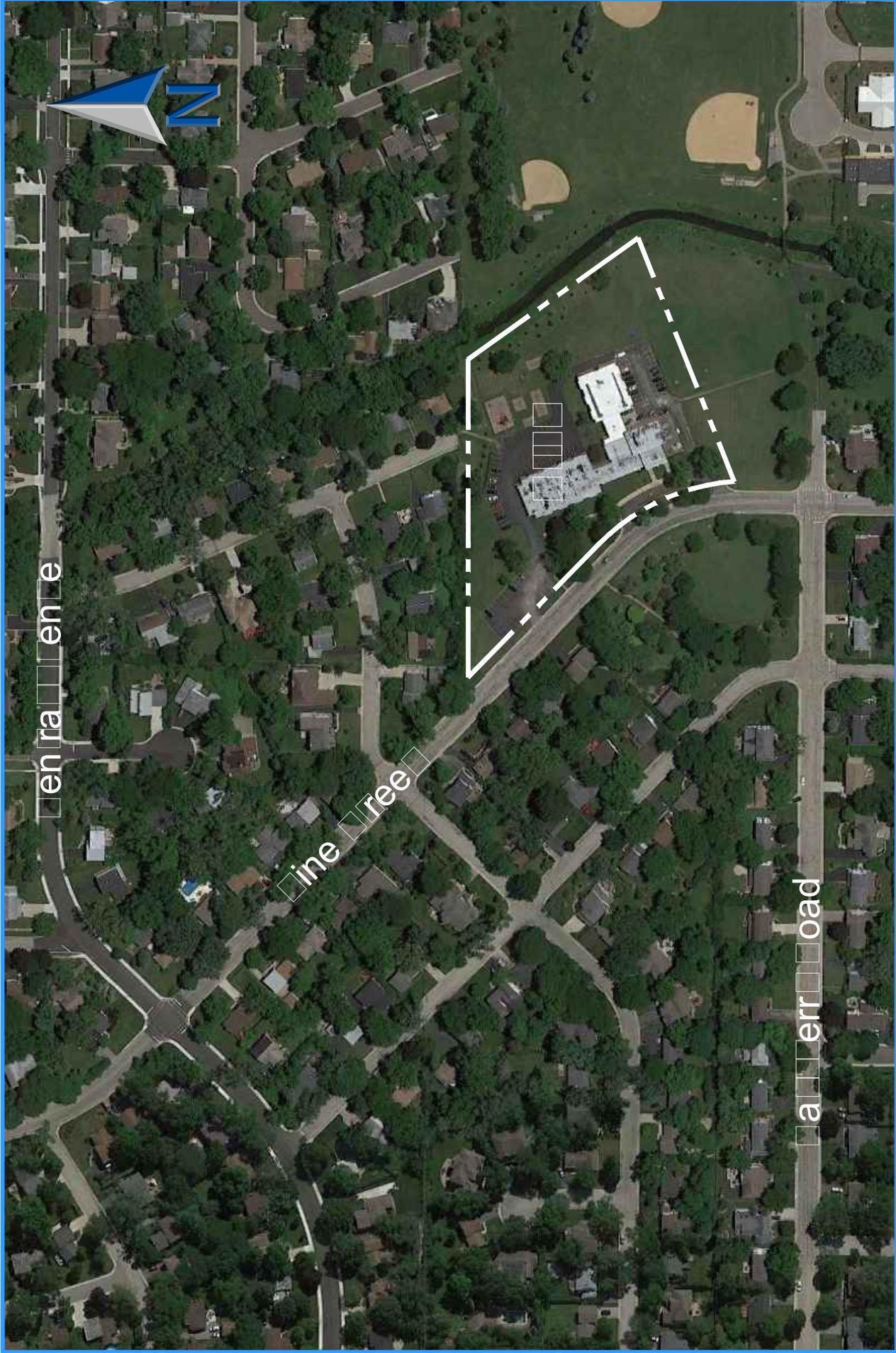
Pine Street is two-lane north-south collector road with a posted speed limit of 25 mph adjacent to the site. On-street parking is prohibited by the site. Its intersections with Hackberry Road and Central Avenue are under all-way stop sign control with painted crosswalks. Pine Street is under the jurisdiction of the Village of Deerfield.

Hackberry Road is two-lane east-west collector road with a posted speed limit of 25 mph near to the site. On-street parking is permitted on both sides of the road. Hackberry Road is under the jurisdiction of the Village of Deerfield.

Central Avenue is two-lane east-west collector road with a posted speed limit of 25 mph near to the site. On-street parking is permitted on both sides of the road. Central Avenue is under the jurisdiction of the Village of Deerfield.

Existing Traffic Volumes

Weekday morning (7:00 to 9:00 AM) and afternoon (3:00 to 7:00 PM) and Saturday (Noon-2:00 PM) manual traffic counts were conducted in October, 2016 on Pine Street at Hackberry Road, the three site access drives, and at Central Avenue. Counts were also conducted at the existing school campus at 1085 Lake-Cook Road in Deerfield.



These counts showed the peak-hours of commuter traffic occurring from 7:15 to 8:15 AM and 5:00 to 6:00 PM on a weekday. Counts at the Hellenic American Academy showed that the peak-hour of the school traffic is lower and offset from the street peak along Pine Street at 8:00-9:00 PM (about 15% less) and 3:00-4:00 PM (about 25%) less. Saturday peak-hour traffic occurred from 1:00 to 2:00 PM (street and school). The existing traffic volumes are shown in **Figure 2** and included in the **Appendix**.

Please note these traffic counts included the current operations of the Starland Kids. Their morning and Saturday traffic volumes were minimal entering or exiting the site. The afternoon traffic was busier. When the schools moves in Starland Kids will move out and their traffic volumes will no longer occur along Pine Street. **Figure 3** shows the base traffic volumes on Pine Street without Starland Kids.

SITE TRAFFIC CHARACTERISTICS

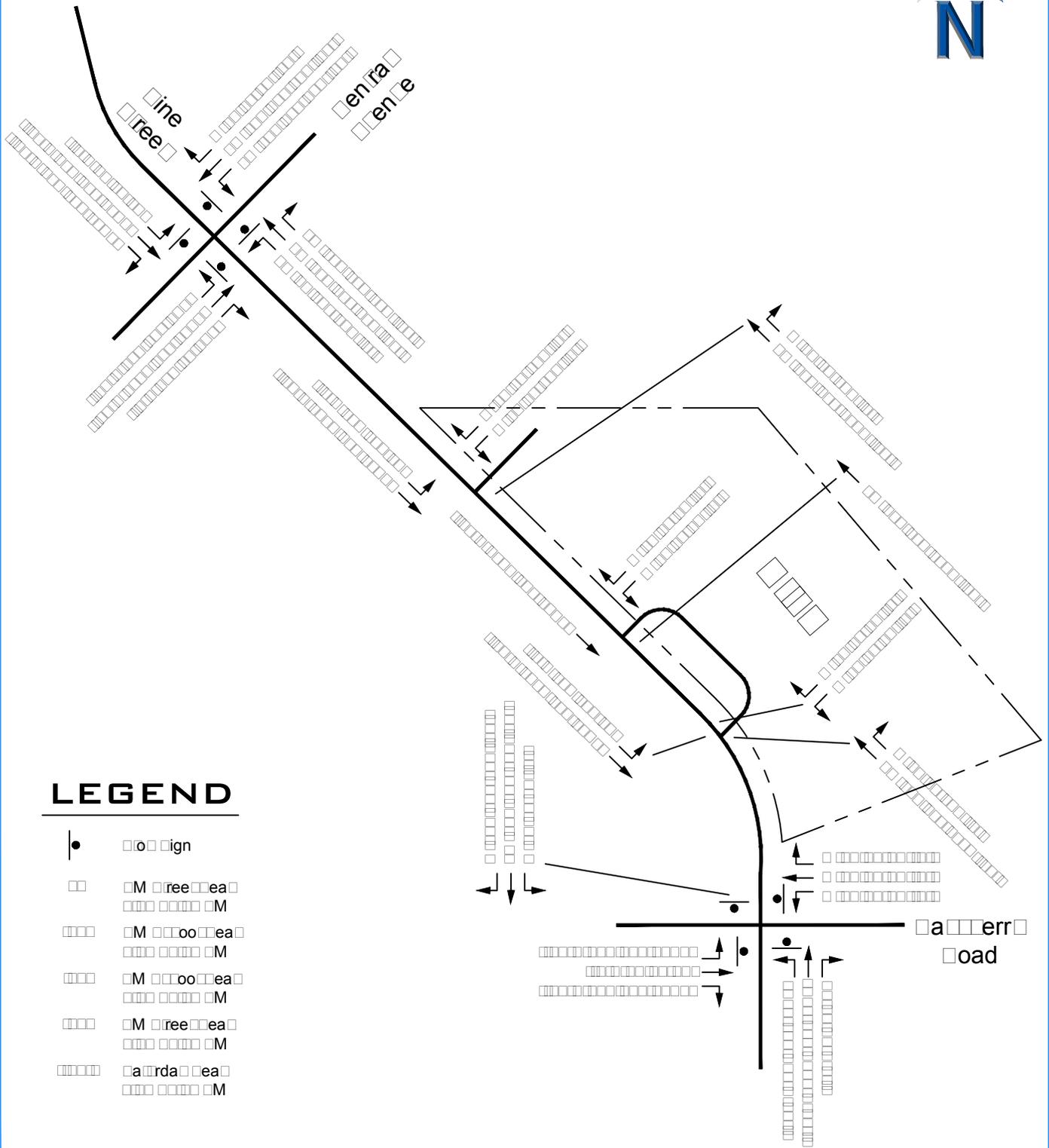
Site Plan

The proposed plan will reuse the existing building and property with three access drives on Pine Street and the existing parking lots. Student loading will occur on the north side of the building and only utilize the north access point. Starland Kids currently use this same area for their program. The middle and southern access drives will be used by staff and midday visitors.

Hellenic American Academy

The Foundation for Hellenic Education and Culture, NFP intends to purchase the 445 Pine Street property and lease it to the Hellenic American Academy. Starland Kids will continue use some of the premises during the summer for their summer camps. The Hellenic American Academy serves children in grades Pre-K through 8th grade and is a dual language program with an emphasis on Greek language instruction. The school offers a variety of after-school programs which include Book Club, Science Club, Choir, Chess Club etc. The school also has several programs that occur throughout the school year after school where parents are invited to attend, including programs celebrating: Christmas, Graduation, Greek Independence, Preschool Activities, Family Heritage Night, etc. The petitioner anticipates approximately ten (10) Cultural Program Events such as plays, lectures and concerts to be on a Thursday, Friday and/or Saturday from 7:00 PM - 10:00 PM with attendance ranging from 20-100 persons per event. The petitioner intends to have a summer camp program during the summer.

The day school has a current student population of 113 and will operate Monday through Friday from 8:15 a.m. to 3:30 PM with After Care operating Monday through Friday 3:30 PM – 4:30 PM and terminating at 5:30 PM. The evening school has a student population of 47 and operates Monday through Thursday from 4:30 PM – 6:30 PM. The Adult School will operate on Monday and/or Thursday from 7:00 PM - 8:00 PM. The Saturday School operates on Saturday from 9:00 AM – 1:30 PM with a student population of 175. No growth in the program is anticipated at this time.

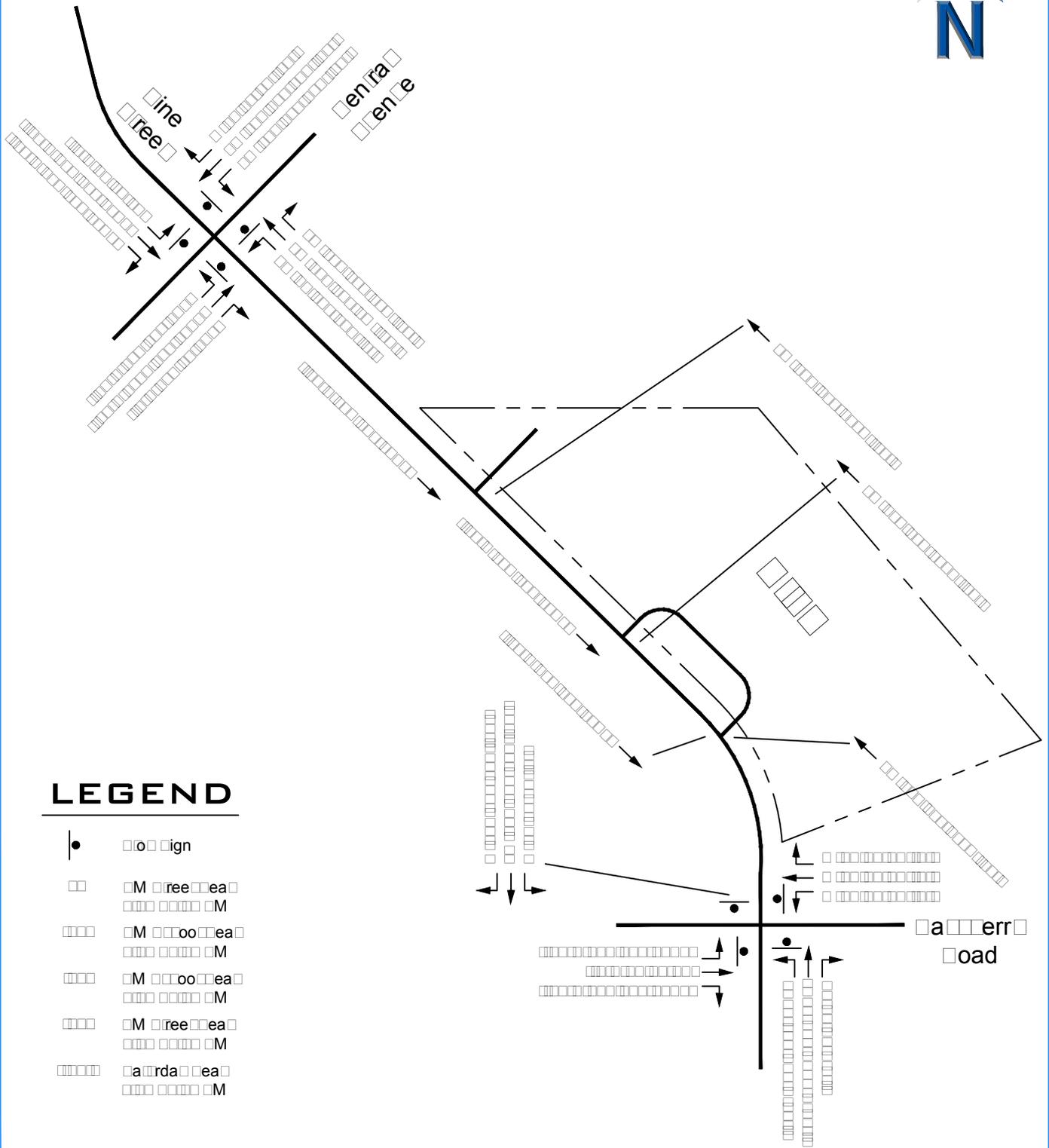


LEGEND

- Main Road
- Side Road
- Access Road
- Driveway

Existing Traffic Volumes

Figure 2



2016 Base Traffic Volumes

Figure 3

Trip Generation

School trip estimates were made using data provided by the traffic counts at the existing school on Lake-Cook Road during the peak street and schools travel periods. **Tables 1 and 2** summarize the school traffic volumes and the corresponding decrease in Starland Kids volumes. During the morning and Saturday peak-hours there is an increase in traffic volumes at the site. During the afternoon, there is a significant decrease in existing traffic volumes during the street peak with the proposed change in use. The afternoon traffic counts from 3:00 to 7:00 PM indicated that Starland Kids had a four-hour total of 319 trips compares to the school with 132 trips for the same period (58% less).

**Table 1
Morning Site Traffic Volumes**

User	Morning Street Peak (7:15 AM)			Morning School Peak (8:00 AM)		
	In	Out	Total	In	Out	Total
Hellenic American Academy	48	30	78	57	58	115
Starland Kids	0	-1	-1	-8	-1	-9
Net Additional Traffic	+48	+29	+77	+49	+57	+106

**Table 2
Afternoon Site Traffic Volumes**

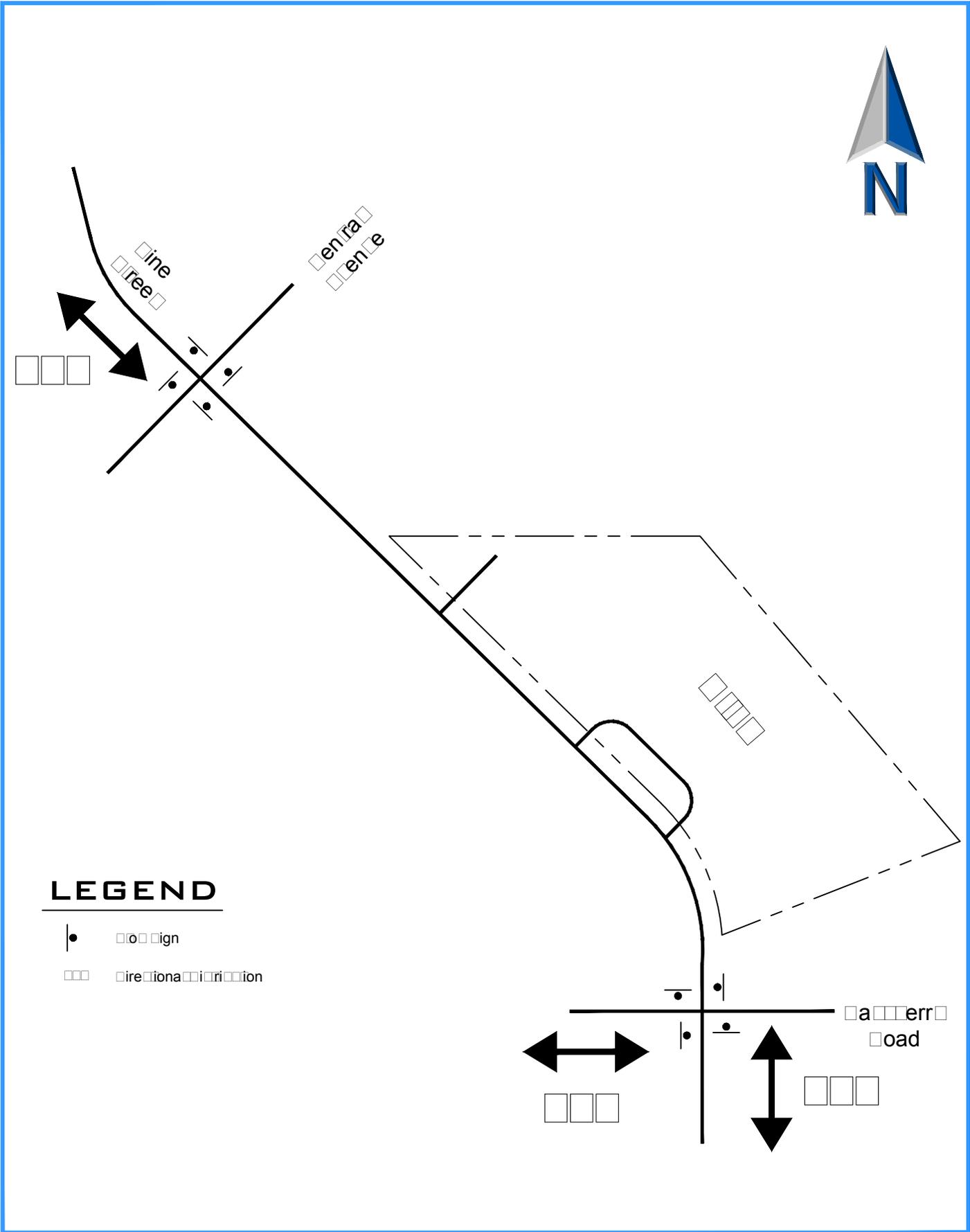
User	Afternoon School Peak (3:00 PM)			Afternoon Street Peak (5:00 PM)			Saturday Peak (1:00 PM)		
	In	Out	Total	In	Out	Total	In	Out	Total
Hellenic American Academy	41	49	90	3	4	7	66	87	153
Starland Kids	-41	-39	-80	-47	-58	-105	-6	-6	-12
Net Additional Traffic	0	+10	+10	-44	-54	-98	+60	+81	+141

Trip Distribution

The directional distribution of student traffic on the street system was determined from zip code data of students' homes provided by the school. The distribution of traffic is shown on **Table 3** and **Figure 4**.

**Table 3
Directional Distribution**

Direction	Distribution
North on Pine Street	30%
South on Pine Street	60%
West on Hackberry Road	10%
Total	100%



Trip Assignment

The future vehicular trips that are generated by the school were distributed to the area roadways based on the directional distribution analysis and the proposed site plan. The north access drive will be used by parents to drop-off and pick-up students. The other two driveways will be used by staff or visitors during off-peak times. **Figure 5** displays the trip assignment for the school traffic volumes. **Figure 6** shows the Total Traffic volumes, which is the sum of the existing traffic volumes without Starland Kids traffic and the projected site traffic volumes.

Summer Camps

During the summer months, the school will be used by summer camp programs for Starland Kids (up to 50 kids) and for the Hellenic American Academy (up to 60 kids). The total volume of traffic along Pine Street in the summer would be less than the traffic volumes during the school year.

ANALYSES

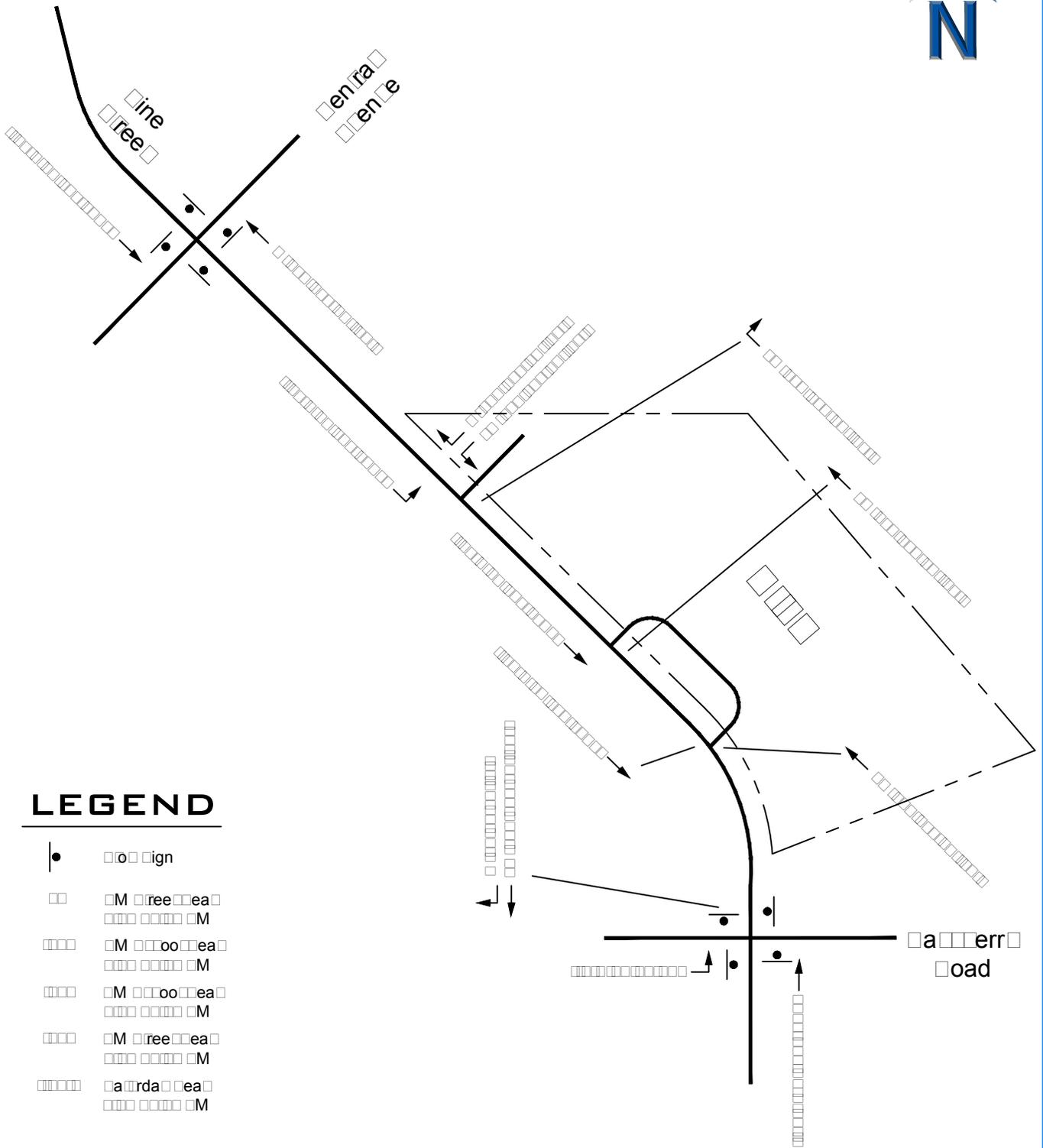
Intersection Capacity Analyses

An intersection’s ability to accommodate traffic flow is based on the average control delay experienced by vehicles passing through the intersection. The intersection and individual traffic movements are assigned a level of service (LOS), ranging from A to F based on the control delay created by a traffic signal or stop sign. Control delay consists of the initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. LOS A has the best traffic flow and least delay. LOS E represents saturated or at capacity conditions. LOS F experiences oversaturated conditions and extensive delays. The Highway Capacity Manual definitions for levels of service and the corresponding control delay for both signalized and unsignalized intersections are shown in **Table 4**.

**Table 4
Level of Service Criteria for Intersections**

Level of Service	Description	Control Delay (seconds/vehicle)	
		Signals	Stop Signs
A	Minimal delay and few stops	<10	<10
B	Low delay with more stops	>10-20	>10-15
C	Light congestion	>20-35	>15-25
D	Congestion is more noticeable with longer delays	>35-55	>25-35
E	High delays and number of stops	>55-80	>35-50
F	Unacceptable delays and over capacity	>80	>50

Source: Highway Capacity Manual 2010



LEGEND

- Sign
- M Free Area
- M Road Area
- M Road Area
- M Free Area
- M Free Area
- Arterial Area

Site Traffic Distribution

Figure 5

Capacity analyses were conducted for each intersection using the HCS computer program to determine the existing and future operating conditions of the access system. These analyses were performed for the weekday peak-hours. Copies of the capacity analysis summaries are included in the **Appendix. Table 5 and 6** shows the existing and projected level of service and vehicular delay results for each intersection. All the stop sign controlled intersection near the school operates at an acceptable level of service in the morning, evening, and Saturday peak-hours.

**Table 5
Morning Intersection Level of Service and Delay**

Intersection	Movement	Morning Street Peak (7:15 AM)		Morning School Peak (8:00 AM)	
		Existing	Total	Existing	Total
Central Avenue at Pine Street (All-way Stop)	All Approaches	A-8.2	A-8.3	A-7.8	A-7.9
North Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	A-9.9	B-10.2	--	A-9.8
	Southbound Left	A-7.5	A-7.6	A-7.4	A-7.5
Center Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	(1)	(1)	(1)	(1)
South Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	(1)	(1)	A-8.8	(1)
	Southbound Left	A-7.5	(1)	A-7.4	(1)
Hackberry Road at Pine Street (All-way Stop)	All Approaches	A-7.8	A-8.1	A-7.6	A-7.9

(1) No traffic during peak

Central Avenue at Pine Street

The all-way-stop-controlled intersection operates at a well today and will continue to with the nest additional school traffic. No additional roadway improvements are required.

Hackberry Road at Pine Street

The all-way-stop-controlled intersection operates at a well today and will continue to with the additional school traffic. No additional roadway improvements are required.

North Access Drive

A full access driveway on the north side of the site provides access to the north parking lot. Exiting traffic onto Pine Street will continue to have stop-sign control. The existing and projected intersection level of service is good with a minimal traffic delays. No additional improvements are required.

Center and South Access Drives

The Center access drive is outbound only and the Southern Drive is full access serving the drop-off area and the south parking lot. As previously noted, these driveways will not be used for student loading activities and will be used for staff and off-peak visitors. No additional improvements are required.

Table 6
Afternoon Intersection Level of Service and Delay

Intersection	Movement	Afternoon School Peak (3:00 PM)		Afternoon Street Peak (5:00 PM)		Saturday Peak (1:00 PM)	
		Existing	Total	Existing	Total	Existing	Total
Central Avenue at Pine Street (All-way Stop)	All Approaches	A-8.4	A-8.2	A-9.0	A-8.6	A-7.7	A-7.9
North Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	A-9.0	A-9.8	B-10.1	A-9.9	A-8.8	B-10.1
	Southbound Left	A-7.5	A-7.5	A-7.7	A-7.6	A-7.4	A-7.5
Center Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	A-9.9	(1)	B-11.4	(1)	A-9.5	(1)
South Access Drive on Pine Street (Two-way Stop)	Westbound Left/Right	B-10.8	(1)	B-10.5	(1)	(1)	(1)
	Southbound Left	A-7.7	(1)	A-7.7	(1)	A-7.6	(1)
Hackberry Road at Pine Street (All-way Stop)	All Approaches	A-7.8	A-8.0	A-8.1	A-7.9	A-7.6	A-7.9

(1) No traffic during peak

Student Loading

Student loading for drop-offs and pick-ups will be on the north side of the building in the parking lot by an existing entry door. Parents will enter from Pine Street and pull up near the door to drop-off or pick-up their student(s) and then proceed to the east side to the parking lot to make a U-turn and exit back to Pine Street. The door is approximately 250 feet away from Pine Street to allow stacking of vehicles without impacting the public street. Some parents will park and walk their children to and from the school. **Figure 7** illustrates the student loading circulation path.

North Shore Greek Food Fest

Hellenic American Academy hosts an annual festival on Labor Day weekend at their 1085 Lak-Cook Road campus in Deerfield. It features authentic Greek food, music, dancing, art, crafts gourmet market, children's games, and other activities. The hours of operations have been Saturday and Sunday from 2:00 PM to Midnight and Monday from 2:00 to 10:00 PM. Parking has been provided in neighboring parking lots along Lake-Cook Road.

The school will continue to host the festival at their new campus and will modify their operations to accommodate their residential surroundings. Festival parking will have to be at satellite locations with shuttle buses between the parking and festival. Temporary on-street festival parking restrictions should be developed in the neighborhoods to minimize the impact in the area.

Parking

Parking requirements for an elementary school in the Deerfield Zoning Code is the greater of either two parking spaces for every three employees or the one parking space for every three seats in an auditorium or places of assembly. The existing building has a 1,536 square foot auditorium that could hold up to 220 persons (based on the building code) which requires 73 parking spaces. The parking requirements for based on employees is less than 25 spaces.

Parking counts at the existing school during the traffic counts indicated a peak demand of 22 parked vehicles which is primarily staff vehicles and a few visitors. The day to day parking demand at most schools is based on the staff and visitor parking because the students are dropped off or picked up by their parents. The Institute of Transportation Engineers' Parking Generation Manual, 4th Edition, data for elementary schools shows a peak demand of 20 vehicles during the day.

The existing site plan has a total of 83 striped parking spaces including two accessible spaces which exceeds the code required spaces. However, a parking lot with 83 parking spaces requires four accessible spaces per the ADA code and only two are provided on-site. EEA recommends that two additional accessible spaces be provided with the loss of two standard spaces. One new accessible stall could be added next to the two existing stalls so there are two accessible spaces north of the building and two spaces south of the building. The other alternative is to add the two new stalls north of the building.

The revised parking count would be 81 spaces which still exceeds the zoning code requirements.



Student Loading Route

Figure 7

SUMMARY

This report summarizes the results of traffic and parking study for relocation of the Hellenic American Academy to a new location in Deerfield, Illinois. The findings of the study are:

- The volume of traffic generated by the development will have no adverse impact on peak-hour traffic conditions Pine Street.
- Access to the site will be provided by three access drives:
 - A full access drive for student loading and parent parking.
 - A exit only drive serving off-peak visitor/employee traffic
 - A full access drive serving staff/visitor parking in the south lot.
- The current site provides 83 on-site parking spaces including two accessible spaces. It is recommended that two more accessible spaces be provided to meet ADA requirements by combining two standard spaces into one accessible space. The revised parking count will be 81 spaces with four accessible spaces.
- The Zoning Code requirement of 73 spaces is exceeded with the proposed parking plan.

Traffic and Parking Study Appendix

- **2016 Existing Traffic Counts**
- **Existing Capacity Analyses**
- **Total Capacity Analyses**



Pine Street at Central Avenue

Begin Time	Deerfield, Illinois												Peak Hour Factor	Pedestrian Counts								
	Pine Street Southbound				Central Avenue Westbound				Pine Street Northbound					Central Avenue Eastbound			15 Minute Totals	60 Minute Totals	North	East	South	West
	Right Turn	Through	Left Turn	Total	Right Turn	Through	Left Turn	Total	Right Turn	Through	Left Turn	Total		Right Turn	Through	Left Turn						
7:00 AM	0	5	1	6	0	9	4	13	7	9	0	16	1	15	1	351	0	0	0	0		
7:15 AM	1	12	0	13	0	15	2	17	17	12	0	29	1	22	3	380	0	0	0	0		
7:30 AM	3	8	3	14	1	21	7	12	12	14	6	32	6	20	4	371	4	1	3	4		
7:45 AM	6	14	5	25	0	8	7	14	14	10	5	29	6	28	6	348	0	1	0	1		
8:00 AM	5	11	0	16	0	13	10	6	6	7	2	15	6	19	2	308	0	0	0	0		
8:15 AM	6	9	2	17	2	18	5	6	6	10	1	17	1	15	1	308	0	0	1	0		
8:30 AM	2	13	2	17	1	7	7	9	9	6	2	17	1	30	2	308	0	0	0	0		
8:45 AM	1	16	1	18	1	11	7	8	8	3	0	11	1	16	4	308	0	1	1	0		
Total	24	88	14	126	5	102	49	79	79	71	16	165	23	165	23	380	4	3	5	5		
7:15-8:15 AM	15	45	8	68	1	57	26	49	49	43	13	89	15	89	15	380	0	1	1	1		
8:00-9:00 AM	14	49	5	68	4	49	29	29	29	26	5	80	9	80	9	308	0	1	1	1		
Tuesday October 18, 2016																						
3:00 PM	4	10	3	17	1	13	9	2	12	4	4	16	3	16	3	378	0	1	1	0		
3:15 PM	10	10	0	20	3	11	10	8	15	4	4	17	3	17	3	389	1	0	0	0		
3:30 PM	4	22	1	27	0	24	12	11	15	3	3	16	7	16	7	395	0	2	2	0		
3:45 PM	2	25	0	27	3	17	6	4	16	1	1	11	3	11	3	372	0	1	0	0		
4:00 PM	1	18	0	19	2	15	7	7	19	4	4	8	3	8	3	371	0	0	1	1		
4:15 PM	4	17	1	22	1	14	13	11	12	3	3	14	6	14	6	415	5	1	2	0		
4:30 PM	6	9	1	16	3	13	5	21	13	4	4	18	1	18	1	450	1	2	0	0		
4:45 PM	6	11	0	17	0	12	10	6	8	2	2	28	3	28	3	503	1	0	2	0		
5:00 PM	6	16	3	25	3	17	11	14	28	3	3	23	4	23	4	517	1	1	4	0		
5:15 PM	3	19	0	22	3	21	13	12	20	5	5	29	6	29	6	512	4	1	1	0		
5:30 PM	3	13	1	17	1	21	8	19	36	5	5	30	6	30	6	487	1	0	2	1		
5:45 PM	1	22	1	24	1	18	7	12	15	0	0	18	7	18	7	438	4	3	5	1		
6:00 PM	8	13	1	22	4	25	22	11	30	3	3	6	4	6	4	411	0	0	2	0		
6:15 PM	4	20	0	24	2	19	19	12	11	5	5	12	4	12	4	109	0	0	2	0		
6:30 PM	3	8	2	13	1	18	13	14	23	3	3	8	4	8	4	98	0	2	0	0		
6:45 PM	8	11	2	21	0	12	6	11	11	0	0	6	7	6	7	76	0	0	0	0		
Total	73	244	16	333	28	270	171	175	284	49	36	260	71	260	71	517	18	14	24	3		
3:00-4:00 PM	20	67	4	91	7	65	37	25	58	12	7	60	16	60	16	378	4	5	9	1		
5:00-6:00 PM	13	70	5	88	8	77	39	57	99	13	13	100	23	100	23	517	0	0	0	0		
Saturday October 18, 2016																						
Noon	4	8	0	12	1	15	7	6	6	1	1	9	1	9	1	260	0	0	1	0		
12:15 PM	4	12	0	16	0	12	7	7	11	0	0	10	0	10	0	264	0	0	0	0		
12:30 PM	1	12	2	15	1	6	6	7	7	3	3	10	5	10	5	279	1	0	0	1		
12:45 PM	3	9	0	12	3	14	5	13	15	1	1	11	2	11	2	278	1	0	2	0		
1:00 PM	6	8	1	15	3	18	6	3	8	0	0	7	1	7	1	274	0	0	0	0		
1:15 PM	8	4	2	14	3	10	12	10	11	2	2	12	4	12	4	80	2	0	2	0		
1:30 PM	0	11	1	12	2	12	7	7	10	1	1	7	1	7	1	60	2	0	0	0		
1:45 PM	5	9	5	19	3	7	4	12	13	2	2	8	4	8	4	72	0	1	1	0		
Total	31	73	11	115	16	94	54	65	81	10	7	74	18	74	18	274	6	1	6	1		
1:00-2:00 PM	19	32	9	60	11	47	29	32	42	5	4	34	10	34	10	274	5	0	4	0		



Pine Street at North Access Drive

Begin Time	Deerfield, Illinois										Peak Hour Factor	Pedestrian Counts	
	Pine Street Southbound		North Access Westbound		Pine Street Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	East		West	
	Through	Left Turn	Right Turn	Left Turn	Right Turn	Through							
Tuesday October 18, 2016													
7:00 AM	7	1	0	0	0	0	0	14	22	170	0.67	0	0
7:15 AM	12	0	0	0	0	0	0	22	34	189	0.75	0	0
7:30 AM	29	0	0	1	0	0	0	33	63	191	0.76	1	1
7:45 AM	24	0	0	0	0	0	0	27	51	164	0.80	0	0
8:00 AM	28	0	0	0	0	0	0	13	41	151	0.92	1	1
8:15 AM	19	0	0	0	0	0	0	17	36			0	0
8:30 AM	18	0	0	0	0	1	1	17	36			0	0
8:45 AM	26	1	0	0	0	0	0	11	38			1	1
Total	163	2	0	1	1	1	1	154				3	3
7:15-8:15 AM	93	0	0	1	0	0	0	95	189			1	1
8:00-9:00 AM	91	1	0	0	0	1	1	58	151				
Tuesday October 18, 2016													
3:00 PM	13	3	3	0	0	0	0	17	36	212	0.87	0	0
3:15 PM	23	1	1	0	0	1	0	29	55	236	0.97	0	0
3:30 PM	24	8	0	0	0	0	0	29	61	249	0.92	2	2
3:45 PM	29	8	2	1	3	17	3	17	60	239	0.88	6	6
4:00 PM	25	2	7	6	0	20	0	20	60	220	0.81	2	2
4:15 PM	35	0	3	0	3	27	3	27	68	236	0.78	0	0
4:30 PM	16	0	1	1	1	32	1	32	51	249	0.77	0	0
4:45 PM	16	3	3	0	3	16	3	16	41	293	0.77	0	0
5:00 PM	28	5	8	3	3	29	3	29	76	308	0.81	0	0
5:15 PM	23	7	2	3	4	42	4	42	81	312	0.82	0	0
5:30 PM	23	1	14	8	0	49	0	49	95	303	0.80	0	0
5:45 PM	25	0	3	0	3	25	3	25	56	276	0.86	0	0
6:00 PM	33	2	3	2	0	40	0	40	80	255	0.80	0	0
6:15 PM	31	4	3	2	4	28	4	28	72			0	0
6:30 PM	20	0	3	2	0	43	0	43	68			0	0
6:45 PM	18	0	0	0	0	17	0	17	35			0	0
Total	382	44	56	28	25	460	25	460				10	10
3:00-4:00 PM	89	20	6	1	4	92	4	92	212			0	0
5:00-6:00 PM	99	13	27	14	10	145	10	145	308				
Saturday October 15, 2016													
Noon	14	0	0	0	0	12	0	12	26	151	0.79	0	0
12:15 PM	20	0	0	0	0	20	0	20	40	158	0.82	1	1
12:30 PM	17	0	0	0	0	20	0	20	37	162	0.84	2	2
12:45 PM	19	0	0	0	0	29	0	29	48	170	0.89	0	0
1:00 PM	15	0	0	1	1	16	1	16	33	169	0.90	1	1
1:15 PM	20	0	0	0	0	24	0	24	44			0	0
1:30 PM	24	0	0	0	0	21	0	21	45			0	0
1:45 PM	15	0	0	0	1	30	1	30	47			1	1
Total	144	0	0	0	2	172	2	172				5	5
1:00-2:00 PM	74	0	0	0	2	91	2	91	169			1	1



Pine Street at Middle Access Drive

Deerfield, Illinois

Begin Time	Pine Street Southbound		Middle Access Westbound		Pine Street Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts	
	Left Turn	Right Turn	Left Turn	Right Turn	Right Turn	East				West	
	Tuesday October 18, 2016		Tuesday October 18, 2016		Tuesday October 18, 2016						
7:00 AM	0	0	0	0	0	0	0	0		0	0
7:15 AM	0	0	0	0	0	0	0	0		0	0
7:30 AM	0	0	0	0	0	0	0	0		1	0
7:45 AM	0	0	0	0	0	0	0	0		0	0
8:00 AM	0	0	0	0	0	0	0	0		1	0
8:15 AM	0	0	0	0	0	0	0	0		0	0
8:30 AM	0	0	0	0	0	0	0	0		0	0
8:45 AM	0	0	0	0	0	0	0	0		1	0
Total	0	0	0	0	0	0	0	0		3	1
7:15-8:15 AM	0	0	0	0	0	0	0	0		0	0
8:00-9:00 AM	0	0	0	0	0	0	0	0		0	0
Tuesday October 18, 2016											
3:00 PM	0	0	0	0	0	0	0	16	0.57	0	0
3:15 PM	0	2	0	0	0	0	2	23	0.82	0	0
3:30 PM	0	3	4	0	0	0	7	21	0.75	2	2
3:45 PM	0	3	4	0	0	0	7	15	0.54	6	6
4:00 PM	0	6	1	0	0	0	7	8	0.29	2	2
4:15 PM	0	0	0	0	0	0	0	3	0.38	0	0
4:30 PM	0	0	1	0	0	0	1	7	0.44	0	0
4:45 PM	0	0	0	0	0	0	0	6	0.38	0	0
5:00 PM	0	2	0	0	0	0	2	6	0.38	0	0
5:15 PM	0	3	1	0	0	0	4	15	0.34	0	0
5:30 PM	0	0	0	0	0	0	0	14	0.32	0	0
5:45 PM	0	0	0	0	0	0	0	16	0.36	0	0
6:00 PM	0	9	2	0	0	0	11	17	0.39	0	0
6:15 PM	0	2	1	0	0	0	3	3		0	0
6:30 PM	0	1	1	0	0	0	2	2		0	0
6:45 PM	0	0	0	1	0	0	1	1		0	0
Total	0	31	16	0	0	0	16	10		10	0
3:00-4:00 PM	0	8	8	0	0	0	16	0		0	0
5:00-6:00 PM	0	5	1	0	0	0	6	0		0	0
Saturday October 15, 2016											
Noon	0	0	0	0	0	0	0	1	0.25	0	0
12:15 PM	0	0	0	0	0	0	0	2	0.50	1	1
12:30 PM	0	1	0	0	0	0	1	3	0.75	2	2
12:45 PM	0	0	0	0	0	0	0	2	0.50	0	0
1:00 PM	0	1	0	0	0	0	1	4	0.50	1	1
1:15 PM	0	1	0	0	0	0	1	0		0	0
1:30 PM	0	0	0	0	0	0	0	0		0	0
1:45 PM	0	1	1	0	0	0	2	1		1	1
Total	0	4	1	0	0	0	4	5		5	1
1:00-2:00 PM	0	3	0	1	0	0	4	0		0	0



Pine Street at South Access Drive

Deerfield, Illinois

Begin Time	Pine Street Southbound		South Access Westbound		Pine Street Northbound		15 Minute Totals	60 Minute Totals	Peak Hour Factor	Pedestrian Counts	
	Left Turn	Right Turn	Left Turn	Right Turn	Right Turn	Left Turn				East	West
Tuesday October 18, 2016											
7:00 AM	1	0	1	0	0	0	2	2	0.25	0	0
7:15 AM	0	0	0	0	0	0	0	0	0.25	0	0
7:30 AM	0	0	0	0	0	0	0	1	0.25	1	0
7:45 AM	0	0	0	0	0	0	0	4	0.33	0	0
8:00 AM	0	0	0	0	0	0	0	7	0.58	1	0
8:15 AM	0	0	0	0	1	1	1	1		0	0
8:30 AM	1	1	1	0	1	1	3	3		0	0
8:45 AM	0	0	0	0	3	3	3	3		1	0
Total	2	2	2	0	5	5	0	3		3	1
7:15-8:15 AM	0	0	0	0	0	0	0	0		0	0
8:00-9:00 AM	0	1	1	0	5	0	7	7		0	0
Tuesday October 18, 2016											
3:00 PM	0	0	0	0	0	0	0	33	0.46	0	0
3:15 PM	0	0	0	0	0	0	0	46	0.64	0	0
3:30 PM	6	2	4	3	3	3	15	46	0.64	2	2
3:45 PM	7	5	5	1	1	1	18	33	0.46	6	6
4:00 PM	4	6	1	2	2	2	13	20	0.38	2	2
4:15 PM	0	0	0	0	0	0	0	11	0.55	0	0
4:30 PM	1	0	1	1	1	1	2	20	0.56	0	0
4:45 PM	2	1	1	1	1	1	5	22	0.61	0	0
5:00 PM	0	2	2	2	0	0	4	35	0.49	0	0
5:15 PM	1	2	1	1	5	5	9	52	0.62	0	0
5:30 PM	0	1	1	1	2	2	4	48	0.57	0	0
5:45 PM	9	1	1	1	7	7	18	48	0.57	0	0
6:00 PM	2	16	2	2	1	1	21	31	0.37	0	0
6:15 PM	1	3	0	1	1	1	5	5		0	0
6:30 PM	1	1	1	1	1	1	4	4		0	0
6:45 PM	0	0	0	1	0	0	1	1		0	0
Total	34	40	21	24	24	24	33	10		10	0
3:00-4:00 PM	0	7	9	4	0	0	33	33		0	0
5:00-6:00 PM	0	10	6	5	14	0	35	35		0	0
Saturday October 15, 2016											
Noon	1	0	0	0	0	0	1	1	0.25	0	0
12:15 PM	0	0	0	0	0	0	0	2	0.25	1	1
12:30 PM	0	0	0	0	0	0	0	2	0.25	2	2
12:45 PM	0	0	0	0	0	0	0	2	0.25	0	0
1:00 PM	1	0	0	1	1	1	2	4	0.50	1	1
1:15 PM	0	0	0	0	0	0	0	0		0	0
1:30 PM	0	0	0	0	0	0	0	0		0	0
1:45 PM	1	0	0	0	1	1	2	2		1	1
Total	3	0	0	0	2	2	4	5		5	1
1:00-2:00 PM	0	2	0	0	2	0	4	4		1	1

**Hellenic School
at 1085 Lake-Cook Road**



Begin Time	Existing School		15 Minute Totals	60 Minute Totals	Peak Hour Factor
	IN	OUT			
Wednesday October 19, 2016					
7:00 AM	4	1	5	35	0.51
7:15 AM	5	1	6	78	0.41
7:30 AM	4	3	7	106	0.55
7:45 AM	13	4	17	113	0.59
8:00 AM	26	22	48	115	0.60
8:15 AM	15	19	34		
8:30 AM	9	5	14		
8:45 AM	7	12	19		
Total	83	67			
7:15-8:15 AM	0	48	30	78	
8:00-9:00 AM	0	57	58	115	
Wednesday October 19, 2016					
3:00 PM	12	5	17	90	0.56
3:15 PM	23	17	40	81	0.51
3:30 PM	5	24	29	53	0.46
3:45 PM	1	3	4	35	0.73
4:00 PM	6	2	8	35	0.73
4:15 PM	3	9	12	28	0.58
4:30 PM	1	10	11	18	0.41
4:45 PM	1	3	4	9	0.56
5:00 PM	1	0	1	7	0.88
5:15 PM	1	1	2	6	0.75
5:30 PM	1	1	2	4	0.50
5:45 PM	0	2	2	2	0.25
6:00 PM	0	0	0	0	
6:15 PM	0	0	0		
6:30 PM	0	0	0		
6:45 PM	0	0	0		
Total	55	77			
3:00-4:00 PM	0	41	49	90	
5:00-6:00 PM	0	3	4	7	
Saturday October 15, 2016					
Noon	0	1	1	7	0.58
12:15 PM	0	2	2	34	0.30
12:30 PM	1	0	1	69	0.47
12:45 PM	3	0	3	151	0.45
1:00 PM	25	3	28	153	0.46
1:15 PM	28	9	37		
1:30 PM	13	70	83		
1:45 PM	0	5	5		
Total	70	90			
1:00-2:00 PM	0	66	87	153	

Starland Traffic at 445 Pine



Begin Time	Existing Starland Counts						15 Minute Totals	60 Minute Totals	Peak Hour Factor
	INBOUND			OUTBOUND					
	North	Center	South	North	Center	South			
Tuesday October 18, 2016									
7:00 AM	1	0	1	0	0	1	3	4	0.33
7:15 AM	0	0	0	0	0	0	0	1	0.25
7:30 AM	0	0	0	1	0	0	1	2	0.50
7:45 AM	0	0	0	0	0	0	0	5	0.31
8:00 AM	0	0	0	0	0	0	0	9	0.56
8:15 AM	0	0	1	0	0	0	1		
8:30 AM	1	0	2	0	0	1	4		
8:45 AM	1	0	3	0	0	0	4		
Total	3	0	7	1	0	2			
7:15-8:15 AM	0	0	0	1	0	0	1		
8:00-9:00 AM	2	0	6	0	0	1	9		
Tuesday October 18, 2016									
3:00 PM	3	0	0	3	0	0	6	80	0.51
3:15 PM	2	0	0	1	2	0	5	109	0.70
3:30 PM	8	0	9	0	7	6	30	110	0.71
3:45 PM	11	0	8	3	7	10	39	86	0.55
4:00 PM	2	0	6	13	7	7	35	61	0.44
4:15 PM	3	0	0	3	0	0	6	51	0.51
4:30 PM	1	0	1	2	1	1	6	74	0.64
4:45 PM	6	0	3	3	0	2	14	95	0.82
5:00 PM	8	0	0	11	2	4	25	105	0.91
5:15 PM	11	0	6	5	4	3	29	119	0.76
5:30 PM	1	0	2	22	0	2	27	111	0.71
5:45 PM	3	0	16	3	0	2	24	95	0.61
6:00 PM	2	0	3	5	11	18	39	73	0.47
6:15 PM	8	0	2	5	3	3	21		
6:30 PM	0	0	2	5	2	2	11		
6:45 PM	0	0	0	0	1	1	2		
Total	69	0	58	84	47	61			
3:00-4:00 PM	24	0	17	7	16	16	80		
5:00-6:00 PM	23	0	24	41	6	11	105		
Saturday October 15, 2016									
Noon	0	0	1	0	0	0	1	2	0.50
12:15 PM	0	0	0	0	0	0	0	6	0.30
12:30 PM	0	0	0	0	1	0	1	7	0.35
12:45 PM	0	0	0	0	0	0	0	6	0.30
1:00 PM	1	0	2	1	1	0	5	12	0.50
1:15 PM	0	0	0	0	1	0	1		
1:30 PM	0	0	0	0	0	0	0		
1:45 PM	1	0	2	1	2	0	6		
Total	2	0	5	2	5	0			
1:00-2:00 PM	2	0	4	2	4	0	12		

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	7:15-8:15 AM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	15	89	19	26	57	1		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	13	43	49	8	50	15		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.87		0.87		0.87		0.87	
Flow Rate (veh/h)	140		95		119		83	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.3		0.1		0.1	
Prop. Right-Turns	0.2		0.0		0.5		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		-0.2		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.12		0.08		0.11		0.07	
hd, final value (s)	4.42		4.64		4.35		4.55	
x, final value	0.172		0.122		0.144		0.105	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.6		2.3		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	824		792		850		830	
Delay (s/veh)	8.3		8.3		8.1		8.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.3		8.3		8.1		8.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.2							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	8:00-9:00 AM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	9	80	9	29	49	4		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	36	29	5	49	14		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.94		0.94		0.94		0.94	
Flow Rate (veh/h)	103		86		73		71	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.3		0.1		0.1	
Prop. Right-Turns	0.1		0.0		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.2		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.09		0.08		0.06		0.06	
hd, final value (s)	4.29		4.43		4.23		4.36	
x, final value	0.123		0.106		0.086		0.086	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.4		2.2		2.4	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	858		782		811		789	
Delay (s/veh)	7.9		8.0		7.6		7.8	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.9		8.0		7.6		7.8	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.8							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	3:00-4:00 PM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	16	60	7	37	65	8		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	12	58	25	4	67	20		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.81		0.81		0.81		0.81	
Flow Rate (veh/h)	101		134		115		110	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.1		0.0	
Prop. Right-Turns	0.1		0.1		0.3		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.09		0.12		0.10		0.10	
hd, final value (s)	4.59		4.64		4.52		4.54	
x, final value	0.129		0.173		0.144		0.139	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.6		2.5		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	777		788		821		786	
Delay (s/veh)	8.3		8.6		8.3		8.3	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.3		8.6		8.3		8.3	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.4							
Intersection LOS	A							

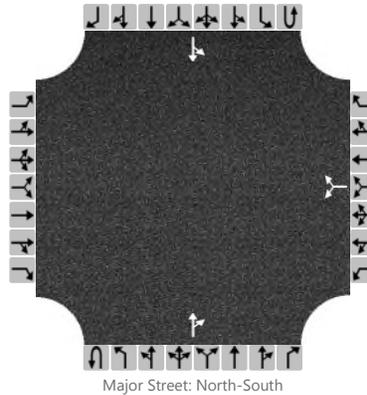
ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	5:00-6:00 PM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	23	100	13	39	77	8		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	13	99	57	5	70	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	153		140		190		98	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.1		0.1	
Prop. Right-Turns	0.1		0.1		0.3		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.14		0.12		0.17		0.09	
hd, final value (s)	4.78		4.89		4.64		4.87	
x, final value	0.203		0.190		0.245		0.132	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.8		2.9		2.6		2.9	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	765		737		792		754	
Delay (s/veh)	9.0		9.0		9.1		8.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	9.0		9.0		9.1		8.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	9.0							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Central/Pine		
Agency/Co.	EEA				Jurisdiction	V. of Deerfield		
Date Performed	10/24/2016				Analysis Year	2016 Existing		
Analysis Time Period	1:00-2:00 PM Saturday							
Project ID								
East/West Street: Central Avenue					North/South Street: Pine Street			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	10	34	4		29	47	11	
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R		L	T	R	
Volume (veh/h)	5	42	32		9	32	19	
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	53		97		88		67	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.3		0.1		0.1	
Prop. Right-Turns	0.1		0.1		0.4		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.0		-0.2		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.05		0.09		0.08		0.06	
hd, final value (s)	4.35		4.34		4.13		4.23	
x, final value	0.064		0.117		0.101		0.079	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.3		2.1		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	883		808		880		838	
Delay (s/veh)	7.6		7.9		7.6		7.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.6		7.9		7.6		7.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.7							
Intersection LOS	A							

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	7:15-8:15 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		0			91	0		0	95	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

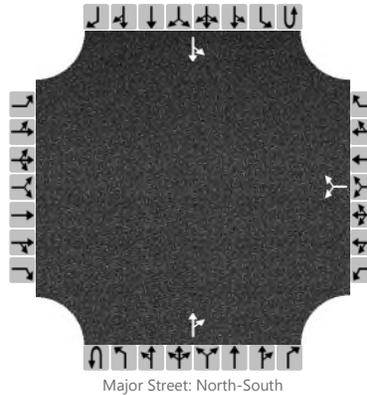
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							1								127	
Capacity							738								1459	
v/c Ratio							0.00								0.09	
95% Queue Length							0.0									
Control Delay (s/veh)							9.9								7.5	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.9											
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	8:00-9:00 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			58	1		1	86	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

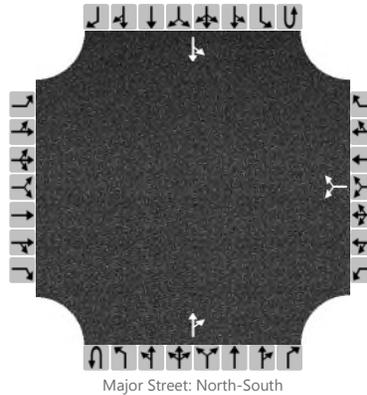
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)														94		
Capacity														1530		
v/c Ratio														0.06		
95% Queue Length														0.0		
Control Delay (s/veh)														7.4		
Level of Service (LOS)														A		
Approach Delay (s/veh)													0.1			
Approach LOS																

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						1		6			98	4		20	91	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

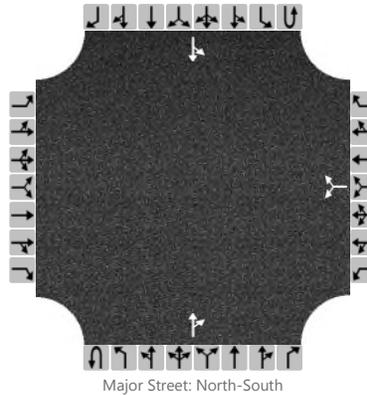
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							8								128	
Capacity							897								1462	
v/c Ratio							0.01								0.09	
95% Queue Length							0.0								0.0	
Control Delay (s/veh)							9.0								7.5	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.0								1.5			
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						14		27			148	10		13	109	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

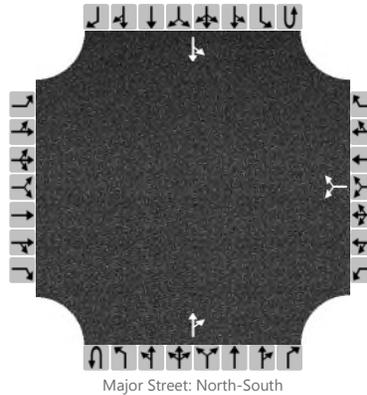
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							50								151	
Capacity							761								1370	
v/c Ratio							0.07								0.11	
95% Queue Length							0.2								0.0	
Control Delay (s/veh)							10.1								7.7	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)					10.1								0.9			
Approach LOS					B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	1:00-2:00 PM Saturday	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		2			91	2		0	65	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

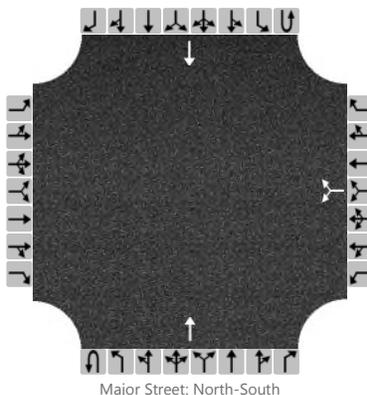
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							2								72	
Capacity							950								1481	
v/c Ratio							0.00								0.05	
95% Queue Length							0.0									
Control Delay (s/veh)							8.8								7.4	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					8.8											
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	7:15-8:15 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration							LR				T				T	
Volume (veh/h)						0		0			91					96
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

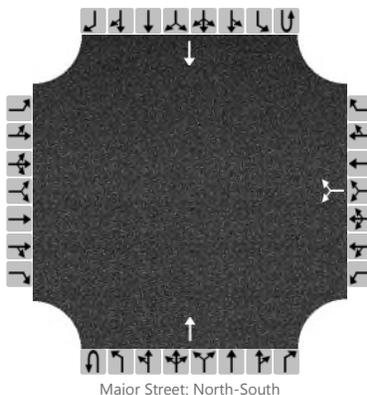
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																
Capacity																
v/c Ratio																
95% Queue Length																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	8:00-9:00 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0		0	1	0		0	1	0
Configuration							LR				T				T	
Volume (veh/h)						0		0			59				88	
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

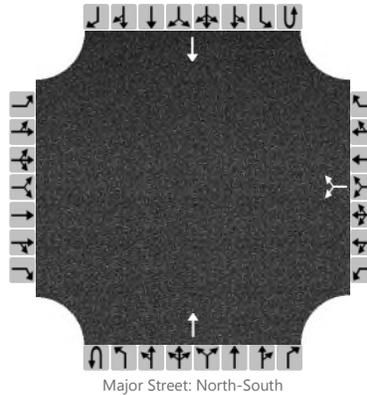
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																
Capacity																
v/c Ratio																
95% Queue Length																
Control Delay (s/veh)																
Level of Service (LOS)																
Approach Delay (s/veh)																
Approach LOS																

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.57
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						8		8			94					92
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

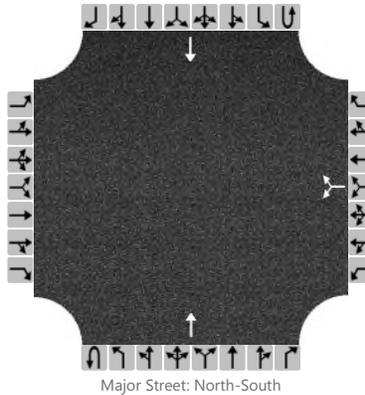
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							28									
Capacity							757									
v/c Ratio							0.04									
95% Queue Length							0.1									
Control Delay (s/veh)							9.9									
Level of Service (LOS)							A									
Approach Delay (s/veh)					9.9											
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.38
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						1		5			153				123	
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

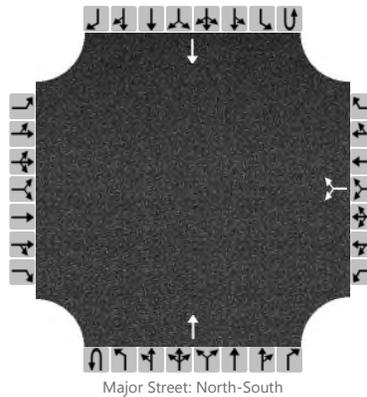
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							16									
Capacity							574									
v/c Ratio							0.03									
95% Queue Length							0.1									
Control Delay (s/veh)							11.4									
Level of Service (LOS)							B									
Approach Delay (s/veh)					11.4											
Approach LOS					B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	Middle Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	Middle Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	1:00-2:00 PM Saturday	Peak Hour Factor	0.50
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						1		3			90					67
Percent Heavy Vehicles						3		3								
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

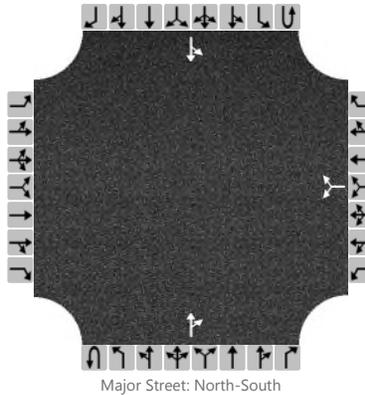
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							8									
Capacity							805									
v/c Ratio							0.01									
95% Queue Length							0.0									
Control Delay (s/veh)							9.5									
Level of Service (LOS)							A									
Approach Delay (s/veh)					9.5											
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	7:15-8:15 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			91	0		0	96	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

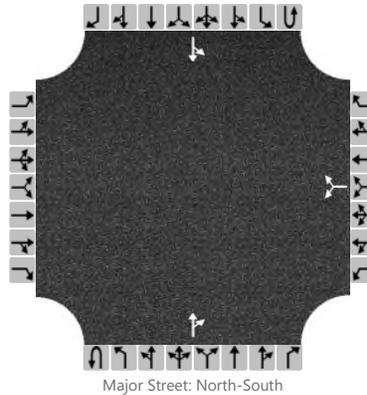
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)															128		
Capacity															1459		
v/c Ratio															0.09		
95% Queue Length																	
Control Delay (s/veh)															7.5		
Level of Service (LOS)															A		
Approach Delay (s/veh)																	
Approach LOS																	

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	8:00-9:00 AM	Peak Hour Factor	0.58
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Movement																	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0	
Configuration							LR					TR		LT			
Volume (veh/h)						0		1			58	5		1	87		
Percent Heavy Vehicles						3		3						3			
Proportion Time Blocked																	
Right Turn Channelized	No				No				No				No				
Median Type	Undivided																
Median Storage																	

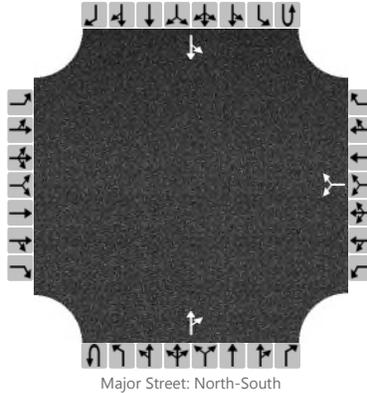
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)						2									152		
Capacity						947									1473		
v/c Ratio						0.00									0.10		
95% Queue Length						0.0									0.0		
Control Delay (s/veh)						8.8									7.4		
Level of Service (LOS)						A									A		
Approach Delay (s/veh)					8.8								0.1				
Approach LOS					A												

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.46
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						9		7			87	4		13	87	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

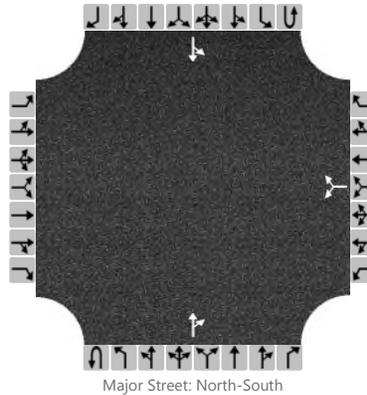
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							35								217	
Capacity							656								1367	
v/c Ratio							0.05								0.16	
95% Queue Length							0.2								0.1	
Control Delay (s/veh)							10.8								7.7	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)					10.8								1.1			
Approach LOS					B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.49
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						5		6			87	14		10	114	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

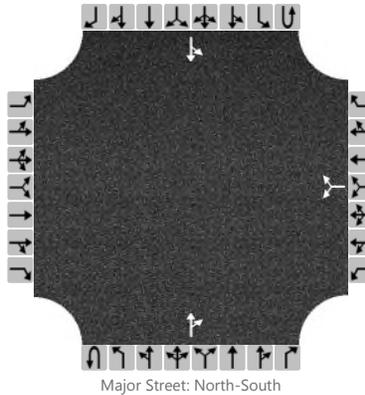
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							22								253	
Capacity							676								1357	
v/c Ratio							0.03								0.19	
95% Queue Length							0.1								0.0	
Control Delay (s/veh)							10.5								7.7	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)					10.5								0.7			
Approach LOS					B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	South Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	South Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	1:00-2:00 PM Saturday	Peak Hour Factor	0.50
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Existing Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						0		0			90	2		2	66	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)																	136		
Capacity																	1383		
v/c Ratio																	0.10		
95% Queue Length																	0.0		
Control Delay (s/veh)																	7.6		
Level of Service (LOS)																	A		
Approach Delay (s/veh)																	0.2		
Approach LOS																			

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Hackberry/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Existing			
Analysis Time Period	7:15-8:15 AM								
Project ID									
East/West Street: Hackberry Road					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	30	1	23	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	10	61	0	0	86	8			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.73		0.73		0.73		0.73		
Flow Rate (veh/h)	73		0		96		127		
% Heavy Vehicles	0		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.6		0.0		0.1		0.0		
Prop. Right-Turns	0.4		0.0		0.0		0.1		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.1		0.1		0.1		0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.06		0.00		0.09		0.11		
hd, final value (s)	4.25		4.53		4.27		4.17		
x, final value	0.086		0.000		0.114		0.147		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.3		2.5		2.3		2.2		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	811				873		847		
Delay (s/veh)	7.7		7.5		7.8		7.9		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.7		7.5		7.8		7.9		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.8								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	8:00-9:00 AM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	24	1	27	2	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	13	39	0	0	78	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.82		0.82		0.82		0.82	
Flow Rate (veh/h)	62		2		62		110	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5		1.0		0.2		0.0	
Prop. Right-Turns	0.5		0.0		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.3		0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.00		0.06		0.10	
hd, final value (s)	4.06		4.59		4.25		4.07	
x, final value	0.070		0.003		0.073		0.124	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.1		2.6		2.2		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	886		0		886		917	
Delay (s/veh)	7.4		7.6		7.6		7.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.4		7.6		7.6		7.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.6							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Hackberry/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Existing			
Analysis Time Period	3:00-4:00 PM								
Project ID									
East/West Street: Hackberry Road					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	25	1	28	0	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	26	66	0	1	64	25			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.78		0.78		0.78		0.78		
Flow Rate (veh/h)	68		0		117		115		
% Heavy Vehicles	3		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.5		0.0		0.3		0.0		
Prop. Right-Turns	0.5		0.0		0.0		0.3		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.2		0.1		0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.06		0.00		0.10		0.10		
hd, final value (s)	4.24		4.54		4.27		4.06		
x, final value	0.080		0.000		0.139		0.130		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.2		2.5		2.3		2.1		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	850				836		885		
Delay (s/veh)	7.6		7.5		8.0		7.7		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.6		7.5		8.0		7.7		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.8								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	5:00-6:00 PM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	28	0	14	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	37	133	0	1	81	32		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	46		0		188		126	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.7		0.0		0.2		0.0	
Prop. Right-Turns	0.3		0.0		0.0		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.00		0.17		0.11	
hd, final value (s)	4.57		4.69		4.23		4.09	
x, final value	0.058		0.000		0.221		0.143	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.7		2.2		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	767				855		900	
Delay (s/veh)	7.9		7.7		8.4		7.8	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.9		7.7		8.4		7.8	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.1							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Existing			
Analysis Time Period	100-2:00 PM Saturday							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	19	1	10	0	1	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	15	73	1	0	63	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	33		1		100		85	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.0		0.2		0.0	
Prop. Right-Turns	0.3		0.0		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.00		0.09		0.08	
hd, final value (s)	4.28		4.39		4.14		4.03	
x, final value	0.039		0.001		0.115		0.095	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.4		2.1		2.0	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	825		0		909		850	
Delay (s/veh)	7.5		7.4		7.7		7.4	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.5		7.4		7.7		7.4	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.6							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	7:15-8:15 AM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	15	89	19	26	57	1		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	12	46	42	8	63	15		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.87		0.87		0.87		0.87	
Flow Rate (veh/h)	140		95		113		98	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.3		0.1		0.1	
Prop. Right-Turns	0.2		0.0		0.4		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		-0.2		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.12		0.08		0.10		0.09	
hd, final value (s)	4.45		4.67		4.40		4.56	
x, final value	0.173		0.123		0.138		0.124	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.7		2.4		2.6	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	824		792		807		817	
Delay (s/veh)	8.4		8.3		8.1		8.2	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.4		8.3		8.1		8.2	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.3							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	8:00-9:00 AM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	9	80	9	29	49	4		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	5	46	23	5	64	14		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.94		0.94		0.94		0.94	
Flow Rate (veh/h)	103		86		77		87	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.1		0.3		0.1		0.1	
Prop. Right-Turns	0.1		0.0		0.3		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.09		0.08		0.07		0.08	
hd, final value (s)	4.34		4.49		4.32		4.39	
x, final value	0.124		0.107		0.092		0.106	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.3		2.5		2.3		2.4	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	858		782		856		791	
Delay (s/veh)	8.0		8.0		7.8		7.9	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.0		8.0		7.8		7.9	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.9							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information					Site Information			
Analyst	SBC				Intersection	Central/Pine		
Agency/Co.	EEA				Jurisdiction	V. of Deerfield		
Date Performed	10/24/2016				Analysis Year	2016 Proposed		
Analysis Time Period	3:00-4:00 PM							
Project ID								
East/West Street: Central Avenue					North/South Street: Pine Street			
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	16	60	5	24	65	8		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R	L	R
Volume (veh/h)	12	65	21	4	55	20		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.81		0.81		0.81		0.81	
Flow Rate (veh/h)	99		118		119		95	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.2		0.1		0.0	
Prop. Right-Turns	0.1		0.1		0.2		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		-0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.09		0.10		0.11		0.08	
hd, final value (s)	4.55		4.58		4.48		4.47	
x, final value	0.125		0.150		0.148		0.118	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.5		2.6		2.5		2.5	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	762		787		793		792	
Delay (s/veh)	8.2		8.4		8.3		8.1	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.2		8.4		8.3		8.1	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.2							
Intersection LOS	A							

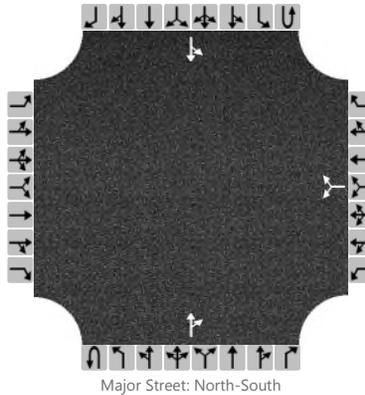
ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Central/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	5:00-6:00 PM							
Project ID								
East/West Street: Central Avenue				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	23	100	10	28	77	8		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	11	81	46	5	52	13		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	150		127		156		78	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.2		0.2		0.1		0.1	
Prop. Right-Turns	0.1		0.1		0.3		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		-0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.13		0.11		0.14		0.07	
hd, final value (s)	4.62		4.71		4.54		4.73	
x, final value	0.192		0.166		0.197		0.102	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.6		2.7		2.5		2.7	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	789		747		780		780	
Delay (s/veh)	8.7		8.6		8.7		8.3	
LOS	A		A		A		A	
Approach: Delay (s/veh)	8.7		8.6		8.7		8.3	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.6							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Central/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Proposed			
Analysis Time Period	1:00-2:00 PM Saturday								
Project ID									
East/West Street: Central Avenue					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	10	34	4	29	47	11			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R	L	R	
Volume (veh/h)	5	66	31	9	50	19			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.88		0.88		0.88		0.88		
Flow Rate (veh/h)	53		97		115		87		
% Heavy Vehicles	0		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.2		0.3		0.0		0.1		
Prop. Right-Turns	0.1		0.1		0.3		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.0		0.0		-0.1		-0.1		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.05		0.09		0.10		0.08		
hd, final value (s)	4.46		4.46		4.23		4.31		
x, final value	0.066		0.120		0.135		0.104		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.5		2.5		2.2		2.3		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	757		808		821		870		
Delay (s/veh)	7.8		8.1		7.9		7.8		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.8		8.1		7.9		7.8		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.9								
Intersection LOS	A								

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	7:15-8:15 AM	Peak Hour Factor	0.75
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						21		9			91	33		15	93	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

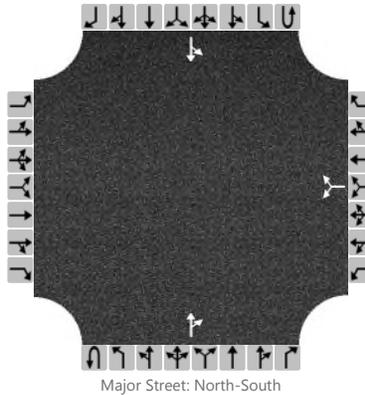
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							40								144	
Capacity							728								1406	
v/c Ratio							0.05								0.10	
95% Queue Length							0.2								0.0	
Control Delay (s/veh)							10.2								7.6	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)					10.2								1.2			
Approach LOS					B											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	8:00-9:00 AM	Peak Hour Factor	0.92
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						41		17			57	40		17	85	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

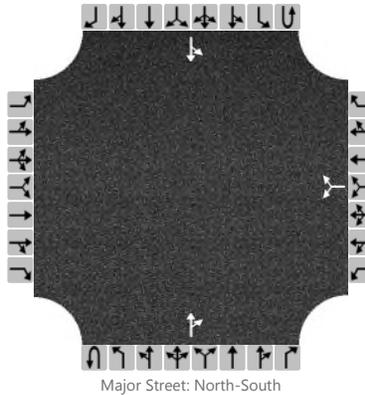
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							63								110	
Capacity							814								1478	
v/c Ratio							0.08								0.07	
95% Queue Length							0.3								0.0	
Control Delay (s/veh)							9.8								7.5	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.8								1.3			
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	3:00-4:00 PM	Peak Hour Factor	0.87
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						34		15			83	29		12	72	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

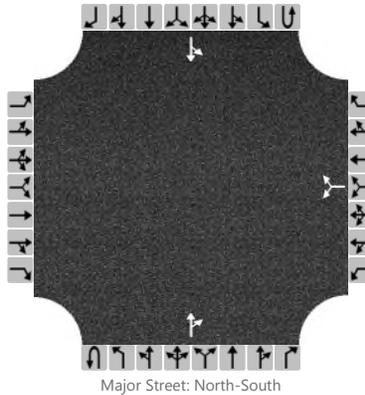
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							56								97		
Capacity							803								1450		
v/c Ratio							0.07								0.07		
95% Queue Length							0.2								0.0		
Control Delay (s/veh)							9.8								7.5		
Level of Service (LOS)							A								A		
Approach Delay (s/veh)					9.8								1.1				
Approach LOS					A												

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	5:00-6:00 PM	Peak Hour Factor	0.81
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						3		1			137	2		1	89	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

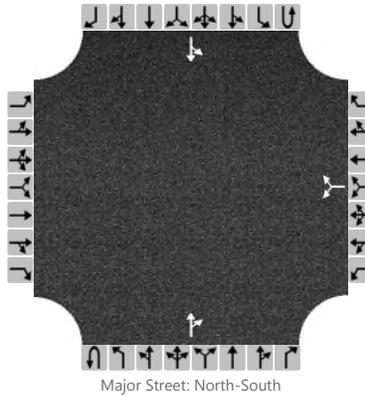
Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							5								111	
Capacity							733								1398	
v/c Ratio							0.01								0.08	
95% Queue Length							0.0								0.0	
Control Delay (s/veh)							9.9								7.6	
Level of Service (LOS)							A								A	
Approach Delay (s/veh)					9.9								0.1			
Approach LOS					A											

HCS 2010 Two-Way Stop Control Summary Report

General Information		Site Information	
Analyst	SBC	Intersection	North Access on Pine St
Agency/Co.	EEA	Jurisdiction	V. of Deerfield
Date Performed	10/24/2016	East/West Street	North Access
Analysis Year	2016	North/South Street	Pine Street
Time Analyzed	1:00-2:00 PM Saturday	Peak Hour Factor	0.90
Intersection Orientation	North-South	Analysis Time Period (hrs)	0.25
Project Description	Proposed Conditions		

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement																
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration							LR					TR		LT		
Volume (veh/h)						61		21			76	46		20	63	
Percent Heavy Vehicles						3		3						3		
Proportion Time Blocked																
Right Turn Channelized	No				No				No				No			
Median Type	Undivided															
Median Storage																

Delay, Queue Length, and Level of Service

Flow Rate (veh/h)							91								92	
Capacity							790								1442	
v/c Ratio							0.12								0.06	
95% Queue Length							0.4								0.0	
Control Delay (s/veh)							10.1								7.5	
Level of Service (LOS)							B								A	
Approach Delay (s/veh)					10.1								1.9			
Approach LOS					B											

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	7:15-8:15 AM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	35	1	23	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	10	89	0	0	103	11		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.73		0.73		0.73		0.73	
Flow Rate (veh/h)	79		0		134		156	
% Heavy Vehicles	0		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.0		0.1		0.0	
Prop. Right-Turns	0.4		0.0		0.0		0.1	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.1		0.1		0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.07		0.00		0.12		0.14	
hd, final value (s)	4.43		4.70		4.32		4.22	
x, final value	0.097		0.000		0.161		0.183	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.7		2.3		2.2	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	790				838		867	
Delay (s/veh)	7.9		7.7		8.1		8.2	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.9		7.7		8.1		8.2	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.1							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS									
General Information					Site Information				
Analyst	SBC				Intersection	Hackberry/Pine			
Agency/Co.	EEA				Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016				Analysis Year	2016 Proposed			
Analysis Time Period	8:00-9:00 AM								
Project ID									
East/West Street: Hackberry Road					North/South Street: Pine Street				
Volume Adjustments and Site Characteristics									
Approach	Eastbound				Westbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	28	1	27	2	0	0			
%Thrus Left Lane									
Approach	Northbound				Southbound				
Movement	L	T	R	L	T	R			
Volume (veh/h)	13	69	0	0	107	19			
%Thrus Left Lane									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Configuration	LTR		LTR		LTR		LTR		
PHF	0.82		0.82		0.82		0.82		
Flow Rate (veh/h)	67		2		99		153		
% Heavy Vehicles	0		3		3		3		
No. Lanes	1		1		1		1		
Geometry Group	1		1		1		1		
Duration, T	0.25								
Saturation Headway Adjustment Worksheet									
Prop. Left-Turns	0.5		1.0		0.2		0.0		
Prop. Right-Turns	0.5		0.0		0.0		0.2		
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0		
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2	
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7	
hadj, computed	-0.2		0.3		0.1		-0.0		
Departure Headway and Service Time									
hd, initial value (s)	3.20		3.20		3.20		3.20		
x, initial	0.06		0.00		0.09		0.14		
hd, final value (s)	4.27		4.78		4.29		4.12		
x, final value	0.079		0.003		0.118		0.175		
Move-up time, m (s)	2.0		2.0		2.0		2.0		
Service Time, t _s (s)	2.3		2.8		2.3		2.1		
Capacity and Level of Service									
	Eastbound		Westbound		Northbound		Southbound		
	L1	L2	L1	L2	L1	L2	L1	L2	
Capacity (veh/h)	838		0		825		850		
Delay (s/veh)	7.6		7.8		7.9		8.0		
LOS	A		A		A		A		
Approach: Delay (s/veh)	7.6		7.8		7.9		8.0		
LOS	A		A		A		A		
Intersection Delay (s/veh)	7.9								
Intersection LOS	A								

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	3:00-4:00 PM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	27	1	28	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	26	85	0	1	80	25		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.78		0.78		0.78		0.78	
Flow Rate (veh/h)	70		0		141		135	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.5		0.0		0.2		0.0	
Prop. Right-Turns	0.5		0.0		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.2		0.1		0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.06		0.00		0.13		0.12	
hd, final value (s)	4.36		4.64		4.30		4.12	
x, final value	0.085		0.000		0.168		0.154	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.6		2.3		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	875				829		900	
Delay (s/veh)	7.8		7.6		8.2		7.9	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.8		7.6		8.2		7.9	
LOS	A		A		A		A	
Intersection Delay (s/veh)	8.0							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	5:00-6:00 PM							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	24	0	14	0	0	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	37	115	0	1	67	25		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.90		0.90		0.90		0.90	
Flow Rate (veh/h)	41		0		168		102	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.6		0.0		0.2		0.0	
Prop. Right-Turns	0.4		0.0		0.0		0.3	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	-0.0		0.1		0.1		-0.1	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.04		0.00		0.15		0.09	
hd, final value (s)	4.44		4.59		4.20		4.06	
x, final value	0.051		0.000		0.196		0.115	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.4		2.6		2.2		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	820				840		927	
Delay (s/veh)	7.7		7.6		8.2		7.6	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.7		7.6		8.2		7.6	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.9							
Intersection LOS	A							

ALL-WAY STOP CONTROL ANALYSIS								
General Information				Site Information				
Analyst	SBC			Intersection	Hackberry/Pine			
Agency/Co.	EEA			Jurisdiction	V. of Deerfield			
Date Performed	10/24/2016			Analysis Year	2016 Proposed			
Analysis Time Period	100-2:00 PM Saturday							
Project ID								
East/West Street: Hackberry Road				North/South Street: Pine Street				
Volume Adjustments and Site Characteristics								
Approach	Eastbound				Westbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	23	1	10	0	1	0		
%Thrus Left Lane								
Approach	Northbound				Southbound			
Movement	L	T	R	L	T	R		
Volume (veh/h)	15	99	1	0	105	19		
%Thrus Left Lane								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Configuration	LTR		LTR		LTR		LTR	
PHF	0.88		0.88		0.88		0.88	
Flow Rate (veh/h)	38		1		130		140	
% Heavy Vehicles	3		3		3		3	
No. Lanes	1		1		1		1	
Geometry Group	1		1		1		1	
Duration, T	0.25							
Saturation Headway Adjustment Worksheet								
Prop. Left-Turns	0.7		0.0		0.1		0.0	
Prop. Right-Turns	0.3		0.0		0.0		0.2	
Prop. Heavy Vehicle	0.0		0.0		0.0		0.0	
hLT-adj	0.2	0.2	0.2	0.2	0.2	0.2	0.2	0.2
hRT-adj	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6	-0.6
hHV-adj	1.7	1.7	1.7	1.7	1.7	1.7	1.7	1.7
hadj, computed	0.0		0.1		0.1		-0.0	
Departure Headway and Service Time								
hd, initial value (s)	3.20		3.20		3.20		3.20	
x, initial	0.03		0.00		0.12		0.12	
hd, final value (s)	4.50		4.58		4.20		4.08	
x, final value	0.048		0.001		0.152		0.159	
Move-up time, m (s)	2.0		2.0		2.0		2.0	
Service Time, t _s (s)	2.5		2.6		2.2		2.1	
Capacity and Level of Service								
	Eastbound		Westbound		Northbound		Southbound	
	L1	L2	L1	L2	L1	L2	L1	L2
Capacity (veh/h)	760		0		867		875	
Delay (s/veh)	7.7		7.6		8.0		7.9	
LOS	A		A		A		A	
Approach: Delay (s/veh)	7.7		7.6		8.0		7.9	
LOS	A		A		A		A	
Intersection Delay (s/veh)	7.9							
Intersection LOS	A							

MEMORANDUM

TO: Plan Commission

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

DATE: November 3, 2016

RE: Special Use for a medical office at 800 Deerfield Road – Aligned Modern Health and the Taxman Company.

Subject Property

The subject property consists of 800 Waukegan Road which is the space currently occupied by Fleet Feet. 800 Waukegan Road as well as 806 Waukegan Road (Walter's Taylor Shop) and 808 Waukegan Road (Cherry Pit Café) are owned by Mr. Taxman. Fleet Feet is proposing to rent out about half of the tenant space to Aligned Modern Health, which is proposing to take the western portion of the existing Fleet Feet tenant space. The subject property is zoned C-1 Village Center District.

Surrounding Land Use and Zoning

North: R-5 General Residence District – Fiorini Property (810-816 Waukegan Road) and First Presbyterian Church

South: C-1 Village Center District – (across Deerfield Road) Deerfield Village Square

East: C-1 Village Center District (across Waukegan Road) – Deerfields Bakery and Village Music Store on the ground floor, residential apartments above

West: C-1 Village Center District – Village owned public parking lots

Proposed Plan

Aligned Modern Health is proposing a 2,450 square foot health services office to be located on the first floor in the C-1 Village Center district. Aligned Modern Health offers chiropractic physical medicine, acupuncture, functional medicine and clinical nutrition, and massage services. These services are explained on pages 3 through 5 of the petitioner's materials. The typical hours of operation will be Tuesday, Wednesday, and Thursday from 11 a.m. to 7 p.m., Friday from 7 a.m. to 2 p.m., and Saturday from 9 a.m. to 2 p.m. Most of their patient's pre-schedule appointments, but they take walk-ins when there is availability in a provider's schedule. Approximately 6 employees will work at the proposed office. Peak times are expected to be before 9 a.m. and after 4 p.m. during weekdays, and Saturday from the open hours of 9 a.m. to 2 p.m. The petitioner anticipates up to 50 patients a day with appointment times ranging from 15 to 90 minutes and a maximum of up to 10 patients at any one time for a maximum of 17 customers and employees at one time. The entrance to the office will be from the Deerfield Road sidewalk at the existing westernmost door. A new black awning with a logo and the word Aligned will be placed over the entrance of the tenant space. The petitioners have provided written materials that explains their proposed plans for Aligned Modern Health at this location. A floor plan, a

rendering of the proposed awning, and brochures of Aligned Modern Health services are included in the materials too.

Zoning Conformance

The petitioners are seeking approval of a Class A Special Use for a medical facility on the first floor in the C-1 Village Center District. Attached are the standards for the approval of a Special Use.

Traffic and Parking

A medical office is required to provide four (4) patient parking spaces for each staff doctor, plus two (2) parking spaces for each three (3) employees, plus one (1) parking space for each staff doctor. One (1) doctor and five (5) employees equaling a total of 6 employees will work at this location. Based on the above, a total of 9 parking spaces are required for this use (1 doctor x 4 = 4, plus 1 doctor space, plus 3.33 parking spaces for employees = 8.33 = 9 parking spaces). If the space were to be retail, it would require 12.25 parking spaces (2,425 square feet/200=12.25 parking spaces)

There is a provision in the Zoning Ordinance which addresses parking requirements in the C-1 Village Center District when a change in use occurs. The Zoning Ordinance states:

“Whenever the existing use of a building, structure or premises shall hereafter be changed to a new use, parking and loading facilities shall be provided as required for such new use. However, if the building or structure was lawfully erected prior to the effective date of this Ordinance, and it is located in the C-1 Village Center District, additional parking or loading facilities are mandatory only in the event the floor area of the building or structure is increased, and then only to the extent required by the additional space. Notwithstanding anything in the foregoing paragraph, all special use standards set forth in Article 13.11-D shall be applicable.”

The petitioners are not planning to increase the floor area of the building, therefore no additional parking would be required on the property for the proposed use based on the above provision, but parking is one of the Special Use standards.

The petitioners requested a waiver of the traffic and parking study, and the Plan Commission agreed at the October 13th Prefiling Conference meeting to waive the traffic and parking study. The nail salon approved at 810 Waukegan Road in 2014 had their parking and traffic study waived due to the proximity of a large public lot immediately adjacent to the business. The subject property where the proposed use is to be located has no parking spaces located on it. There is a Village owned public parking lot to the west of the subject property containing approximately 113 parking spaces that is open to the public and has a 3-hour parking time limit. As part of the Deerfield Road construction project, the Village recently installed a right-in right-out on Deerfield Road into the parking lot that is not open yet. See attached re-striping plan of the Village owned public parking lot which was part of the provisions agreed upon by the Northwest Quadrant Stakeholder Working Group. The Northwest Quadrant Working Group also contemplates the area west of the subject property to be enhanced in the future. The newly adopted (October 17,

2016) Northwest Quadrant Master Plan is attached. In Appendix B of the ordinance approving the NW Quadrant Master Plan there are specific provisions that address the area to the west of the commercial buildings (see provisions J, L, P, Q, T) The petitioner is aware of the area to the west that is being contemplated for enhancement in the future.

Employee Parking

Since the municipal lot between the commercial properties and the AT&T building is restricted to three-hour parking, the Village is contemplating it will need to allow parking in the lot for more than 3 hours for the employees of Aligned Modern Health, probably through the issuance of parking passes or stickers. Aligned Modern Health recently met with the Village Manager's Office to discuss employee parking passes or stickers in the Village owned parking lot. These parties are in communication and the details of the remote parking will be worked out with the Village Manager's office and will probably be parking passes or stickers for long term employee parking with compensation to the Village.

Signage

The petitioner has provided a color rendering of their proposed south wall sign for Aligned, which is located on a new black awning over the Deerfield Road door entrance to the premises. Under the zoning ordinance, a sign on an awning is considered to be a wall sign. A new black awning with a logo and the word Aligned is proposed, as shown on the rendering in the packet. The proposed sign is 10 square feet in area when a box is placed around all of the sign elements (the logo and the word Aligned) - this area is 5'8" long by 1'9" tall.

The new business has to follow the approved window sign regulations, for any signage they place in the windows, which allows for no more than 20 percent of the window area to contain signage. The petitioners have been provided with the Village's window sign regulations.

Appearance Review Commission (ARC)

The petitioner is scheduled to meet with the ARC on November 14th to review and approve the exterior signage for the proposed office if the use is approved in this location by the Board of Trustees.

PLAN COMMISSION
VILLAGE OF DEERFIELD

The Plan Commission of the Village of Deerfield held a Workshop Meeting at 7:30 P.M. on October 13th, 2016 at the Village Hall, 850 Waukegan Road, Deerfield, Illinois.

Present were: Larry Berg, Chairperson Pro Tem
 Bob Benton
 Al Bromberg
 Elaine Jacoby

Absent were: Mary Oppenheim, Chairperson
 Jim Moyer
 Stuart Shayman

Also present: Jeff Ryckaert, Principal Planner
 Dan Nakahara, Associate Planner

(2) Prefiling Conference: Special Use for a Medical Office at 800 Deerfield Road (Aligned Modern Health and Taxman Company)

Andrew Ingley, Principal, Aligned Modern Health, commented that his company is seeking a Class A Special Use Permit in order to lease half the tenant space at 800 Waukegan Road. Mr. Ingley introduced Dave Zimmer, Owner, Fleet Feet Sports, who currently leases the entire tenant space at 800 Waukegan Road; the space would be subdivided into two spaces: approximately 2500 square feet for Aligned Modern Health and approximately 2500 square feet for Fleet Feet Sports. Aligned Modern Health is looking to sublease the western half of the space. Aligned Modern Health is a complimentary and integrative health care provider with a primary focus on chiropractic physical medicine, functional medicine, clinical nutrition and acupuncture services. There are currently eight Aligned Modern Health locations, all in high foot traffic retail areas of Chicago. Mr. Ingley explained that the regularity at which Aligned Modern Health's patients are required to come into the office for visits (multiple times a week for several weeks at a time, and then monthly visits thereafter) generates additional foot traffic in retail areas that would not be frequented (by their clients) as often without the need to visit their office. Likewise, Aligned Modern Health also generates business from the retail foot traffic that exists in the area. Commissioner Bromberg asked if all of Aligned Modern Health's locations were located in downtown, retail type areas. Mr. Ingley confirmed that all of Aligned Modern Health's facilities are first floor retail locations; all of which are in high end retail destinations, such as their locations in the South Port Corridor, the South Loop and Lincoln Square.

Commissioner Bromberg asked if there was any relationship between the two businesses: Aligned Modern Health and Fleet Feet Sports. Mr. Ingley responded that

there was no relationship between the two companies. Although each company is its own independent business, they appreciate the services and expertise that the other business provides to their customers (the same customers often frequent both businesses). The services that Aligned Modern Health offers are essential in getting athletes back into shape quickly after injury. The businesses have a complimentary partnership, as Aligned Modern Health often works with Fleet Feet Sports' customers in order to get them back into running shape. Commissioner Bromberg asked if the 800 Waukegan Road tenant space would be divided into two separate tenant spaces with two separate entrances. Mr. Ingley commented that there would be a separate retail entrance off of Deerfield Road; and they are discussing whether it would make sense to internally connect the two spaces. Mr. Zimmer commented that Aligned Modern Health is a very complimentary business to his business; Fleet Feet Sports does a lot of work with athletes who are putting a lot of stress on their bodies and it's beneficial to work with Aligned in functional fitness. And conversely, as Aligned patients are getting back into being active, Fleet Feet Sports has a very specific way of picking out shoes so that each customer is matched with the right shoe for their specific needs. Mr. Zimmer commented that Fleet Feet Sports partnership with Aligned Modern Health has been spectacular, both in the South Loop and Lincoln Square, and he is confident that the same will be true here in Deerfield. Mr. Ingley agreed, and commented that often times their patients are experiencing different pains and aches simply because they have the wrong running shoes, so they send a lot of their patients over to Fleet Feet to be fitted for proper running shoes.

Commissioner Benton advised that, considering their line of business and their clientele, the petitioners need to take into consideration where their handicapped parking spaces are going to be located; especially with the sidewalk. Mr. Ingley assured the Commissioners that there would be sufficient handicapped parking, as well as a plan getting to the main entrance of the store. Mr. Zimmer commented that there is going to be a restriping and resurfacing of the municipal parking lot, so that the handicapped spaces, as well as all of the parking spaces will be clearly marked.

Commissioner Jacoby asked if Aligned offered podiatry services. Mr. Ingley responded that Aligned does not offer podiatry services. Mr. Ingley explained that Aligned Modern Health's main goal is to build a national brand that is recognized for high quality integrative care. Aligned Modern Health is a local Chicago brand that was started by a group of Chicagoans whose goal was to build a company that does noninvasive health care in a way that is evidence based, and follows published and proven research. Aligned Modern Health's services include: chiropractic physical medicine, acupuncture, functional medicine and clinical nutrition. Aligned is determined to be a good partner for their patients, as well as for the third party payers (the insurance companies); Aligned values the long term relationships that they're building with their partners. Aligned also strives to be a fixture in the community for health and wellness with their goal of being a destination for the community, a place to answer general questions about health and wellness, as well as a place for marathon trainers to rejuvenate and partnering with companies like Fleet Feet to help their customers reach their goals. Aligned is

determined to be a destination of employees, as its imperative for the success of the business and the recovery of their clients. Mr. Ingley commented that the 800 Waukegan Road location would be Aligned' s first suburban expansion, and they are excited to become a part of the Deerfield community especially in a shared location with Fleet Feet.

Mr. Ingley explained that out of the main core services that are offered at Aligned: chiropractic physical medicine, acupuncture, functional medicine and clinical nutrition, functional medicine tends to be a relatively new concept to many people. Functional Medicine is primarily used to treat chronic issues that medicine has had trouble diagnosing or treating correctly; the treatments are based on lifestyle changes, dietary changes and often times vitamin supplements. The treatment process is personalized to each individual's unique needs; the treatment plan is developed by taking into consideration major stressors and events in a patient's life that may have thrown his/her body out of balance, and then pairing that with analytical tools base on blood testing. The blood testing includes both common blood testing, as well as additional blood testing that is not as commonly looked at, which allows their functional medicine experts to find the root cause of their patients' symptoms. Treatment plans are designed to attack the cause of the symptoms, rather than simply covering up the symptoms or treating the symptoms. Commissioner Benton asked if massage therapy was also a service that Aligned offers. Mr. Ingley responded that massage therapy is a part of their service line, but their main services are chiropractic physical medicine, acupuncture, functional medicine and clinical nutrition.

Mr. Ingley commented that at Aligned they strive to hire the best providers in the field. Aligned is now a destination of choice in Chicago for complimentary and integrative providers. Aligned supports their providers with training, processes and systems that allow them to focus on being providers, rather than trying to be a provider and a business person. Their style of treatments requires patients to come into the office several times throughout the course of a treatment; therefore, in order for the treatment process to work it is imperative that patients enjoy being treated by their staff. Aligned hires friendly people who make a very welcoming environment that patients want to come to. Mr. Ingley commented that they are very proud of their 180 plus Yelp reviews, which reflect how much focus Aligned puts on medical excellence and the positive experiences that customers have at Aligned. Aligned had 40 of their staff readily available at the Chicago Marathon at various fundraising groups for post-race injury screening, stretching and massage.

Mr. Ingley commented that Aligned attracts many new customers who have never tried their particular services before, including: 40% of their chiropractic customers, 50% of their acupuncture customers and 60% of their clinical nutrition, functional medicine customers, which means that Aligned is bringing new people into their healthcare services and bringing new foot traffic into the retail area. This results in new customers for other retailers as well. Aligned currently has eight locations, and their South Loop site is opening next week.

Mr. Ingley commented that the founders of Aligned Modern Healthy, including himself, did not start their careers in the medical field; they came from various backgrounds, and were brought together by their shared passion for complimentary and integrative health care. Their goal is to expand their services nationally, starting in Chicago, so that more patients can renew their health by utilizing complimentary and integrative health care. Chairman Pro Tem Berg asked if they sold any products at their Aligned facilities. Mr. Ingley responded that they sell a very limited amount of products, such as nutritional supplements, but the vast majority of their business focuses on medical services. Mr. Ingley commented that since their product sales are minimal, Aligned does not generate a lot of sales tax; however, the volume of business that Aligned generates for Fleet Feet more than offsets the sales tax that may be lost by giving Aligned 2,500 square feet of their existing retail space. Mr. Ingley assured the Commissioners that with Aligned referring business to Fleet Feet, their sales won't be affected by having a smaller footprint.

Fleet Feet Sports has six other locations in the Chicagoland area, and most of their stores have a smaller footprint than their tenant space in Deerfield, with the exception of their Old Town location, which is their flagship, and is around 8,000 square feet. Fleet Feet Sports tenant spaces range from about 1,000 square feet to 8,000 square feet, with their sweet spot being between 2,500 and 3,000 square feet. Mr. Zimmer assured the Commissioners that with the ability to have storage in the basement, and 2,500 square feet of main floor retail space, Fleet Feet will be a leaner and a much more functional company. A smaller retail space will also allow Fleet Feet to display their product in a more efficient manner as opposed to the larger space. Commissioner Bromberg asked if Mr. Zimmer expected their sales to go down at all by losing 2,500 square feet of his store space. Mr. Zimmer assured the Commissioners that he was confident his sales are actually going to increase by having a partner (Aligned) next to his store that understands and supports his business.

Commissioner Benton commented that Aligned is going to be a part of the "Institutional Quadrant" which has a complicated parking situation with the church, Village Hall, library, Park District and retail shops all sharing the municipal parking lot at various times. The Village wants to ensure that the merchants in the area (such as Fleet Feet and Aligned) have adequate parking. Commissioner Bromberg commended the petitioners for their thorough and informative explanation of why it makes sense for a medical facility to be in that location; and advised that the Board of Trustees is going to have questions about why a medical facility in that location would be beneficial to the surrounding retail area, as well as inquiries about the parking situation. Commissioner Bromberg commented that it is compelling that Aligned seems to have a positive influence on increasing revenues for their neighboring retailers (which in turn generates more sales tax). Commissioner Benton advised the petitioner that they should require their employees to park on the west end of the parking lot (furthest away from their facility's entrance), and reserve the parking spaces closest to the facility for their patients. Chairman Pro Tem Berg asked how many employees would be working at

their Deerfield location. Mr. Ingley commented that there would be a maximum of about seven employees in the facility at one time; with an anticipated number of about five employees on busy days, including: the clinical medicine team, clinical manager, acupuncturist and possibly a functional medicine staff member a couple days a week. Mr. Ingley commented that one of the benefits that Aligned has with being in a shopping and retail area is they receive a lot of walk-ins from foot traffic. Depending on appointment availability, staff can't always see walk-in patients immediately, so walk-ins often go shopping in the area while they wait until their appointment. He commented that at their South Port location about half of their patients discovered their facility while they were walking by their store. Mr. Ingley reiterated that Aligned is very complimentary to a retail environment, as their store is a destination for their patients, and becomes another reason for people to come into the area.

Chairman Pro Tem Berg asked if the Commissioners thought a parking and traffic study was needed. Commissioner Bromberg and Jacoby thought that a traffic and parking study might have to be done. Commissioner Benton commented that the accuracy of the traffic study was dependent on the conclusion of the Deerfield Road construction, so requiring a traffic study to be performed now doesn't make sense as it may change after construction is finished. In the past, the Village has granted another business in the area (a nail salon) seeking a special use a parking and traffic study waiver, since the Village parking lot can accommodate a large number of vehicles. Chairman Pro Tem Berg asked if the parking lot tends to fill up during peak hours. Mr. Ryckaert commented that the lot may fill up if the church has an event, but on an everyday basis there is usually enough parking. Commissioner Bromberg asked if there was an hourly time limit for the parking lot. Mr. Ryckaert responded that there is a 3-hour time limit. Commissioner Jacoby commented that there is always a spot available during business hours. Commissioner Benton commented that there are busier peak times when the parking lot is full, but parking spaces are available. The Commissioners agreed that resurfacing and restriping the parking was necessary. Mr. Zimmer assured the Commissioners that in the 7 months that his store (Fleet Feet Sports) has been open, he has never had an issue with parking. Mr. Ingley asked if they could be granted a traffic and parking study waiver due to the efficient amount of parking that the municipal lot provides. The Commissioners agreed that the traffic and parking study should be waived as there is an ample amount of parking in the lot. Mr. Ryckaert asked if Fleet Feet's customers have ever complained about a lack of parking. Mr. Zimmer responded that parking has not been an issue for his customers.

Chairman Pro Tem Berg asked if the Village had any licensing requirements for massage services. Mr. Ryckaert explained that the Village used to license massage therapists years ago and licensing of massage therapists is handled by the State. Commissioner Benton advised the petitioners that they should provide a list of chemicals used in the massage oils/lotions and an explanation of the massage treatment process for their Board appearance. Mr. Ingley responded that Aligned uses a very standard massage oil, and that he would provide a list of ingredients.

Andrew Marwick, Deerfield Resident, 442 Kelburn, commented that the majority of Metra commuters park next to the Deerfield Metra Station; therefore, the train depot parking spaces by Osterman Avenue are largely unused. Mr. Marwick commented that it would be beneficial to the Village if the prices to park in the Metra commuter lot were raised to five or ten dollars for prime parking spaces right next to the station, as many commuters would be willing to pay a larger fee to park closer to the Metra platform. Commissioner Benton commented that the Village recently increased the fee to park in the Metra lot to two dollars, and that revenue goes to the Village. Mr. Marwick commented that two dollars is far less than what the market would bare for those prime parking spaces. Mr. Marwick commented that raising the prices of prime parking spaces next to the station, and making the parking spaces south of Osterman free, would take pressure off of commuters trying to park for free in the surrounding commercial lots, as well as raise money for the Village. Mr. Marwick also suggested having variable time limits on the municipal lot based on peak business times. Commissioner Bromberg commented that if it were to become an issue with the 3-hour time limit not being honored, then the Village would have to take measures to enforce the time limit, and perhaps come up with more limited time restrictions.

Mr. Nakahara asked if the petitioners had any plans to alter the fence that connects the two buildings on the property. Mr. Ingley commented that their architect is in contact with the Village's Building Department, and the current plan is to figure out how to take that fence down. Mr. Zimmer commented that removing the fence would be both aesthetically and functionally beneficial to the property as it would allow Fleet Feet to use the back door to bring customers bikes into their repair area, and reserve the front doors as their main entrance; making the building fuller service.

There being no further business to discuss the meeting adjourned.

Respectfully Submitted,
Mary Glowacz

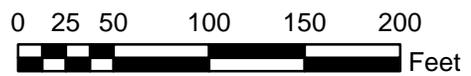
SPECIAL USE CRITERIA

Does it meet the standards for a Special Use? A Special Use shall be authorized only when the Plan Commission finds all of the following:

1. Compatible with Existing Development
The nature and intensity of the activities involved and the size, placement and design of any structures proposed will be so planned that the Special Use will be compatible with the existing development and will not impede the normal and orderly development and improvement of surrounding property.
2. Lot of Sufficient Size
The size of the lot will be sufficient for the use proposed.
3. Traffic
The location of the Special Use within the Village will be such that adverse effects on surrounding properties will be minimal, particularly regarding the traffic generated by the Special Use.
4. Parking and Access
Parking areas will be of adequate size for the particular use and properly located, and the entrance and exit drives will be laid out so as to prevent traffic hazards and nuisances.
5. Effect on Neighborhood
In all respects the Special Use will not be significantly or materially detrimental to the health, safety and welfare of the public or injurious to the other property or improvements in the neighborhood, nor will it diminish or impair property values in the surrounding area.
6. Adequate Facilities
That adequate utilities, access roads, drainage and/or other necessary facilities have been or are being provided.
7. Adequate Buffering
Adequate fencing and/or screening shall be provided to ensure the enjoyment of surrounding properties, to provide for the public safety or to screen parking areas and other visually incompatible uses.
8. If in C-1 Village Center District: That the establishment of the Special Use will not be injurious to the character of the C-1 Village Center District as a retail center for the Village.

VILLAGE OWNED PARKING LOT RESTRIPIING PLAN WITH
NEW RIGHT-IN, RIGHT OUT

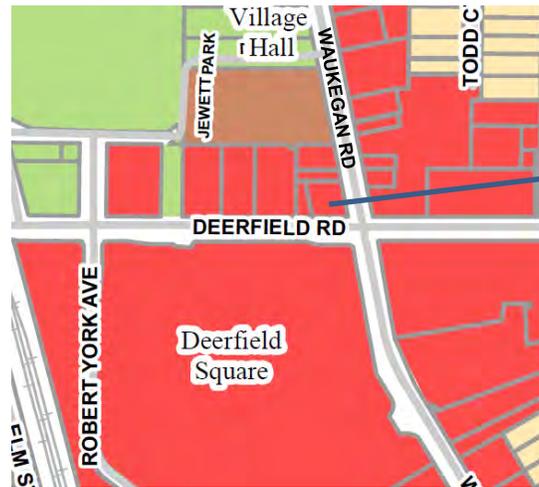
800 Waukegan Road



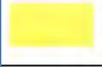
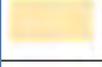
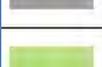
1 inch = 100 feet



Village of Deerfield 2016 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 COMMERICAL
	C-3	LIMITED COMMERICAL OFFICE
	I-1	OFFICE, RESEARCH, RESTRICTED INDUSTRY
	I-2	LIMITED INDUSTRIAL
	P-1	PUBLIC LANDS SCHOOLS, PARKS, PUBLIC BUILDINGS & CEMETERIES

**VILLAGE OF DEERFIELD
LAKE AND COOK COUNTIES, ILLINOIS**

ORDINANCE NO. O-16-27

**AN ORDINANCE APPROVING THE NORTHWEST QUADRANT
MASTER PLAN AS AN AMENDMENT TO THE COMPREHENSIVE
PLAN OF THE VILLAGE OF DEERFIELD**

**PASSED AND APPROVED BY THE
PRESIDENT AND BOARD OF TRUSTEES
OF THE VILLAGE OF DEERFIELD, LAKE
AND COOK COUNTIES, ILLINOIS, this**

17th day of October, 2016.

**Published in pamphlet form
by authority of the President
and Board of Trustees of the
Village of Deerfield, Lake and
Cook Counties, Illinois, this
17th day of October, 2016.**

**VILLAGE OF DEERFIELD
LAKE AND COOK COUNTIES, ILLINOIS**

ORDINANCE NO. O-16-27

**AN ORDINANCE APPROVING THE NORTHWEST QUADRANT
MASTER PLAN AS AN AMENDMENT TO THE COMPREHENSIVE
PLAN OF THE VILLAGE OF DEERFIELD**

WHEREAS, the current Comprehensive Plan for the Village of Deerfield was adopted on October 4, 2004, and has been amended from time to time thereafter (as amended, the “Comprehensive Plan”); and

WHEREAS, the President and Board of Trustees of the Village of Deerfield appointed the Northwest Quadrant United Task Force in 2013 to create a master plan for the northwest quadrant of the Village Center as defined in the Comprehensive Plan; and

WHEREAS, the Northwest Quadrant Task Force included representatives of all major stakeholders in the northwest quadrant of the Village Center planning; and

WHEREAS, the Northwest Quadrant Task Force submitted its report and recommendation to the Village Board of Trustees on August 5, 2013; and

WHEREAS, the corporate authorities of the Village of Deerfield accepted the Task Force report and directed Village staff to continue Northwest Quadrant Master Plan discussions with impacted stakeholders in the northwest quadrant; and

WHEREAS, the Plan Commission of the Village of Deerfield conducted a public hearing on January 28, 2016, to consider an amendment to Section 4.1 of the Comprehensive Plan consisting of a Northwest Quadrant Master Plan (Preferred Plan D and Interim Plan D1), and certain alternative parking study plans; and

WHEREAS, the Plan Commission of the Village of Deerfield has submitted its report and recommendation to the corporate authorities of the Village of Deerfield that the Northwest Quadrant Master Plan (Preferred Plan D and Interim Plan D1) and certain alternative parking study plans attached hereto as Appendix A to this Ordinance (collectively, the “Northwest Quadrant Plan”) be adopted as an amendment to Section 4.1 (“Village Center Subarea”) of Article 4 (“Subareas”) the Comprehensive Plan, with the proviso that the southeast corner of the northwest quadrant as depicted in the Northwest Quadrant Plan shall not be considered conceptually preferred as of this time and recognize the General and Specific Provisions of the Northwest Quadrant Stakeholder Working Group 7/26/16 Report attached as Appendix B to this Ordinance should be applied to the southeast corner of the northwest quadrant; and

WHEREAS, the corporate authorities of the Village of Deerfield concur in the recommendations of the Plan Commission and have determined that it is in the best interests of the Village of Deerfield that the Northwest Quadrant Plan attached hereto be approved as an amendment to the Comprehensive Plan, with the recognition that areas of concern remain with respect to the southeast corner of the northwest quadrant as depicted in the Northwest Quadrant Plan, specifically that traffic movement and parking within that part of the northwest quadrant area need to be further addressed and specified in future Northwest Quadrant Master Plan amendments and/or in future development plans for land in the southeast corner of the northwest quadrant;

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF DEERFIELD, LAKE AND COOK COUNTIES, ILLINOIS, in the exercise of its home rule powers, as follows:

SECTION 1: That the above and foregoing Recitals, being material to this Ordinance, are hereby incorporated and made a part of this Ordinance as if fully set forth herein.

SECTION 2: That the Northwest Quadrant Plan attached as Appendix A to this Ordinance be and the same is hereby approved as an amendment to the Comprehensive Plan of the Village of Deerfield.

SECTION 3: That Section 4.1 (“Village Center Subarea”) of Article 4 (“Subareas”) of the Comprehensive Plan of the Village of Deerfield be and the same is hereby amended to add the Northwest Quadrant Master Plan (Preferred Plan D and Interim Plan D1) and certain alternative parking study plans attached hereto as Appendix A to this Ordinance as Subsection 4.1.A of Section 4.1 the Comprehensive Plan, except that said plans shall not apply to the southeast corner of the Northwest Quadrant. It is also recognized that the General and Specific Provisions of the Northwest Quadrant Stakeholder Working Group 7/26/16 Report attached hereto as Appendix B to this Ordinance as Subsection 4.1.B of Section 4.1 of the Comprehensive Plan should have priority when considering vehicular movement and parking within the southeast corner of the northwest quadrant. Notwithstanding anything to the contrary stated above, it is further specified that the Northwest Quadrant Master Plan and alternative parking studies hereby approved as part of the Village Center Subarea plan shall be considered conceptual only as to the southeast corner of the northwest quadrant and shall not be considered as binding land use guidance for the southeast corner of the northwest quadrant pending further study of traffic movement and parking within the southeast corner of the northwest quadrant and further refinement of the Northwest Quadrant Master Plan.

SECTION 4: That this Ordinance, and each of its terms, shall be the effective legislative act of a home rule municipality without regard to whether such Ordinance should: (a) contain terms contrary to the provisions of current or subsequent non-preemptive state law; or, (b) legislate in a manner or regarding a matter not delegated to municipalities by state law. It is the intent of the

corporate authorities of the Village of Deerfield that to the extent that the terms of this Ordinance should be inconsistent with any non-preemptive state law, this Ordinance shall supersede state law in that regard within its jurisdiction.

SECTION 5: That this Ordinance shall be in full force and effect from and after its passage, approval and publication in pamphlet form as provided by law.

PASSED this 17th day of October, 2016.

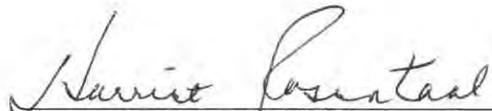
AYES: - Nadler, Seiden, Shapiro, Struthers

NAYS: None

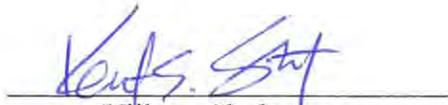
ABSENT: Jester , Farkas

ABSTAIN: None

APPROVED this 17th day of October, 2016.


Village President

ATTEST:


Village Clerk

APPENDIX A

NORTHWEST QUADRANT MASTER PLAN

(to be added as Subsection 4.1.A immediately following Section 4.1,
“Village Center Subarea”, of the Comprehensive Plan of the Village of Deerfield)

Northwest Quadrant - Proposed Amendment to the Deerfield Comprehensive Plan

Add the following language to page 63 of the 4.1 Village Center Subarea:

4.1.A

Northwest Quadrant Master Plan

Goal:

Transform the Northwest Quadrant into the cultural centerpiece of Deerfield.

Objectives:

1. Maintain the cluster of related civic assets and destinations. Incorporate compelling, new and compatible destinations and features.
2. Invite and engage pedestrians, and accommodate motorists.
3. Create a series of visually stunning experiences.

Design criteria:

1. Conveniently walkable
2. Barrier-free connectivity
3. Extremely attractive
4. Reliably safe
5. Environmentally friendly
6. Fiscally responsible/phased
7. Respectful and neighborly
8. Reasonably maintained
9. Reliably durable
10. Fully integrated between uses

Master Plan D, interim Master Plan D-1, and alternative parking studies will serve as concepts for the advisory comprehensive design plan for the northwest quadrant of the Village Center as the various entities make improvements to their properties in future years.

VILLAGE OF DEERFIELD NORTHWEST QUADRANT MASTER PLAN

Preferred Plan D

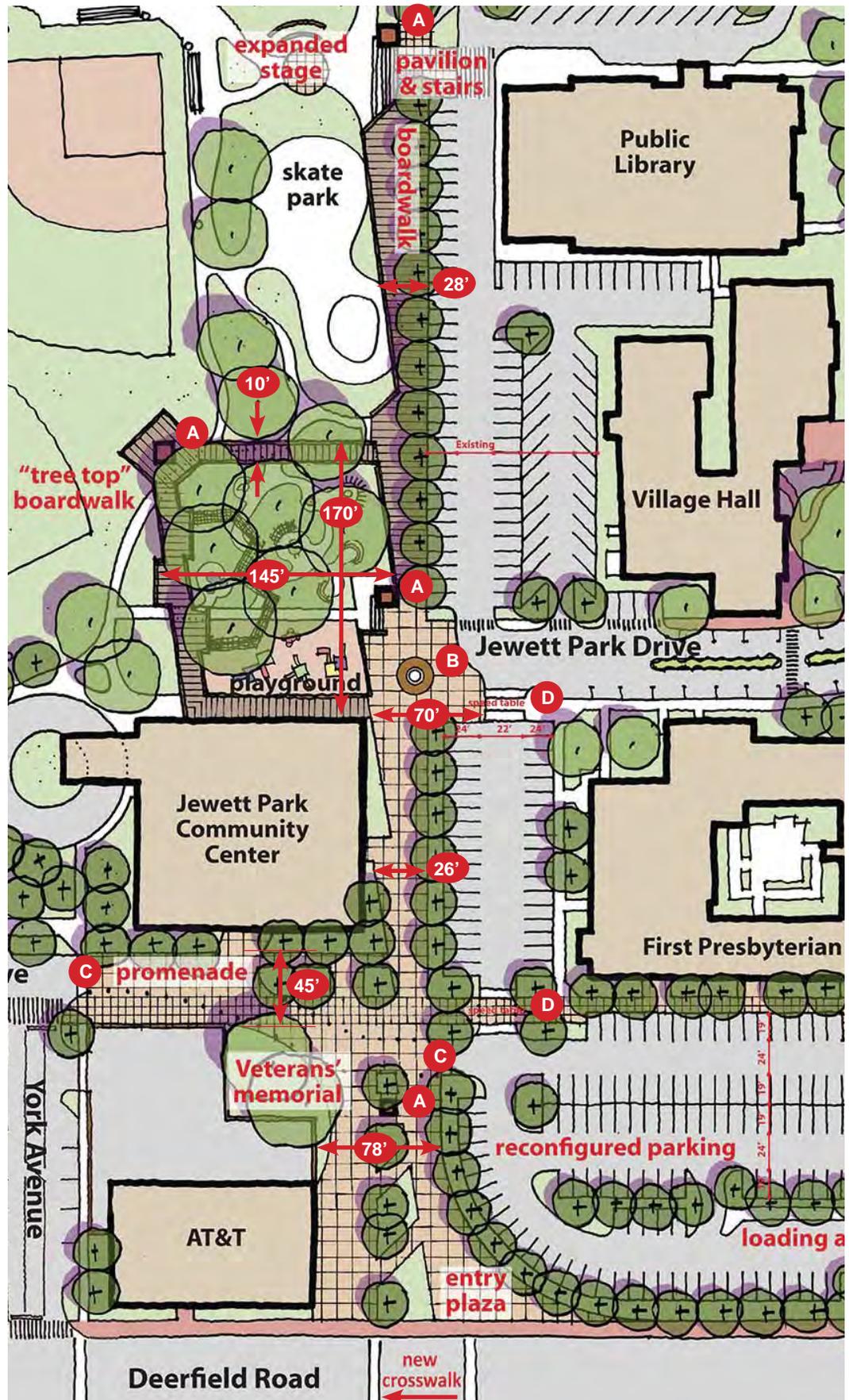


MASTER PLAN D

- Entry Plaza /
- Boardwalk /
- Tree Top Boardwalk
- Enlargement

The Entry Plaza, Boardwalk, and Tree Top Boardwalk are key design features of the Master Plan. Dimensions are provided to assist with understanding the proposed scale for these areas. Dimensions shown are based on aerial photography and are conceptual in nature. Additional features are noted on the plan and below:

- A** Tower Features along the walkway and boardwalk provide orientation and wayfinding.
- B** Focal Feature at the west terminus of Jewett Park Drive includes a fountain and/or sculpture.
- C** Promenade Area may be temporarily closed to vehicular traffic via removable bollards to support community events.
- D** Speed Tables within the parking lot include raised textured surfacing to reinforce pedestrian routes between the Church and Jewett Park.

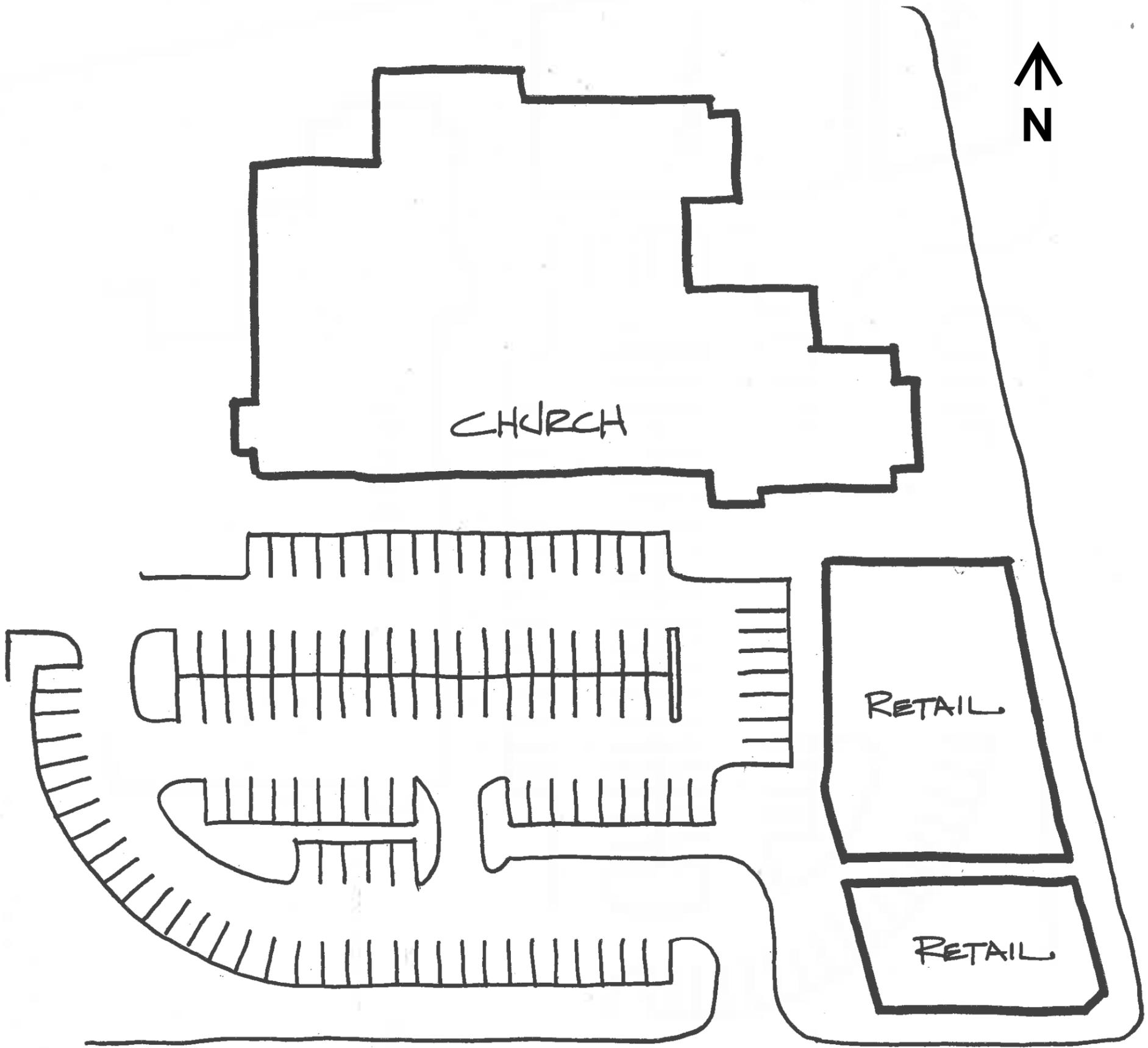


VILLAGE OF DEERFIELD NORTHWEST QUADRANT MASTER PLAN

Interim Plan D1

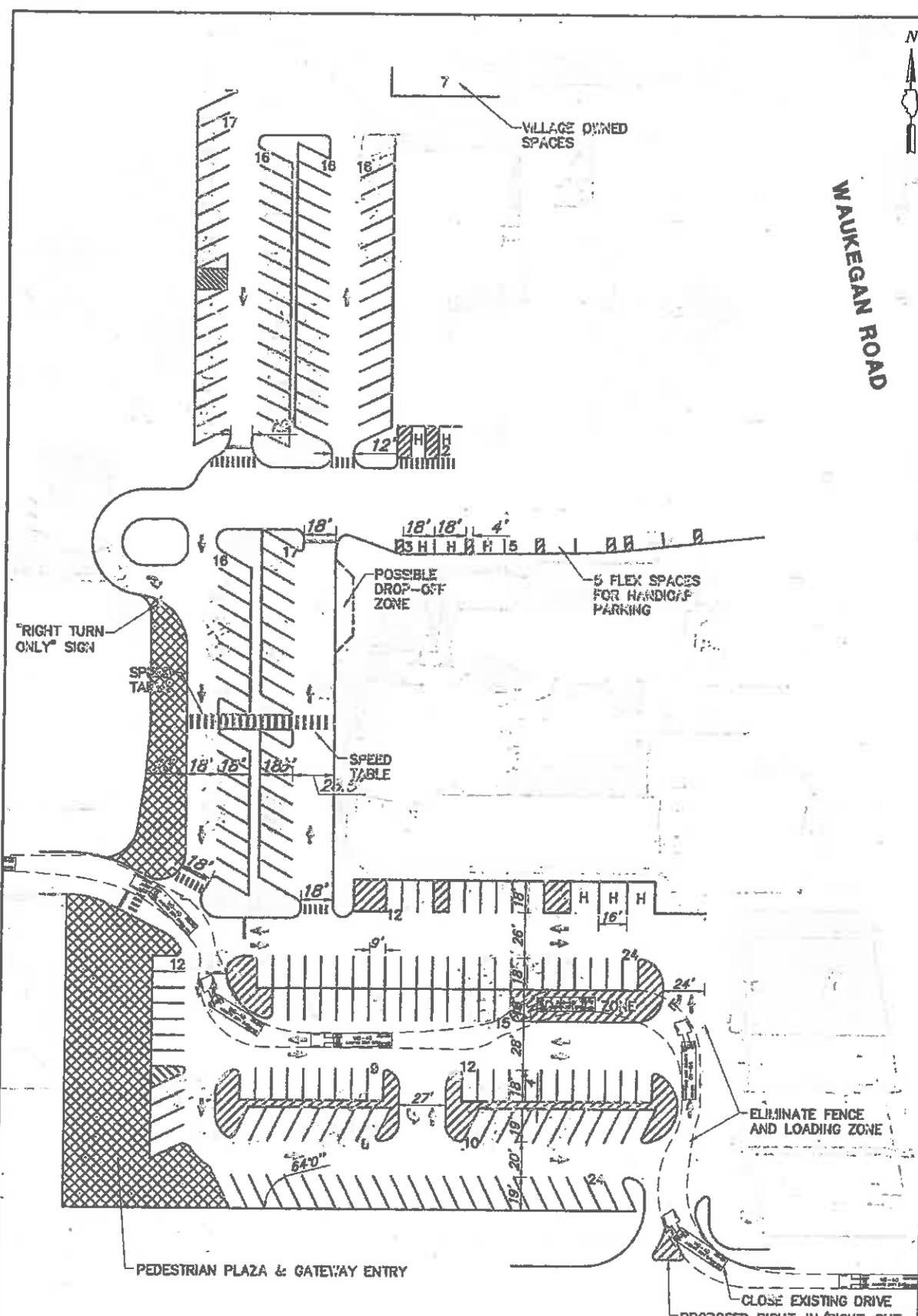


ALTERNATIVE PARKING STUDY PLAN - FIORINI





WAUKEGAN ROAD



GHA GEWALT HAMILTON
ASSOCIATES, INC.
625 Forest Edge Drive • Vernon Hills, IL 60061
Tel.: 847.478.9700 • Fax.: 847.478.9701

ALTERNATE PARKING STUDY PLAN
DEERFIELD NORTHWEST QUADRANT
DEERFIELD, ILLINOIS

FILE 4625-901 NW LOT-OPTION 1.dwg
DRAWN BY: GHA GHA PROJECT #
DATE 07.10.15 4625.901
CHECKED BY: TJD SCALE 1"=50'

APPENDIX B

NORTHWEST QUADRANT STAKEHOLDER
WORKING GROUP 7/26/16 REPORT

To: Northwest Quadrant Stakeholder Leadership (Deerfield Park District, First Presbyterian Church of Deerfield, Christian Beginnings, Deerfield Library, F and M Property Holdings and the Village of Deerfield)

From: NWQ Stakeholder Working Group (Jan Caron, Rick Julison, Suzan Hawkinson, Judy Rundell, Amy Falasz-Peterson, Joy Fiorini, Harriet Rosenthal and Kent Street)

Date: July 26, 2016

Subject: Update report re: Northwest Quadrant Proposed Comprehensive Plan Amendment

Introduction

Following presentation of the proposed Comprehensive Plan amendment for the Northwest Quadrant of the Village Center to the Village Board February 16, 2016, the Village Board directed that discussions with other NWQ stakeholders take place. Since that time, a working group of stakeholder representatives has met several times to discuss concerns and preferences, while being mindful of the need to improve pedestrian safety and reduce driver confusion in the eastern portion of the NWQ. The working group also agreed that the campus-like sharing of parking and pedestrian access should continue, including these uses of the Village property on the north side of Deerfield Road, south of the First Presbyterian Church.

To that end, the NWQ Working Group recommends that a Comprehensive Plan Amendment for the NWQ be considered and approved that provides the following:

General Provisions:

Support and Enhance Existing Uses in the NWQ

Conveniently walkable

Attractive

Reliably safe

Environmentally friendly

Fiscally responsible

Respectful and neighborly

Reasonably maintained

Specific Provisions:

A) Prepare a Joint Use Agreement executed by all stakeholders stating each's contributions, commitments and responsibilities and support for implementation, operation and maintenance; the

agreement should acknowledge the value of various types of contributions, including property, construction costs, maintenance costs and the value of supporting services. The agreement should also endeavor to identify stakeholder contributions, list expected stakeholder costs and benefits and include a projected timeline for the implementation of improvements.

B) Encourage and facilitate on-going communication between and among the NWQ stakeholders concerning site planning and operations, respecting the interconnection of parcels and the shared use of access, parking and other resources. An annual meeting and regular meetings as design development proceeds should be held to facilitate on-going communication.

C) Improve safety, accessibility and lighting for pedestrians along and across Jewett Park Drive between Robert York Avenue and the Village Hall and Church sidewalks, in the Church lot, and in the Village lot. Provide safe pedestrian access between the Community Center and the Library;

D) Improve safety for vehicles and pedestrians at all intersections;

E) Provide an interior two-way drive aisle on Jewett Park Drive;

F) Provide safe and usable vehicle access to/from Deerfield Road, that does not encourage cut-through traffic looking to avoid Waukegan and Deerfield Roads;

G) Provide parking space layout that is efficient, orderly and conveniently usable, providing: up to 3-hour customer/visitor spaces; longer term employee spaces, drop-off service on the south and west sides of the Church; continues existing shared use arrangements; meets the routine parking needs of the stakeholders; and provides overflow spaces for stakeholder special events.

H) Provide visual “lead into” Jewett Park and consider raised (tree top) walk system and overlook above preschool playground;

I) Provide a pre-school drop-off on east side of Community Center with unimpaired sight lines from drop-off vehicles to pre-school entrance door and retain the drop off on the west side;

J) Allow for the eventual transformation of the private parking lot and private driveway west of the commercial properties to be repurposed by the owner to offer a more pedestrian friendly space with potential access offered to the commercial properties who do not currently have access to this space.

K) Develop a written/formal agreement between the Village and the Church for the redesign, exchange and use of Church owned property, existing easement and adjoining Village property;

L) Provide F and M Property Holdings controlled parking spaces in the Village lot for any lost elsewhere;

M) Provide to be determined number of parking space passes for Park District employees for use in Village lot;

N) Provide to be determined number of parking space passes for Church/Christian Beginnings employees for use in Village lot;

- O) Provide to be determined number of parking space passes for Library employees for use in Village lot;
- P) Provide to be determined number of parking space passes for F and M Property Holdings shop space employee use in Village lot;
- Q) Provide to be determined number of parking space passes for Taxman shop space employee use in Village lot;
- R) Provide access for mid-range length delivery trucks (not 50 or 53-foot semi's) and emergency vehicles;
- S) Relocate overhead utilities underground;
- T) Provide for refuse/recycling corrals for the Church, F and M Property Holdings and Taxman property in Village lot;
- U) Apply and demonstrate sustainable and environmentally friendly techniques and systems where appropriate, incorporating recognition of cost-effectiveness and relative ease of maintenance;
- V) Develop written/formal use agreement between the Village and Park District for a redesign of Park Avenue.
- W) Develop written/formal use agreement between the Village and Park District, working in conjunction with the Deerfield American Legion or other appropriate military veterans' organization, if a relocation or redesign of the Veterans' Memorial is pursued.

Next Steps:

Presentation of this report as part of the Comprehensive Plan Amendment considered by the Village Board.

Village installs right-in/right-out drive entrance on Deerfield Road to/from the Village Lot as part of Deerfield Road reconstruction project and provides temporary striping to direct changed traffic pattern inside the lot. The design of temporary striping will support the criteria in G and J above.

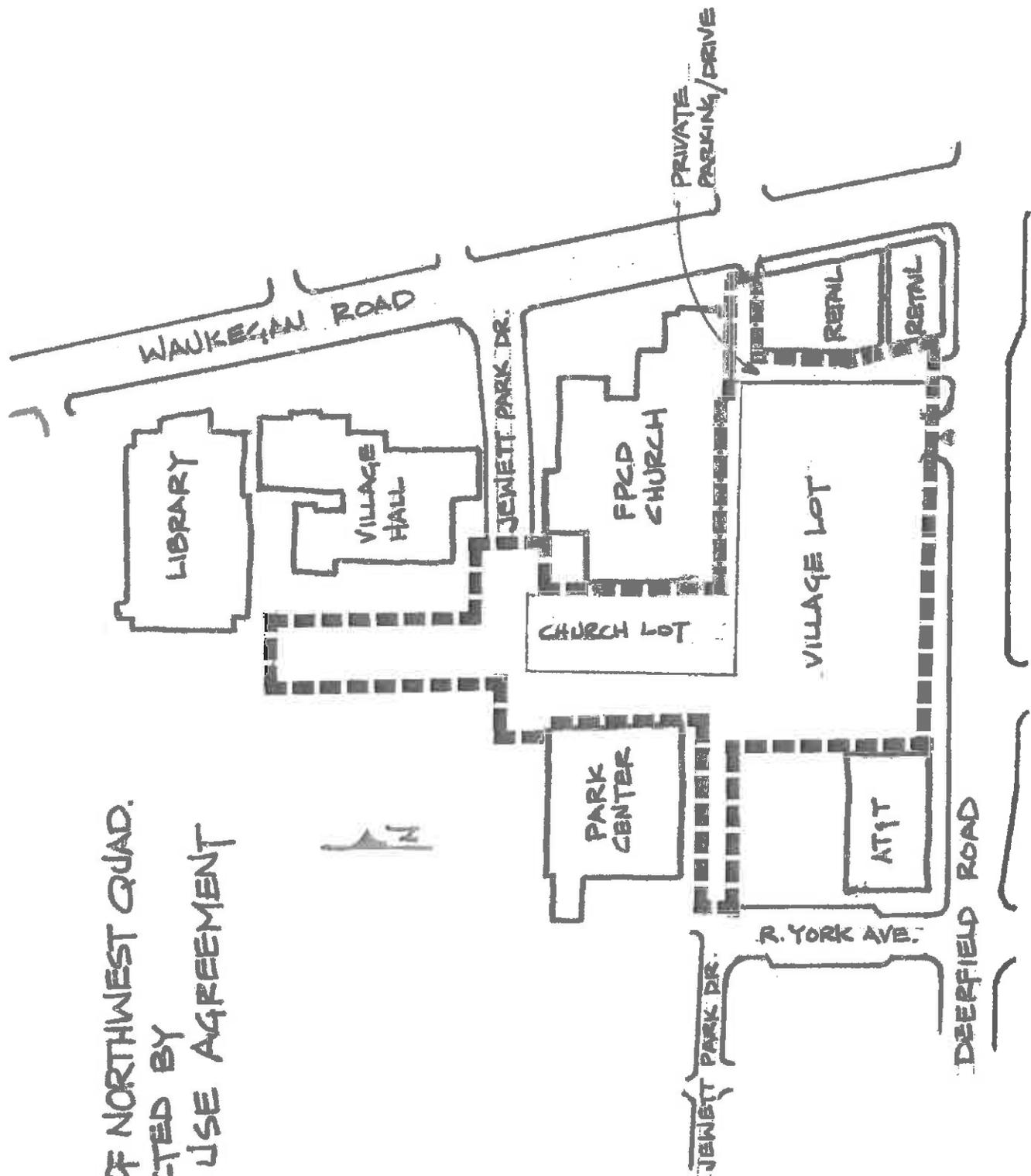
Pursue use of AT&T parking spaces for Park District regular weekday employee parking.

Perform professional traffic counts in October since the Library is now fully operating, the curb cut on Deerfield Road has been installed, and the majority of the impactful work on the Deerfield Road reconstruction project has been completed.

Respectfully Submitted,

NWQ Working Group

AREA OF NORTHWEST QUAD.
IMPACTED BY
JOINT USE AGREEMENT



LETTER FROM NEIGHBOR

Contact: Joy Fiorini
Phone: 847-308-1157
Fax: 720-596-9183
Email: joyfiorini@comcast.net

October 31, 2016

Mary Oppenheim
Chairperson
Deerfield Plan Commission

Re: November 10, 2016 Public Hearing
Regarding Special Use for 800 Waukegan Road, Deerfield

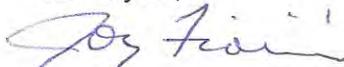
Dear Chairperson Oppenheim and Plan Commissioners,

As a neighboring property owner of the subject property I wish to encourage you to give thorough consideration to the parking requirements associated with a request for a Special Use at this location for this particular type of business. As you know, the new use is one that is highly parking intensive. The petitioners do not provide for any parking to their customers or employees and currently use my private parking lot and the village parking lot for this purpose.

The village has always been more than willing to help those in the NWQ by offering parking for all. As users and uses change in the quadrant, the mix of users has to be closely considered in your deliberations. I am not aware of any parking study the petitioners may have conducted or their current parking usage estimates, but I am aware that the village will be conducting it's own parking analysis in the very near future to better understand the parking needs of the current stakeholders and users of the parking lot in the NWQ. This study will not reflect the parking changes anticipated if the village updates the zoning affecting the C-1 Village Center. This update to our zoning will bring it's own changes to the parking and traffic flow landscape in the quadrant.

I am confident that the Plan Commission will thoroughly consider the parking issues that are pertinent to this request for a special use and that you will provide guidance and guidelines that can be adopted by future users in the quadrant as zoning changes impact the quadrant.

Thank you,



Joy Fiorini
Managing Partner

Village of Deerfield Planning Commission

Public Hearing Materials

Aligned Modern Health

November 10, 2016

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Business Description

Overview

At Aligned Modern Health (“AMH”), we provide the highest standard of evidenced-based complementary and integrative healthcare coupled with a 5-star experience for our patients. We help people feel better, eliminate pain, recover from injuries, improve performance, and treat many chronic conditions. Our physicians and providers deliver the highest standard of evidence based care with an integrated approach through Chiropractic Physical Medicine, Acupuncture, Functional Medicine/Clinical Nutrition, and Massage Therapy.

Our providers create personalized care plans for every patient. Our commitment to quality care and customer experience can be seen in our Yelp reviews as we are consistently one of the highest rated Wellness destinations in all of Chicago (see examples later in this submission). AMH has 8 locations in Chicago and seeks to open its first suburban location in Deerfield. Current locations are in ground-level retail sites in higher-end retail blocks in the Lincoln Square, Lincoln Park, Streeterville, West Loop (1 block from Ogilvie and Union Stations), Wicker Park, River North, South Loop, and Lakeview neighborhoods.

Our current locations are found in high-foot traffic and retail-dense areas in Chicago. We find that retail businesses are excited when Aligned Modern Health opens a clinic near them as our clinics typically generate additional foot traffic in the area when our patients come for their appointments then often shop in nearby retail afterwards. We happily take walk-in appointments, which in many cases schedule 30-90 minutes after a patient walks in our door, giving them ample time to explore nearby retail before their appointment starts. In addition to the foot traffic we generate with our patients, we actively partner with nearby retailers to cross-promote their goods and our services. Cross-promotional efforts range from hosting events in our clinics to promote new stores in an area, as we did with the launch of the Lole athletic apparel store near our Southport location (over 100 attendees), to encouraging patients to buy the right clothing and gear at a nearby retailer such as Fleet Feet as they train for a marathon or other athletic events.



Lakeview
3514 North Southport



Lincoln Square
4555 North Lincoln



Lincoln Park
560 West Diversey



Streeterville
338 East Ohio



West Loop
118 South Clinton



Wicker Park
1741 W Division



River North
W Superior Street



South Loop
1335 S Michigan
(Opening October)

Days and Hours of Operation and Appointments

AMH sets its days and hours of operation based on local patient needs. Six of our clinics are open Tuesday through Saturday, while two are open Monday through Friday. All clinics have several nights where they're open until 7:00 pm or 8:00 pm and one or two mornings where they open by 7:00 am in order to accommodate varying patient work schedules. Most patients pre-schedule appointments, but AMH happily takes walk-ins if there are openings in a provider's schedule. Often there is a time difference between when a patient walks in to request an appointment and when a provider has an appointment available – we find that our retail-based locations provide a great opportunity for patients to shop in the area while they wait for their appointment to start. Almost 50% of our patients discover AMH by walking/driving by a clinic and then walk in or call to schedule an appointment.

For our Deerfield site, we anticipate the following days and hours:

Tuesday, Wednesday, and Thursday	11:00 – 7:00
Friday	7:00 – 2:00
Saturday	9:00 – 2:00

We expect peak times to be before 9:00 and after 4:00 during weekdays and that Saturday will be busy during open hours.

Employees and Customers

Each location employs:

- Full time clinic manager,
- Full time chiropractic physical medicine physician,
- Up to two full time chiropractic assistants
- Acupuncturist – part time or full time depending on patient demand
- Functional medicine doctor – 2-3 days per week
- Massage therapist – 2-3 days per week
- Total of up to 6 employees working at one time

We anticipate up to 50 patients per day with appointment times ranging 15 to 90 minutes, and a maximum of up to 6 patients at any one time (maximum of 10-12 customers and employees at a one time).

Square Footage

Our space plan is for approximately 2,540 square feet. Please see included space plan for the proposed layout

Aligned Modern Health Services

Chiropractic Physical Medicine

Chiropractic Physical Medicine at Aligned Modern Health focuses on improving the biomechanics, motion, and structure of the spine and musculoskeletal system. Chiropractic care can alleviate pain, help patients recover from injuries, and optimize function in the back, neck,

legs, and other muscles and joints of the body. Our practice utilizes manual treatment methods, including: manipulation and mobilization of joints, myofascial release (clinical massage therapy), and other physical therapy techniques for the muscles and soft tissue. We incorporate therapeutic exercise programs into our treatment to stretch tightened muscles and strengthen weakened ones. Our exercise programs improve posture, core strength, flexibility, and stability. Our Chiropractic team is in network with Blue Cross Blue Shield, United Healthcare, Aetna and are participating providers with Medicare. Our chiropractic physical medicine practitioners treat a multitude of conditions including:

- Musculoskeletal Pain – back, neck, hip, knee, extremity
- Injury
- Headaches
- Athletic performance improvement
- Sciatica
- Carpel Tunnel Syndrome

Acupuncture

Acupuncture stimulates a body's natural processes to increase blood circulation and the release of certain hormones in targeted areas so the body can utilize its natural healing abilities by activating the cardiovascular, nervous, and immune systems. Tiny needles, less than 1/10 the size of a sewing needle, are inserted into specific locations that correlate with a patient's condition. Activating specific acupuncture points promotes blood flow, which reduces inflammation and secretes endorphins to help alleviate pain. All of our Acupuncturists are nationally board certified with a masters or doctorate in Acupuncture and Traditional Chinese Medicine (MSTOM). Our acupuncturists treat conditions including

- Stress, anxiety, and emotional disorders
- Insomnia
- Musculoskeletal pain
- Women's health
- Gastrointestinal and digestive disorders
- Neurological disorders
- Infertility

Functional Medicine & Clinical Nutrition

Functional Medicine is an approach to healthcare that seeks to identify and address the root cause of illness and disease. Our Functional Medicine doctors conduct thorough histories and utilize specialized diagnostic tests, including laboratory blood work. These tests allow them to understand the unique interactions between a patient's genetics, environment, and lifestyle factors that influence health. Treatment is cooperative, both doctor and patient play an active role. Care is designed not only to relieve symptoms, but to promote and optimize wellness. Common issues that our Functional Medicine teams treat include:

- Autoimmune disorders
- Gastrointestinal and digestive disorders
- Inflammatory conditions and food sensitivities

- Fatigue
- Weight related conditions
- Nervous system conditions

Massage Therapy

Aligned Modern Health has an amazing team of Licensed Massage Therapists trained in a variety of therapeutic techniques, including: myofascial release, deep tissue massage, sports massage, pre- and post-natal massage, and many others. Our team recently won Best Sports Massage in the Midwest, as voted by the readers of Competitor magazine for our work on Chicago's athletes. Our clinically trained therapists often assist in treatment prescribed by our Chiropractors, although massage-only clients are always welcome. Our massage therapist help patients with a multitude of conditions and issues including:

- Headaches
- Stress and anxiety
- Soft tissue strains or injuries
- Tightness and soreness

Exercise Classes & Workshops

While we offer small group fitness classes at several Chicago locations, we do not currently anticipate offering these in Deerfield.

Special Use Standards

1. Compatible with Existing Development

Use as a retail-focused complementary and integrative healthcare provider is highly compatible with, and complementary to, the existing businesses adjacent to AMH as well as in the surrounding retail developments. Not only will AMH help draw more customers to this area as a recognized and respected destination for complementary and integrative healthcare, but provides an additional set of services for customers of existing retail establishments. We located our Chicago facilities in high-foot traffic retail blocks to both provide our clinics with high visibility and convenience, but also to provide our patients with a variety of things to do before and after appointments. We sometimes see patients come to their appointment with shopping bags since they arrived in the area early to do some shopping. We happily take walk-in appointments as well and sometimes need to schedule an appointment 30-90 minutes after someone walks into our clinic to accommodate existing appointments. This delay often means a patient enjoys area shopping while they wait for their appointment to start.

2. Lot of Sufficient Size

There will be no alterations to the exterior structure of the building in which the AMH space sits, and the lot is of sufficient size for the current structures. The proposed use will not impede the normal and orderly development and improvement of surrounding property.

3. Traffic

Given the sufficient supply of parking, providing general healthcare services in this location will not have an adverse effect on surrounding properties or traffic. The addition of a new 'right-in / right-out' access to the parking lot to the west of the site improves existing traffic patterns and further helps with any potential additional traffic due to Aligned Modern Health's use of the site.

4. Parking and Access

There are approximately 105 parking spaces in a lot immediately to the west of the site, which is open to the public for up to 3 hours of parking. The public lot will be more than sufficient for the proposed use.

5. Effect on Neighborhood

The proposed use will not be detrimental or injurious to surrounding property owners or values. In fact, Fleet Feet Sports, who will be our immediate neighbor to the East, is a strong proponent of our occupying this site. Owner, David Zimmer, told us many times that our presence will be an attractive draw for potential customers for his store. In addition, our services will be of significant value to many of his customers who become injured or who want to improve their performance in competitive events like marathons and triathlons. One of the most common recommendations we make to athletes or aspiring athletes in distance sports is to make sure they have the right shoes for their body type and athletic event. We've even used referral forms to refer patients to Fleet Feet who need proper running or training shoes. Given the frequency of our shoe fitting recommendations, the draw of Aligned Modern Health for athletically minded patients, and our reputation for helping athletes and aspiring athletes quickly

recover from injury and improve their performance, Mr. Zimmer believes that our presence will increase his total sales, even though Fleet Feet's footprint will be smaller once AMH takes over the western half of the site.

6. Adequate Facilities

Adequate utilities, access roads, drainage and/or other facilities are currently being provide at this location and no changes are sought.

7. Adequate Buffering

Adequate fencing and screening is currently being provided and no changes are sought

8. Effect on C-1 Village Center District

The proposed use will not be detrimental or injurious to surrounding property owners or values. Aligned Modern Health is complementary to retail districts in that its services bring new potential customers to an area on a regular basis. As seen in the over 180 5-star Yelp! reviews AMH received so far, the company is a strong draw to bring patients to an area and a world class complementary and integrative healthcare provider. We believe AMH will be a positive addition to the C-1 Village Center District due to its strong reputation and recognized name, high quality services, and proven ability to consistently bring 50-100+ people per week to its clinics who represent potential customers for surrounding retail stores.

Parking Study

AMH requests a waiver of a parking study since there is an approximate 105 unit parking lot immediately to the west of the site.

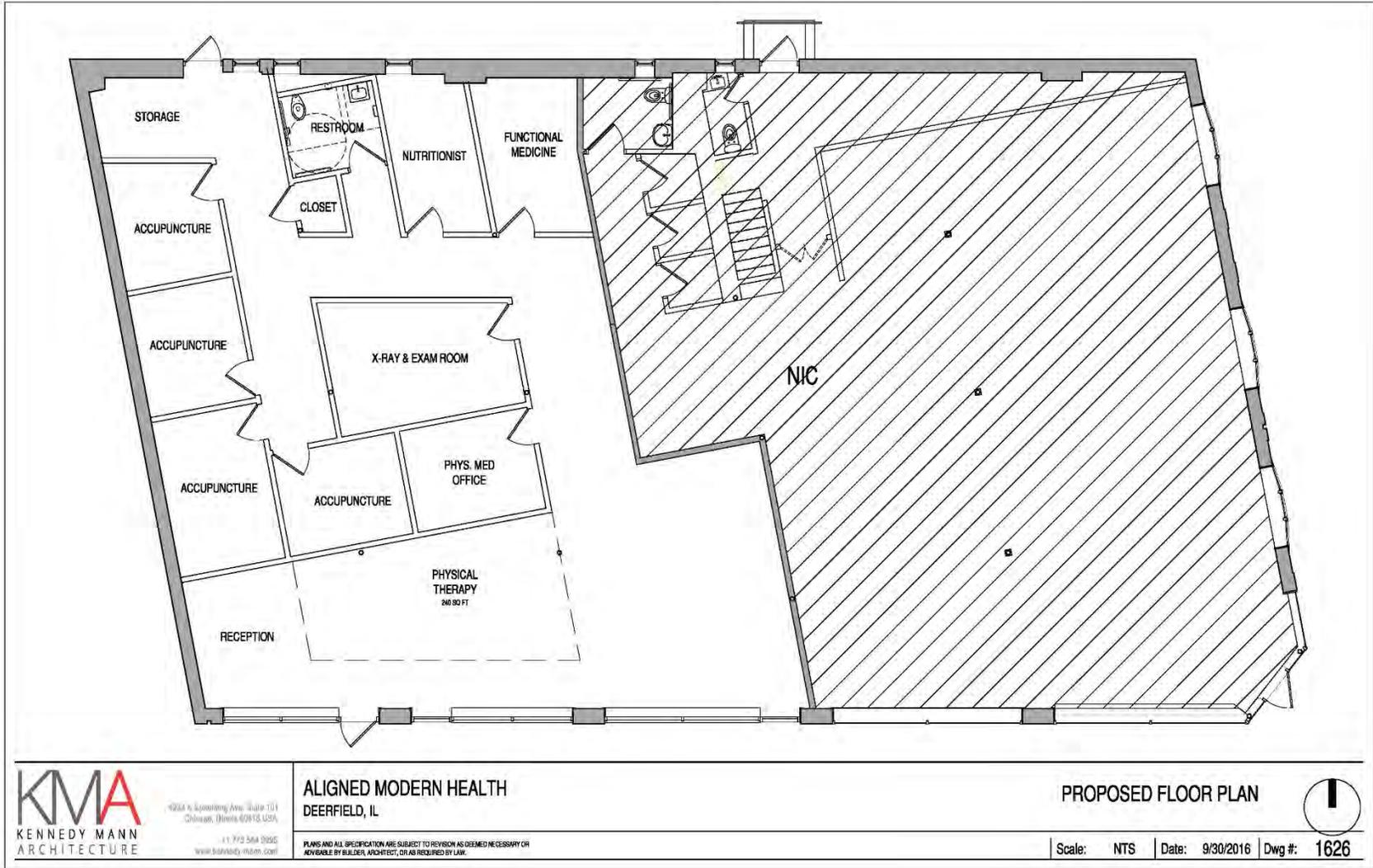
Exterior Wall Signage

Please see attached renderings that show the proposed awning.

Site Plan



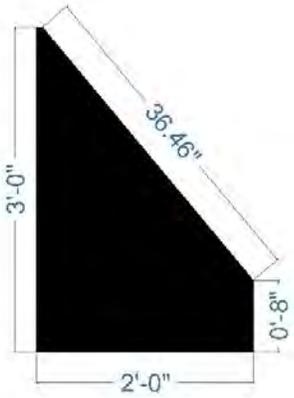
Floor Plan



Exterior Wall Signage

We plan to use a single awning over the western most door to the premises as shown in the rendering below.

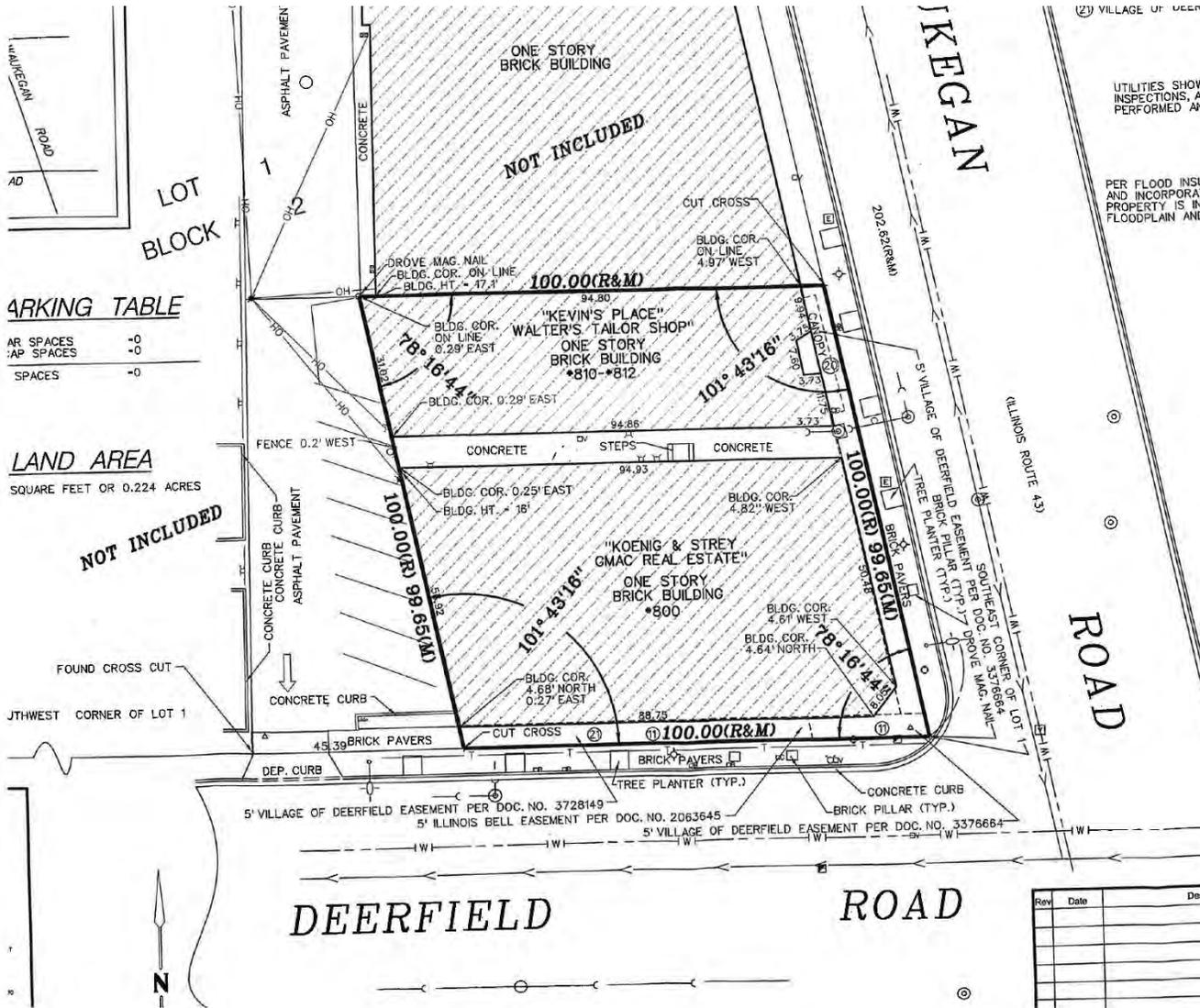




Logo - 68" x 16"



Survey



PARKING TABLE

DRIVE SPACES	0
PARKING SPACES	0

LAND AREA

SQUARE FEET OR 0.224 ACRES

GENERAL NOTES

UTILITIES SHOWN ARE FROM ABOVE GROUND OBSERVATIONS, MANHOLE INSPECTIONS, AND AVAILABLE RECORDS AT THE TIME THIS SURVEY WAS PERFORMED AND DOES NOT DEPICT ALL EXISTING UNDERGROUND INSTALLATIONS.

FLOOD ZONE NOTE

PER FLOOD INSURANCE RATE MAP NUMBER 17097C0286 F FOR LAKE COUNTY AND INCORPORATED AREAS WITH AN EFFECTIVE DATE OF SEPTEMBER 3, 1997 PROPERTY IS IN ZONE X (UNSHADED), AREAS DETERMINED TO BE OUTSIDE THE FLOODPLAIN AND IS NOT IN A SPECIAL FLOOD HAZARD AREA.

TO: CHITOWN DEVELOPMENT, LLC
CHICAGO TITLE INSURANCE COMPANY

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THEREON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA AND ACPS LAND TITLE SURVEYS," JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS IN 2005, AND INCLUDES ITEMS 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, AND 11 OF TABLE A THEREOF, PURSUANT TO THE PROFESSIONAL STANDARDS AS ADOPTED BY ALTA AND NSPS IN EFFECT ON THE DATE OF THIS CERTIFICATION, UNLESS OTHERWISE SPECIFIED. I FURTHER CERTIFY THAT IN MY PROFESSIONAL OPINION THE RELATIVE POSITIONAL ACCURACY OF THIS SURVEY DOES NOT EXCEED THAT WHICH IS SPECIFIED THEREIN.

DATED THIS 16th DAY OF JANUARY 2008

BY: *Joel C. Vietti*
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3561
LICENSE EXPIRES: NOVEMBER 30, 2010
WHEATON, MCGRATH & AHLBERG, S.W. LAND SURVEYORS
207 SOUTH NAPERVILLE ROAD
WHEATON, ILLINOIS 60187
630-668-7603



SELECTED ZONING DATA

ZONING CLASSIFICATION - C-1 VILLAGE CENTER
FRONT YARD - 5 FEET
CORNER SIDE YARD - 5 FEET (25 FEET WHEN RESIDENTIAL C)
REAR YARD - 10 FEET (25 FEET WHEN ADJUT RESIDENTIAL DISTRICT)
MAXIMUM LOT COVERAGE NOT TO EXCEED 7
MAXIMUM HEIGHT - 45 FEET

Rev	Date	Description	By

FIELDWORK COMPLETE
ALTA/ACPS LAND TITLE S
LOCATION: NORTHWEST CO DEERFIELD ROAD WAUKEGAN F DEERFIELD, IL
PREPARED FOR: CHITOWN DEVELOPMENT LLC MUGH SHELST

Representative Yelp Reviews

10/14/2016 Daman G 

After extensive research I found this office for my lower back pain (which ended up being pregnancy induced sciatica) and met Dr. Rejano. He's friendly, knowledgeable and more importantly made my life normal again! He helped with my pain and also developed an exercise schedule for maintenance therapy. I am very pleased with their service and they even gave me a going away gift since I'm moving. Very sweet, down to earth office. Would highly recommend!

10/11/2016 Mary N 

As a novice runner, I met with Dr. Lubaway to focus on injury prevention and recovery. Throughout my marathon training, the staff at Aligned Modern Health supported me - literally. Each of my visits included personalized one on one stretching and cross-training with a physical therapist. Ryan goes beyond meeting your billing and scheduling while sharing from his own Triathlon and athlete inspiring stories. I've also taken advantage of on site massages and acupuncture for faster recoveries from weekly long runs. Since seeing Dr. Lubaway my running gait has improved to include a more balanced spring and drive. My half marathon PR went from 2:40 to 2:18 in one month. I'm excited to have Aligned Modern Health on my road to many more races to come!

9/29/2016 Kelsey U 

Aligned Modern Health is a team of MIRACLE WORKERS. For almost 3 years I had terrible pain down the entire side of my leg. I was unable to run or really work out and could only stay standing for about 45 minutes at most before I would feel intense pain. I had seen doctors, physical therapists, everyone - and nothing worked. Then I came to Dr. Schroeder and his team and they made the impossible happen: after 2 short months I am completely pain free!! This team is positive, encouraging and truly cares about getting each and every one of their patients back to 100%. I would (and already have!) recommend anyone to Aligned Modern Health. Can't say enough great things about this team!!!

9/26/2016 Christine W 

I came to Aligned Modern Health a few weeks ago looking for a solution for my longtime sciatica issues and constant, dull back and shoulder pain. Never having seen a chiropractor before, I wasn't sure what to expect. Fast forward to today, and I can say - without a doubt-- that coming here and taking charge of my health was one of the best decisions I've ever made. When you become a patient at AMH, Dr. Rejano and his professional, knowledgeable team will develop a multi-faceted treatment plan tailored to your

specific needs. While spinal adjustments are certainly a major component, therapeutic massage and physical therapy play supporting roles (if you need them). Acupuncture and nutrition are also options for treatment. Follow your plan, and you will be as good as new (or better!) by the time you finish up all of your appointments. After living with low-to-moderate pain for 13 years (yes, you read that right), I am completely pain-free today because of the amazing people I worked with on my journey back to wellness. It doesn't matter whether your discomfort is due to poor posture (like mine was), a car accident, or a sports injury. You deserve to feel better, and it all starts with taking that first step and making an appointment. You'll be in good hands.

9/18/2016 Danielle R 

I sought out Aligned after having a neck issue that proceeded to become a shoulder and back issue back in July. I saw they were open at 7am and as a mother of two small children the earlier the hours the better! I got a massage one day and came back to see Dr. Ahrens the next day. Within five day of my first treatment my pain had significantly subsided. But instead of it being just a band aid solution, the team put me on a plan that included physical therapy exercises to help strengthen my weak areas to help prevent injuries in the future. Not only did they give me the exercises, but they have personal trainers there to help you practice, give feedback, and add to your exercises if they get to be too easy. They know when you haven't done them either so you're motivated to keep up the work at home! I had been to the chiropractor before and thought I knew what I was getting myself into, but I was sure surprised! The full service staff included personal trainers, massage therapists, dietitians, an acupuncture specialist, not to mention Dr. Ahrens, the chiropractor in charge. I have never experienced such a holistic approach to health and I have been to all of the above but at different locations. I highly recommend Aligned to anyone, but especially to moms! They get what having a baby does to your body and they help support you in your activities of daily living to help you be the best mom you can be without feeling like you're 100 years old! Plus even when I'm in a bad mood going to Aligned, I walk out with a good mood because everyone on the staff is so positive!

9/9/2016 Jaime G 

Over a year ago, I was going thru a phase where I thought I was a power-lifter. I ended up throwing out my back and could barely bend past a 45° angle. Upon first seeing Dr Ahrens, I was skeptical that this petite, elegant woman would be able to fix a lunk like me. I guess I should have done my research because Dr Ahrens is a beast! She snapped, cracked and popped me (in a good way) right back into place. I still think I'm a power-lifter but I continue to push my limits because I know I can trust my health to Dr Ahrens and the entire staff at Aligned. They are extremely knowledgeable, competent and so much fun to heal with. I fully recommend them to anyone needing fixing.

8/26/2016 Jenny T



I love Aligned Modern Health (Division location)! My entire family is under the care of Dr Kasten (she's amazing!). You will never met a better staff, I adore Shera, she is very knowledgeable, and she always answers my questions quickly, and her attention and concern for the health of my family has made me a super fan for life! I can't end this without saying how cool Aaron is! He even makes physical therapy fun :-) If I could give it more stars, I definitely would!

7/16/2016 Allie E



Stopped in this location while on a walk and I'm so glad I did! My sister and I have both suffered from headaches and migraines since high school and we finally had enough, so I figured I'd ask about chiropractic care and acupuncture. Ryan helped me set up an appointment with Dr. Lubaway first. We tried both chiropractic care and acupuncture but that wasn't fully helping so she suggested I go see their functional medicine doctor, Dr. Gemelas. I found out I had some food allergies that were probably causing all of these headaches! Dr. Gemelas and their nutritionist Olivia helped me figure out ways to adjust my diet in an easy, straight forward way. All around super caring and fun people to go see. Highly suggested!

7/7/2016 Kara B.



Today was my first time stepping into a chiropractors office, and after my great experience today, it will not be my last! I am a nurse and have low back pain from hours of lifting patients who can't lift themselves. I know, I shouldn't do it, but I do anyways. And I obviously don't lift from my legs or else I wouldn't be in this situation I find myself in, now would I? With a troublesome lower back spot for the last four months, I decided to make an appointment with Aligned Modern Health (just a few yards from my house). They were able to get me in same day.....

7/5/2016 Matt L.



All the great things that people say about this place are true. Dr. Raq, Angie, Cathy and the entire staff are excellent. I started coming here in April after throwing out my lower back while tying my shoe (never get old, kids). From the get go, these guys were thorough, working with me to strengthen my lower back and relieve what was otherwise debilitating pain. I highly recommend this place if you're dealing with back pain as they'll get you back up and running before you know it.

...plus over 170 other 5-star Yelp! reviews...and counting

WELCOME TO ALIGNED MODERN HEALTH

Core Services

CHIROPRACTIC PHYSICAL MEDICINE

At Aligned Modern Health, our Chiropractic Physical Medicine team specializes in the non-invasive treatment of musculoskeletal problems. Utilizing joint mobilization, physical rehabilitation, and soft tissue therapies, we quickly alleviate pain, treat the underlying cause of your health concerns, and help each patient progressively achieve their personal goals. The most common conditions we treat include:

- Musculoskeletal pain (back, neck, hip, knee, extremity)
- Injury
- Headaches
- Athletic performance enhancement
- Sciatica



ACUPUNCTURE

Integrating Eastern and Western practices, Acupuncture at Aligned Modern Health combines modern medicine with 2,000 years of healing tradition. Acupuncture is used as a primary form of healthcare in many parts of the world. It involves the insertion of tiny, hair-thin needles into specific points throughout the body in order to alleviate pain, enhance the immune system, promote physical and psychological well-being, and treat many other health conditions. The most common conditions we treat include:

- Stress, anxiety, and emotional disorders
- Musculoskeletal pain
- Women's health
- Gastrointestinal and digestive disorders
- Neurological disorders
- Infertility



INTEGRATIVE MEDICINE

With the patient at the center of our practice, we focus on your optimal health. No matter which service you are using at Aligned Modern Health, we take the whole person - physical, mental, lifestyle - into account to create the best treatment possible.

Throughout your experience, do not hesitate to ask questions or seek additional information from your doctor or clinic manager. We are here to help!

FUNCTIONAL MEDICINE AND CLINICAL NUTRITION

Functional Medicine and Clinical Nutrition at Aligned Modern Health addresses the underlying cause of disease, examining dietary, lifestyle, genetic and environmental factors at the root cause of your health concerns. Informed by thorough clinical and diagnostic testing, we create a truly individualized plan to help you achieve optimal health. The most common conditions we treat include:

- Autoimmune disorders
- Gastrointestinal and digestive disorders
- Inflammatory conditions
- Fatigue
- Weight related conditions
- Nervous system conditions



MASSAGE THERAPY

Our clinically trained, licensed massage therapists enhance health and well-being through manual manipulation of soft body tissues. After a brief consultation, our massage therapists tailor your treatment to meet your needs, health concerns, and preferences. Common conditions we treat include:

- Stress and anxiety
- Fibromyalgia
- Headaches
- Soft tissue strains or injuries
- Tightness and soreness



(773) 598-4387

www.alignedmodernhealth.com