PLAN COMMISSION AGENDA
Village of Deerfield
2nd Floor Franz Council Chambers
January 8, 2026 at 7:30 PM
Public Hearing and Workshop Meeting

Public Comment on a Non-Agenda Item

PUBLIC HEARING MEETING

1. Public Hearing on the Request for a Text Amendment to Allow a Child Care Center as a Special Use in the C-1 Village Center District and Approval of a N. Family Club Child Care Center as a Special Use to be Located at 833 Deerfield Road in the Deerfield Square Shopping Center

DOCUMENT APPROVAL

1. December 11, 2025 Plan Commission Minutes

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, Planner II

DATE: January 2, 2026

RE: Public Hearing on the Request for a Text Amendment to the Deerfield Zoning Ordinance for a Child Care Center in the C-1 Village Center District and Approval of a Special Use for an N. Family Club Child Care Center at 833 Deerfield Road in the Deerfield Square Shopping Center

Application History

Prefiling Conference Meeting Date: December 11, 2025
Public Hearing Publication Date: December 18, 2025
Public Hearing Date: January 8, 2026

Zoning Actions

The Deerfield Plan Commission is conducting a public hearing to consider a request for a Text Amendment to the Deerfield Zoning Ordinance for a Child Care Center in the C-1 Village Center District and approval of a Special Use for an N. Family Club Child Care Center at 833 Deerfield Road in the Deerfield Square Shopping Center.

Subject Property

The subject property consists of the 17-acre Deerfield Square Planned Unit Development, which is bounded by Deerfield Road to the north, Waukegan Road to the east, Osterman Avenue to the south, and the railroad tracks to the west. The specific area under consideration is 833 Deerfield Road, which abuts Metra railroad tracks and formerly occupied the Warehouse and the Rhapsody Café restaurants. Vehicular access to Deerfield Square is from three signalized intersections (two on Deerfield Road and one on Waukegan Road) and at the Robert York Avenue and Osterman Avenue intersection, and at secondary access points along Osterman Avenue. The setbacks, access points, lot coverage, open

space, site landscaping, parking lot lighting, sign criteria, and storm water management for this Planned Unit Development were previously approved when this development was approved by the Village (ordinances O-98-34, O-99-12 and O-99-51.)

Surrounding Land Use and Zoning (for entire Deerfield Square PUD)

North (across Deerfield Road): C-1 Village Center District and P-1 Public Lands District – retail, public parking lots, AT&T building, and commuter parking lot

South C-3 Limited Commercial District: medical office building, (and across Osterman Avenue): C-1 Village Center District, P-1 Public Lands District and R-5 General Residence District - Post Office, One Deerfield Place senior housing apartment building, and South Commons multiple-family residential development

East (across Waukegan Road): Deerfield Village Centre mixed use retail, office, and residential development

West (across train tracks): P-1 Public Lands District, R-5 General Residence District, R-4 Single and Two-Family District – Metra parking, multi-family residential, and two-family residential

Proposed Use

A summary of the changes the petitioner has made from the Prefiling Conference Meeting to the Public Hearing can be found on page 6 of the petitioner's plans.

The petitioners are proposing to establish a N. Family Club child care facility consisting of 13,153 square feet of interior space (in the former Warehouse and Rhapsody Café restaurant spaces) and two outdoor play areas; one on the roof of the 833 building and one at-grade area directly to the west of the 833 building at the existing service drive. The roof-top play area will be accessible from via stairways and the existing elevator. Both play areas will be enclosed by PVC privacy fencing and in a neutral color to match the building. An eight-foot tall fence will enclose the play area on the roof and a six-foot fence will enclose the infant play area on the west elevation. The building floor plan will include ten

playrooms, a kitchen, lounge, breakroom, restrooms, director's office and storage areas. Child ages will range from 6 weeks to toddlers to pre-Kindergarten ages.

Meals and snacks are prepared in-house and meal times with key educators are used as further opportunities for educational experiences. Lunch is served at 11:30 AM for the younger children and at 12 PM for older children, and dinner is served at 4:00 PM. A snack bar is available throughout the day.

N Family Club will be open from 6:30 AM until 6:00 PM Mondays through Fridays. Upon full enrollment, approximately 153 children (total capacity) will be on site during peak operating hours supported by 35-40 team members resulting in a range of 1:6 team member to child ratio, after excluding clerical and other support staff. Parents will be required to walk their child into and out of the facility, sign their child in and out, and take the child directly to and from his/her classroom. No drop-offs or picks-up outside the premises will be allowed.

Exterior building modifications planned to the storefront will match the existing storefront with respect to color, style, mullion sizes, and layouts. Navy blue spandrel glass will be added to select above-ceiling level storefronts to conceal mechanicals. All new clear glazing systems will match existing glass. The petitioner is not proposing any changes to the existing landscape plan. Signage is proposed for the exterior of the building comprising of a wall sign on the building's south elevation and one blade sign on the far east side of the north elevation.

Sixty-three parking spaces are currently provided in the 833 parking lot and shared with the shopping center. With the proposed child care center plans, the service drive area on the west side of the building will be redeveloped to create a play area. New six-foot high PVC privacy fencing will be added to enclose the play area. The existing trash enclosure on the north side of the service drive will be relocated to the south end of the service drive. The petitioner has also taken the Plan Commission suggestion (from the Prefiling Conference Meeting) had have added a cross walk within the parking lot leading from the 833 building's main entrance as shown in Exhibit B of the petitioner's materials.

There will be no drop-off lane to allow for stacking as parents will be required to walk their child into and out of the facility, sign their child in/out, and take the child directly to and from his/her classroom. No drop-offs or picks-up outside the premises will be allowed.

Traffic and Parking Study

The petitioners have submitted a Traffic Impact Study dated December 23, 2025 prepared by traffic consultants, Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.). The purpose of the study was to examine background traffic conditions, assess the impact that the proposed facility will have on traffic conditions in the area, and determine if any additional roadway or access improvements are necessary to accommodate traffic generated by the proposed child care center at 833 Deerfield Road in the Deerfield Square Shopping Center.

KLOA conducted peak traffic period counts to determine current traffic condition within the study area. Traffic counts were performed on Tuesday, December 2, 2025 during the weekday morning peak period (7:00 AM to 9:00 AM) and weekday evening peak period (4:00 PM to 6:00 PM) at the Deerfield Road/Robert York Avenue intersection and the Robert York Avenue and Deerfield Square/site access drive intersection. Traffic count results show that the weekday morning peak hour of traffic generally occurs from 8:00 AM to 9:00 AM and the weekday evening peak hour of traffic generally occurs from 4:45 PM to 5:45 PM. The existing traffic volumes are illustrated in Figure 4 on page 7.

The directional distribution of how traffic will approach and depart the proposed day care center was based on existing travel patterns, the existing roadway characteristics, and the traffic controls surrounding the site. Figure 5 on page 9 illustrates the estimated directional distribution for the proposed day care center traffic.

The volume of traffic estimated to be generated by the proposed development is based on trip generation rates published by the Institute of Transportation Engineers (ITE) in its 12th Edition of the *Trip Generation Manual*. The anticipated total trips by the development for the weekday morning and evening peak hours

as well as the weekday daily traffic volumes are shown in Table 2 on page 10. Table 3, also on page 10 shows the trip generation comparison between the former (restaurants) use and the proposed child care facility and indicates that the proposed child care facility will have 11 percent and 15 percent less traffic during the weekday morning and weekday evening peak, respectively and 58 percent less traffic daily.

The traffic study estimated the projected parking demand of the proposed development based on the Village of Deerfield Village Code requirements (1 space/employee and 1 space/for every 10 students; 40 employee spaces + 15.3 spaces = 56 required parking spaces) and parking rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 6*th* Edition. Based on information published in the ITE *Parking Generation Manual,* 6th Edition, child care facilities have an estimated peak parking demand of 0.25 parking apace per student. Therefore, the estimated peak parking demand will be 39 parking spaces. The study concludes that the provided 63 parking spaces for the child care facility will meet both Village code and the ITE Parking Generation Manual.

It should also be noted that the Traffic Study specifically addressed the drop-off and pick-up operations for the proposed child care center. Most children will arrive at the facility by personal vehicle, transported by their parents or other guardians. Children will be driven to the facility, the vehicle parked, and then the children will be walked into the building. Once dropped off, the driver will return to the vehicle and leave the site. To depart, the children are assumed to be walked out of the facility by their respective parent or guardian to the parked vehicle which will then leave the site. With 63 parking spaces located to the south of the subject building and with up to 40 staff members, the traffic study indicated that there will be approximately 23 parking spaces available for drop-off and pick-up activities. Drop-off/pick-up for the child care center will occur within the vicinity of the main entrance on the south side of the 833 building.

The traffic study indicates that based on a survey of a similar facility with an enrollment of 150 children and an observed maximum of 10 children being dropped off at the same time, they estimate that the proposed facility will experience a maximum of 10 children being dropped off at the same time. Due to

the ongoing nature of drop-off and pick-up activities, with the process for each vehicle taking approximately three to five minutes, the 23 available parking spaces during the peak period will provide adequate parking to accommodate both parked vehicles for staff and for drop-off/pick-up activities.

The drop-off and pick-up analysis concludes that the proposed site will adequately accommodate drop-off and pick-up activities, with the parking lot configuration minimizing conflicts and congestion on-site and any potential for traffic backups onto area roadways.

Overall, the traffic study, concluded that the proposed access system will provide flexible and efficient access to the site, traffic estimated to be generated by the proposed day care center will not have a significant impact on area roadways, the proposed 63 shared parking spaces will exceed the Village of Deerfield code and meet ITE demand and will be adequate in accommodating the projected parking demand and the proposed child care use will generate less traffic than the previous restaurant land uses.

Vehicular Access to the Deerfield Square PUD

Access to the proposed child care facility will be provided via the existing Deerfield Square shopping center access system. Deerfield Square has two signalized access points off of Deerfield Road both east of the day care center, and one signalized access point off of Waukegan Road southeast of the facility. The existing access points to Deerfield Square will remain unchanged and consists of the following: the signalized north Deerfield Square access drive on Deerfield Road allows full movements in and out of the shopping center; Robert York Avenue at the north provides access to Deerfield Road and allows full movements in and out of the shopping center under signalized control. Robert York Avenue at the south provides access to Osterman Avenue and allows full movements in and out of the shopping center under all-way stop sign control. The signalized easternmost Deerfield Square access drive on Waukegan Road allows full movements in and out of the shopping center.

Zoning Conformance

The petitioners are seeking a Text Amendment to allow a child care center in the C-1 Village Center District as a Special Use. At the present time, a child care center is not a Permitted or Special Use in the C-1 Village Center District. If a proposed use is not listed as either a Permitted or a Special Use in a zoning district, it is not allowed. In order to allow the proposed use in the C-1 Village Center District, a text amendment would have to be made to the Zoning Ordinance for a child care center to be allowed as a Special Use in the C-1 Village Center District. The Plan Commission shall not recommend the adoption of a proposed text amendment unless it finds that the adoption of such a text amendment is in the public interest and is not solely for the interest of the applicant.

The petitioners are also seeking approval of a Special Use for the N. Family Club Child Care Center at 833 Deerfield Road. The Special Use standards are attached.

Parking

Required: The required parking for child care centers that are open to the general public is one (1) parking space for each teacher and employee, plus one (1) parking space for each ten (10) students.

Proposed: N. Family Club will have up to 40 employees and a maximum capacity of 153 students. The child care facility will require 56 parking spaces (40 spaces for N. Family Club employees + 15.3 spaces for parents/students = 56). The petitioner will provide 63 parking spaces for the child care facility which will meet Village code requirements.

Signage

Signage is proposed for the exterior of the 833 Deerfield Road building comprising of a wall sign on the building's south elevation and one, double faced blade sign on the far east side of the north elevation. Deerfield Square has an approved sign criteria for the entire development. The signage for this building complies with

the Zoning Ordinance and the Deerfield Square sign criteria. The petitioner will have to meet with the Appearance Review Commission for approval of the signage.

Fire Department Approval

The petitioner has obtained approval from the Deerfield-Bannockburn Fire District for the proposed changes to the site plan and specifically the elimination of the 833 building west service and there were no objections provided that the at-grade play area is ADA compliant and meets OFSM (Office of the State Fire Marshal) standards for child care facilities.

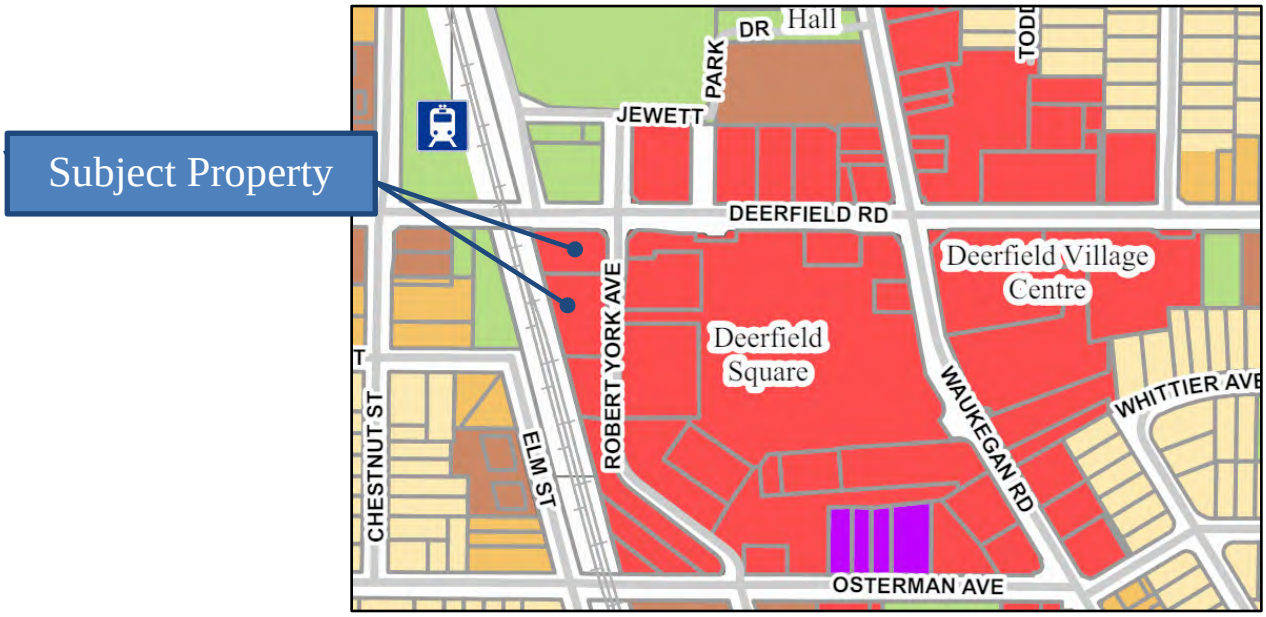
Appearance Review Commission

The Appearance Review Commission (ARC) will have to approve the exterior wall signs and any other exterior changes to the building and site.

Prefiling Conference Meeting Minutes

Attached are the December 11th Prefiling Conference meeting minutes.

Village of Deerfield
2025 Zoning Ordinance Map



	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
	C-4	ENTERTAINMENT AND LIMITED RETAIL BUSINESS DISTRICT
	I-1	OFFICE, RESEARCH, RESTRICTED INDUSTRIAL
	I-2	LIMITED INDUSTRIAL
	P-1	PUBLIC LANDS SCHOOLS, PARKS, PUBLIC BUILDINGS & CEMETERIES

GISConsortium

0 200 400 ft

Print Date: 12/5/2025

Notes

Disclaimer: The GIS Consortium and MGP Inc. are not liable for any use, misuse, modification or disclosure of any map provided under applicable law. This map is for general information purposes only. Although the information is believed to be generally accurate, errors may exist and the user should independently confirm for accuracy. The map does not constitute a regulatory determination and is not a base for engineering design. A Registered Land Surveyor should be consulted to determine precise location boundaries on the ground.

DEERFIELD SQUARE
APPROVED
SIGN CRITERIA

ORD. O-98-34
REC. SEPT. 16, 1998
DOC # 4206363
EXHIBIT E

ALUMINUM CLAD WINDOW
W/ 5/8" CLEAR GLASS

LIMESTONE HEADER TYP.

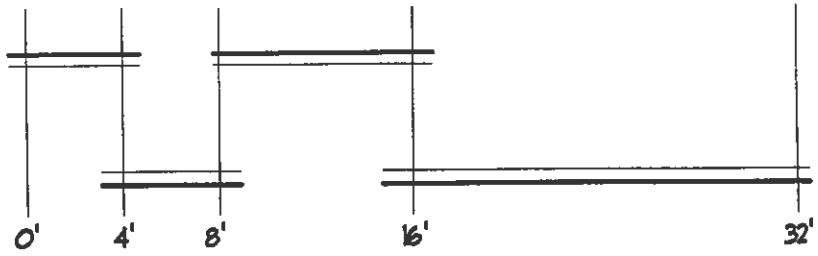
LIMESTONE SILL TYP.

LIMESTONE BANDING

FACE BRICK

SPLIT FACE LIMESTONE
BASE TYP.

PLEASE NOTE THAT IN CRM'S DEVELOPMENT AGREEMENT WITH THE VILLAGE OF DEERFIELD, TENANT SIGNAGE IS LIMITED TO 24" IN HEIGHT AND 80% OF THE LENGTH OF A TENANT'S FRONTAGE. THERE IS NO ANTICIPATED "SIGN BAND" OR SIGNAGE DESIGN CRITERIA TO WHICH TENANT'S ARE TO ADHERE. INSTEAD, IN KEEPING WITH THE SPIRIT OF A DIVERSE "DOWNTOWN" ENVIRONMENT THE DEVELOPER ENCOURAGES CREATIVITY RATHER THAN MONOTANY IN SOLVING THE TENANT SIGNAGE NEEDS. THIS FLEXIBILITY MUST, HOWEVER, FUNCTION WITHIN THE PARAMETERS OF THE DEERFIELD SIGN ORDINANCE AND ULTIMATE APPROVAL FROM THE VILLAGE'S ARCHITECTURAL REVIEW COMMISSION.



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.

CRM Properties Group, Ltd.
The Shops at Deerfield Square

Village of Deerfield

Plan Commission Public Hearing—January 8, 2026

N. Family Club

Introduction

833 Deerfield Road ("833") is a 13,153 square foot vacant building located in the northwest portion of The Shops at Deerfield Square. The Shops at Deerfield Square ("Center") is a 255,000 square foot high-end, mixed-used development completed in 2000 and contains retail, office, and apartments.

Given the ubiquitous status of internet shopping, changing consumer purchasing habits, and traditional retailers downsizing, the retail landscape has dramatically changed since the original construction of Deerfield Square and is now dominated by food and service uses.

The most recent tenants at 833 were Warehouse Eatery and Rhapsody Cafe. Warehouse Eatery closed in January, 2020 and Rhapsody Café closed in August of 2021. In September of 2021, the Petitioner obtained Village approval to demolish 833 and construct a 5-story, 40-unit apartment building on the site. However, the prohibitive high cost of constructing the apartments, driven by market conditions and the necessary architectural design worthy of Downtown Deerfield, resulted in the project not materializing.

833 has had a few prospective tenant tours over the last several years with no viable leasing offers resulting. Notwithstanding 833's existing restaurant infrastructure, much of which is obsolete, many restaurant operators are being lured to surrounding communities though attractive incentives. Further, the subject location is much more conducive to a destination-oriented user like the requested child day care.

Request For Special Use and Text Amendment

The Petitioner is seeking Village of Deerfield's approval for a special use and text amendment to allow for a 13,153 square foot child day care facility, N Family Club, to be located at 833 Deerfield Road, part of The Shops at Deerfield Square. This request includes; (i) the operation of N Family Club Day Care, (ii) exterior building modifications to 833, (iii) minor site plan modifications to 833, (iv) two (2) outdoor play areas (one (1) on the roof of 833 and one (1) at grade immediately to the west of 833 at the existing service drive), and (v) N Family Club exterior signage on the south (wall signage) and on the north wall (blade signage).

Description of Tenant's Business and Operations

Company Background: N Family Club is a United Kingdom based child day care operator founded in 2017 by Phil Sutherland. N Family Club has 52 locations throughout the UK with the majority of locations in Greater London and Home Counties. The company ranks as a top 10 group in the UK and beginning in 2026, is expanding into the United States with locations in the Greater Chicagoland area and Detroit, Michigan.

N Family Club has attracted top talent across the sector from former UK head of operations for Bright Horizons to a former Kindercare executive. In addition, the company has raised over $65 million in capital to fund its next phase of growth.

Please see attached **Exhibit A** for more detailed information and photos of N Family Club.

EIG14T (pronounced "eight fourteen") Commercial Real Estate Services based in Berkley, Michigan has been engaged by N Family Club to perform development and general contracting services for the subject 833 project. EIG14T has extensive experience in servicing and advising health, education, and wellness clients throughout the development and construction processes.

Operations: N Family Club will be open from 6:30 am until 6 pm Mondays through Fridays. Upon full enrollment, approximately 153 children (total capacity) will be on site during peak operating hours (6:30 am-8:30 am and 4:30 pm – 6:30 pm) supported by 35-40 team members resulting in approximately 1:6 team member to child ratio, after excluding clerical and other support staff, see **Exhibit C**.

Parents will be required to walk their child into the facility, sign their child in, and take the child directly to his/her classroom. No drop-offs or picks-up outside the premises will be allowed.

Ages of children will range from infants (6 weeks of age) to toddlers to pre-kindergarten ages. The attached Floor Plan **(Exhibit C)** provides age groups and capacity by playroom and illustrates legal compliance.

Deliveries will take place at the service and delivery door located on the south side of the building, see Sheet A.001 of attached **Exhibit B**.

Please see attached **Exhibit A** for details on N Family's approach to education, outdoor play activities, sleep/rest practices.

Proposed Site Plan/At-Grade Play Area: See attached **Exhibit B**-Site Plan. The site plan will remain primarily "as is" with the exception of adding a 1,170 square foot play area in place of the existing service drive (west side of 833). This at-grade play area is in addition to the proposed roof-top play area as State law requires children under 24 months of age not use a play area in common with children over 24 months old at the same time. Accordingly, the two (2) separate play areas will accommodate all needs and meet the requirements.

It should be noted that the existing trash enclosure on the far north side of the current service drive will be relocated to the south end of the service drive. The new trash enclosure will be constructed out of the same face brick and stone caps as the existing with wooden gates.

833's access point will remain unchanged (along Robert York Avenue).

Snow will be stored in the far southwest corner of the 833 parking lot as it was during the former restaurants' occupancies.

See attached **Exhibit I** – Fire Department Correspondence. Christopher E. Johnson II, the Division Chief of the Deerfield-Bannockburn Fire District, has reviewed the proposed changes to the site plan and specifically the elimination of 833's west service drive and has no objections thereto provided the at-grade play area is ADA complaint and meets OFSM standards for childcare facilities.

See attached **Exhibit C**- Floor Plan including programming table. The proposed floor plan will include ten (10) playrooms, a kitchen, lounge, breakroom, restrooms, director's office, and storage areas. Total area of enclosed space is approximately 13,153 square feet.

Rooftop Children's Play Area/Roof Plan: See attached **Exhibit D**. The roof-top play area will be accessible via stairways and the existing elevator. A doorway between the facility and the elevator lobby will be added, see Floor Plan **Exhibit C**, to allow direct access to the elevator.

Proposed Exterior Building Modifications: See attached **Exhibit E**. Please note that all proposed modifications/additions to the storefront systems will match existing storefront systems with respect to color, style, mullion sizes, and layouts. Navy blue spandrel glass will be added to select above-ceiling level storefronts to conceal mechanicals. All new clear glazing systems will match existing glass.

Landscape Plan: Other than the aforementioned hardscape modifications, no changes to the existing landscape plan are being requested.

Signage: See attached **Exhibit E**. Proposed exterior signage is comprised of a wall sign on 833's south elevation and a blade sign on the far east side of 833's north elevation. The blade sign framing on the far west side of 833's north elevation for the former Warehouse Eatery is to be removed. All proposed signage will meet applicable criteria.

Food Service: In-house prepared N Meals and snacks will be made from scratch and "family" meal times with key educators will be used as further opportunities for educational experiences. Children are encouraged to help set the tables, serve themselves, and help clear the tables. Lunch is served at 11:30 am for the younger children and at 12 pm for older children. Dinner is served at 4 pm. A snack bar is available throughout the day.

Parking/Traffic Analysis: See attached **Exhibit F**. Based on the Traffic Impact and Parking Study conducted by KLOA traffic engineers and dated December 23, 2025 ("Study"), the proposed use will generate less traffic and less parking demand than that of the previous restaurant uses at 833. In addition, the proposed use complies with the Village of Deerfield's parking requirements under the code. The sixty three (63) parking spaces located in the 833 lot are shared with the balance of Center but rarely used since the closures of Warehouse Eatery and Rhapsody Café. Pursuant to the Study, adequate site access and roadways currently exist to support the proposed use. No modifications to the access drive, roadways, or parking areas are planned. As suggested by the Plan Commission at the pre-filing on December 11, 2025, a proposed cross walk leading from the subject parking field to 833's main entrance is shown in the attached **Exhibit B**.

Employee Parking: See attached **Exhibit G**.

Market Demand Analysis: See attached **Exhibit H**. As part of the site selection process, N Family Club considers the number of 0-4 year olds in a 3-mile radius ("Primary Trade Area'). A population in this age group of more than 2,000 within the Primary Trade Area is considered very strong, and 833's population in this age group in the Primary Trade Area is 2,446. Therefore, 833 is considered a very viable site for a day care center.

Next, N Family Club considers competitive density. There are no competitors within a 1-mile radius of 833. Within the Primary Trade Area, Goddard at Lake Cook Plaza is 1.7 miles from 833 and Primerose (coming soon to 155 Pfingsten) will be approximately 1.2 miles from 833.

N Family Club measures demand by analyzing the ratio between the select age group in the Primary Trade Area to the number of licensed seats of all branded day care operators in the Primary Trade Area. A ratio grater that 4 indicates an unmet demand. In this case, the ratio is 5.32, excluding Primerose (analysis was completed prior to public announcement of Primerose).

Finally, N Family Club contacts each competitor to learn immediate availability. Goddard had a waitlist as of the date of the analysis.

Day Care Licensing Process

Day care operators in Illinois must be licensed by the Illinois Department of Children and Family Services ("DCFS") (225 ILCS 10/1). N Family Club will commence the licensing process upon the issuance of zoning entitlements (Rule 407.25 (b) requires applicants to provide evidence of zoning compliance). N Family Club does not currently hold a day care license in Illinois but has thoroughly reviewed all applicable Illinois day care regulations/ licensing requirements and is confident that it will meet or exceed all requirements, including staff qualifications, background checks, staff to child ratios, health and safety, and physical space requirements.

Day care licenses in Illinois are site-specific and non-transferable. The construction of the day care facility is expected to take 9 to 12 months and upon final approved inspections by the Village of Deerfield, Deerfield/Bannockburn Fire Marshal, Lake County Health

Department, DCFS will conduct its inspection prior to license issuance. N Family hopes to open in early 2027.

Summary of Changes from the Pre-filing Conference

A) Changed 4' high fence surrounding at-grade playground to 6" high fence.
B) Added cross walk within the parking lot leading to 833's main entrance as shown on the revised Exhibit B.
C) Increased day care's capacity from 130 to 153 children.
D) Included complete traffic/parking study.
E) Added Demolition Sheets D.101 and D.102.
F) Corrected/revised Sheets A.301 and A.302 to more accurately reflect existing conditions and proposed exterior modifications.
G) Added complete set of sign drawings complaint with Center's established signage criteria and Village ordinance.
H) Added existing electrical equipment to Sheet A.001 and provided safety fencing.
I) Added correspondence from Deerfield/Bannockburn Fire District indicating approval of site plan modifications subject to meeting ADA and OFSM requirements/standards.

Special Use Criteria:

1) Compatible with Existing Development. The subject use is clearly compatible with the Center and should benefit the Village and existing retailers by increasing the overall numbers of patrons visiting the Center and therefore sales at the Center. The subject use will also not impede the normal and orderly development or improvement of surrounding properties.

2) Lot of Sufficient Size. The subject property is a PUD and lot size is sufficient as no expansion of the existing building is being proposed.

3) Traffic. Given the adequate access points, internal circulation, and the no drop-off/pick-up policies, the subject request should not present any traffic issues. In fact, the subject request should generate less traffic than 833's previous uses. See enclosed analysis prepared by KLOA **(Exhibit F)**.

4) Parking and Access. Given the available parking supply relative to anticipated demand and Village requirements, the subject request should not present any parking issues. In fact, the subject request's parking demands and zoning requirements are less than 833's previous uses. See enclosed analysis prepared by KLOA **(Exhibit F)**.

5) Effect on Neighborhood. The subject use will not be detrimental or injurious in any way to surrounding property owners or values.

6) Adequate Facilities. The subject property is fully improved and contains adequate facilities for the requested use.

7) Adequate Buffering. The subject property is fully improved including landscape buffering. The roof-screening addition will provide adequate buffering and safety for the roof-top play area.

8) Effect on C-1 Village Center District. The subject requests will not be injurious to the C-1 Village Center or the Center itself. The proposed use is an ideal location for a child day care provider especially given the challenging location for retail and food use. In addition, the proposed use will meet an unmet demand for child care with minimal drive time for many area residents. N Family will bring additional patrons to the area thereby providing an additional benefit to Deerfield's Village Center.

Conclusion: A challenging leasing environment, the subject location, the lack of visibility, and limitations on signage opportunities along Waukegan Road have all contributed to 833 remaining vacant for the last several years. N Family and the Petitioner are confident that the proposed use is among the highest and best uses for 833 and will be a positive for the community.

EXHIBITS

Exhibit A – Company Background

Exhibit B- Site Plan/At-Grade Play Area

Exhibit C - Floor Plan/Data Table

Exhibit D – Children's Play Area-Roof Plan

Exhibit E – Exterior Building Modifications/Signage

Exhibit F – Parking/Traffic Analysis

Exhibit G – Employee Parking

Exhibit H – Market Demand

Exhibit I – Deerfield/Bannockburn Fire District Correspondence

EXHIBIT A

n. family club

US Landlord Pack | 2025

01

Company Overview

N Family Club Overview

The UK's leading premium nursery group providing services to c. 5k children across 50+ nurseries in affluent areas of London and the South of England, UK

Overview

- Business founded by Phil Sunderland (ex Investment Banker) in 2017, who started with a single site in Stoke Newington, North London
- Business founded on the very simple belief, that nurseries in the UK are not as good as they could or should be, vision to create the 'highest quality group in the world'
- Premium positioning, where there exists a large supply / demand gap (this segment of the market is growing a >7% y-o-y)
- N Family now ranked as a top 10 group in the UK, with 52 sites, 44 organic, 8 acquired. The majority are located in Greater London & the Home Counties
- Recognized as the highest quality group across the UK for the last 3 years*, which ranks by OFSTED ratings *(1st - 2022, 1st - 2023, 2nd - 2024)* link
- Attracting top talent from both within the sector (UK CEO ex-UK Head of Operations, Bright Horizons) and externally (CFO ex-UK FD, Pret), alongside others who have multi-site, regulated experience at scale (+100 units)
- Launching in the US in 2026, with Chicago and Detroit identified as the two markets to open in.
- Trudy Anderson (ex Kindercare & Learning Care Group, who was responsible for launching 75 Everbrook Academy's in the last 5 years) hired to lead the launch

(1) Actual + forecast, 95% pre-booked (2) forecast 80% pre-booked (3) Mature sites (4) as at April-25; (5) all sites that will be launched by YE 2025, does not include future pipeline (6) YTD 2025

Key Highlights

1 Best-in class operator	Leading UK nursery group, providing a superior high-quality offering to >5k children across 50 nurseries evidenced by being the number 1 Ofsted Outstanding group with a market leading NPS of 76[1]
2 Strong revenue visibility	Over 95%[2] secured revenue visibility for FY25 – driven by 90%+ occupancy levels across mature sites as well as a dedicated admissions team that drives growth and significant waiting lists (>1k children across the portfolio) illustrating the extremely strong demand for their services
3 Favourable market dynamics	Consistent historical growth of 6.3%[3], with the 2024 market exceeding pre-pandemic levels and benefitting from long-term structural growth trends, including increasing maternal ages, growing maternal employment, fewer 'informal' childcare options and legislative developments
4 Non-discretionary spend	Provides a crucial service to a base of affluent, working parents typically in higher income brackets. Price is generally ranked as low importance to customers, after convenience, care quality and reputation
5 Proven growth strategy	46 organic openings and 8 acquired sites over the last 7 years delivering a payback on average within 4 years. Proven rollout model, with new sites EBITDA-positive within 9 months from opening and reaching mature occupancy within 24 months. Significant further expansion opportunities in a fragmented market – the nursery sector is one of the few remaining consolidation opportunities
6 Relentless focus on safeguarding	Robust training and standards which are regularly audited against, including annual mock Ofsted inspections and an internal H&S audit, the 'N100'. Significant focus on team training and development with individuals formally assessed termly and undertaking weekly internal knowledge checks
7 Experienced management team and sponsor	Experienced senior management team constructed for the next phase of growth with supportive and committed sponsors, Gresham House and the Steyn Group, having invested over $65m to date
8 Leading site metrics / cash conversion	Strong historical growth.

(1) NPS YTD 2025 (2) booked revenue as at March 25; (3) market growth between 2012 to 2022. Source: LaingBuisson;

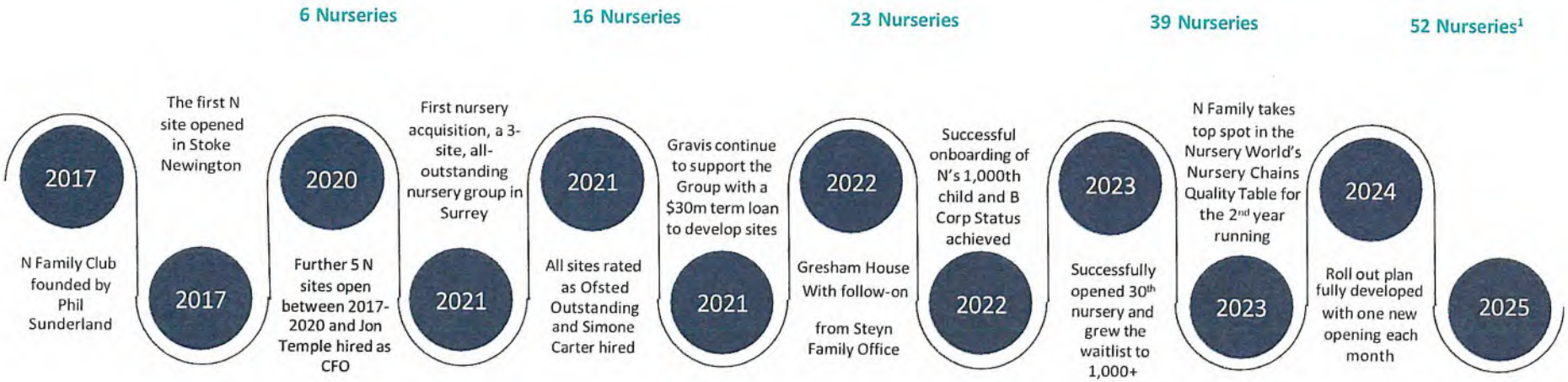
Our vision is to be the highest quality, and most loved, early years education group in the world





Plans to reach 70 sites by 2027

N delivers a superior offering in the fast-growing and fragmented UK nursery market, demonstrated through its industry-leading occupancy levels, KPIs and customer satisfaction, and has plans to continue its proven roll-out strategy to reach 70 sites by 2027



(1) number of nurseries open as at the year-end

02

The Team

Highly Experienced Management Team

Strong mix of Early Years sector expertise coupled with best-in-class cross-sector experience from established, larger organisations, acutely focused on delivering a consistently high quality offering while scaling the platform

Phil Sunderland
Group CEO & Founder

Founded the business in 2017, following 6 years in Investment Banking (London & NYC)

Jon Temple
Chief Financial Officer

Former UK Finance Director of Pret A Manger, led the finance team as the business doubled in size to 400+ locations

Simone Carter
UK CEO

20 years+ at Bright Horizons. Led their UK operations, responsible for 330 nurseries across England, Scotland and Wales

Trudy Anderson
US Managing Director

Seasoned operations executive with 25+ years of leadership at KinderCare and Learning Care Group, driving transformational growth, acquisitions, and innovation across the early education and childcare industry.

Dr. Gemma Pawson
Chief Education Officer

Former Head of Professional Development at Bright Horizons, leading their apprenticeship, leadership and talent management programmes

Mark Hassan-Ali
Chief Operating Officer

Former Global Head of Talent at YouGov where he built and scaled their in-house talent function from scratch across 35 offices and 22 countries

Investment for Growth

- N is led by a first class management team, poised to support its growth
- The business has recently invested significantly in central functions including Admissions, Talent, Technology & IT systems, Property, Marketing and the level of experience in senior management roles. This front-loaded investment ensures the business is now ready to scale
- US team now being built out with a view to go-to-market in 2026

03
Business Overview

N Family Club's Proposition

Certified

Corporation

The current Global Premium sector

The N Day

The N Day has been developed and optimised over the years through parent feedback and continual learning

DROP OFF

Children are welcomed by the team and treated to a breakfast or a chance to settle down and play

CHILD-LED PLAY

Children are free to explore and play with N's many resources including atelier art equipment, dress-up stations and the N Library

MEALTIME

In-house chefs prepare all N meals and snacks from scratch, with family mealtimes used as further opportunity for educational experience

EDUCATOR-LED LEARNING

Educators lead small group or individual sessions, exploring and researching new topics with the children

OUTDOOR LEARNING

Gardens provide the backdrop for physical activities such as climbing, riding, playing ball games and completing obstacle courses

SLEEP AND REST

Nursery spaces convert into cosy sleeping spaces with gentle music and soft mats

PICK UP

Parents are encouraged to chat with educators and hear about their child's day and achievements

Existing Portfolio

Typical Site Profile

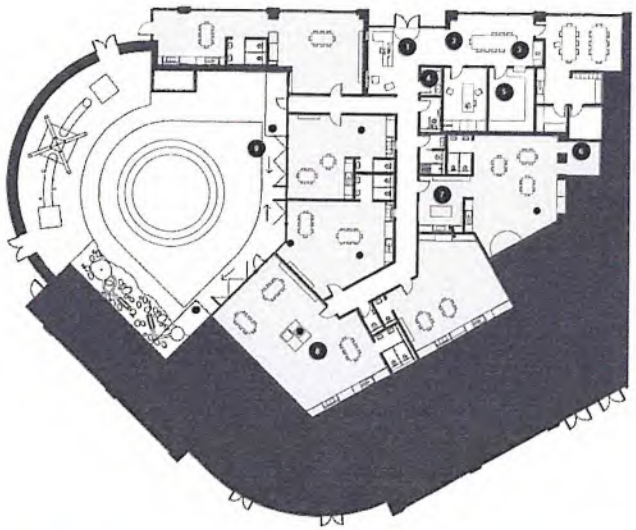
>13k sq. ft	Leasehold
Lot's of natural light	Long-term leases
3k+ sq. ft outdoor space	Close to transport links

Site Specific Requirements

Natural light + sufficient air flow	Designed in accordance with N guidelines
Dedicated commercial kitchen area	Cosy spaces for rest + relaxation
Capacity for 180+ places	Comprehensive CCTV network + security measures

Typical Floorplan – New Build Shell

1. Reception
2. Parent zone
3. Breakfast bar
4. Yoga space
5. Kitchen
6. Cosy corner
7. Specialist room (art, cookery, science experiments)
8. Free flow to garden



Proven Roll-out Model

N has an established track record of successfully opening new sites, with organic sites reaching its targeted mature occupancy (90%) within 16 months of opening on average. Our new sites have a proven track record of reaching mature occupancy levels efficiently.


n family club
HANOVER ROAD

05

UK Portfolio Overview

Stoke Newington 1
70 places

London Fields
55 places

West Hampstead
89 places

Brixton
142 places

Stoke Newington 2
72 places

Twickenham
127 places

Olympic Park
107 places

Cobham
60 places

Weybridge
55 places

Ockham
74 places

Tunbridge Wells
124 places

Balham
98 places

Angel
129 places

Harborne
96 places

Jewellery Quarter
98 places

Codsall
116 places

Moseley
69 places

Highgate
66 places

Whetstone
110 places

Cambridge
82 places

Dollis Hill
80 places

Wandsworth
85 places

Redhill
112 places

Hackney Downs
96 places

Maida Vale
90 places

Kentish Town
125 places

Godalming
119 places

Bushey
87 places

Kingston
127 places

Chertsey
136 places

Reading
135 places

Leyton
67 places

Greenwich
85 places

Maidenhead
138 places

Walthamstow
96 places

Twickenham West
54 places

Camberwell
92 places

Hove
150 places

Wimbledon
148 places

Guildford
96 places

Beckenham
107 places

East Dulwich
186 places

Barnet
115 places

Blackheath
131 places

Buckhurst Hill
110 places

Richmond
160 places

Streatham
120 places

Sidcup
110 places

Bishop's Stortford
79 places

Tunbridge Wells – St Johns
79 places

Forest Hill
92 places

Leatherhead
119 places

FOR FURTHER INFORMATION CONTACT

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Trudy.anderson@nfamilyclub.com

PHIL SUNDERLAND
Founder & Group CEO
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Phil@nfamilyclub.com

n. family club


family
school
family
school
family
school

Drop off

We recognise that mornings can be a challenge, and we're committed to doing everything we can to ensure a positive and warm start to the day for our families.

You'll be welcomed by our Front of House team, and then met by either your child's key person or a member of your child's key team at the door to your child's Family Room. This is a chance to discuss anything important or simply what you got up to at home so we can extend this into the nursery.

Your child will then either have breakfast or settle down to play with an educator and friends, while parents are free to grab a coffee and a bagel from the breakfast bar and answer some emails in the family area before heading off to work.

Child-led play

Children are able to freely explore and play with our many resources including specialist atelier art equipment, dress-up stations and the N Library. They can also categorise materials, create stories and explore make-believe play, block play, sensory and water play. Children can also familiarise themselves with the world around them through mini-models of vehicles, animals and people, or through research on our digital tables.

Mealtimes

All N meals and snacks are prepared from scratch by our in-house chefs. We have two family mealtimes where the children eat as a group with their key educators.

We promote a relaxed and sociable atmosphere for our 'family' meals, and the children are encouraged to lay the table, serve themselves and help clear up. Lunch is served at 11.30am for our younger children and 12pm for the older ones. Dinner is served at 4pm. A snack bar is available throughout the day where children are able to come and enjoy a snack with a couple of their friends.

Educator-led learning

Every day our educators will lead small group or individual sessions, either with a communication and emotional literacy focus or exploring one of the N extras such as Spanish, yoga or cookery. They will also explore and research new topics with the children, extending their knowledge of the world around them.

Insights and updates on these experiences are shared through the N app.

Outdoor learning

Our gardens are designed just as imaginatively as our indoor spaces, providing the perfect backdrop for physical activities such as climbing, balancing, riding, playing ball games and completing obstacle courses.

Many of our outdoor areas also include planting stations, water play and a vegetable patch for Forest School-inspired learning experiences. We also learn outside of the nursery on trips into our local communities. All children will spend time engaged in outdoor learning every day.

Sleep and rest

We believe that good sleep and/or rest is essential for all children. Our nursery rooms are designed to easily convert into cosy sleeping spaces with gentle music and soft mats.

When children first join the nursery we follow their home sleep routines, and then continue to support children to sleep at the time that is right for them. As we all know, yawns are contagious, and we find that children tend to adjust to snuggling up amongst their friends quite quickly. When they're ready, they'll drop down to one nap, which is usually best timed to happen after lunch.

Children who no longer require a sleep in the day may still want to rest and are able to take themselves off to our 'hygge' corners, designed to feel relaxed, calm and secure.

Regular updates

The N App is a way for families to stay connected with their child's progress and daily activities in real-time. Through the app, families can view updates and milestones, receive photos from the nursery, and input important information such as dietary requirements.

Designed to foster communication and engagement, the N App ensures that families are always in the loop and never miss those special moments.

Pick up

At home time, families are encouraged to come in and chat with the educators and hear all about their child's day and accomplishments. It's a perfect opportunity to get to know the team, and the other families, and to ask any questions you have about how your child is progressing. If you have something you'd like to discuss, then our managers' doors are always open for a quick chat – or a longer meeting.

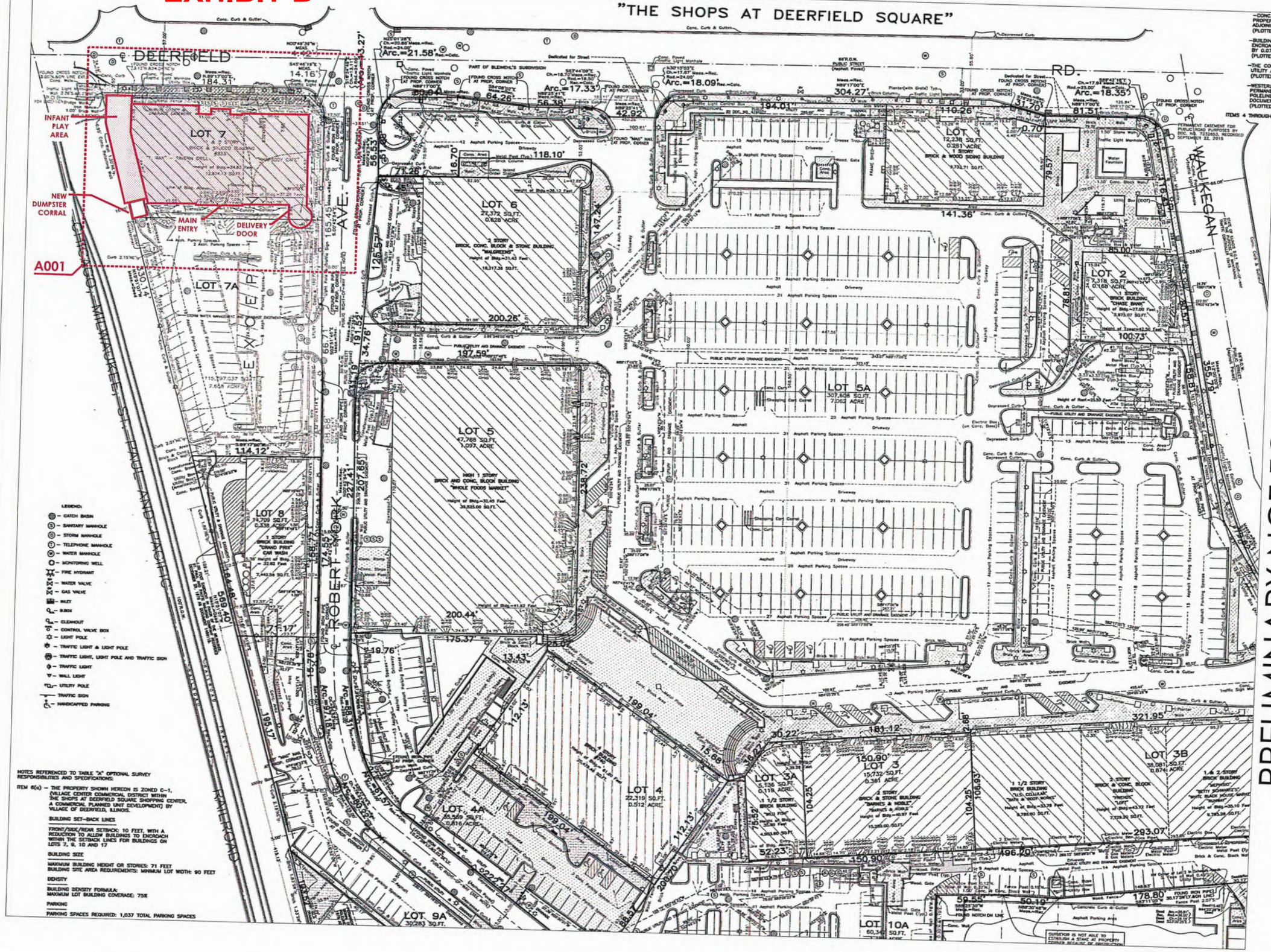
Don't forget to grab your piece of fruit on the way out – our ever-popular evening snacks will make those buggy rides home go just that little bit smoother.

The Family Club

And for after-hours, we've designed a host of activities with the whole family in mind. From the best seasonal parties, to a tailored programme of online talks with leading experts to guide you through your parenting journey.

The Family Club is our way of welcoming families into the N community beyond nursery. We're here to support you through every step of your journey, providing a network of resources and events, and a community that cares.

EXHIBIT B



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www.kriegerklatt.com

Client:
814 Services, LLC

Project:
N Family Club
Deerfield, IL

Issued	Description	By
9.30.25	Fit Plan 2	
10.1.25	Fit Plan 3	
10.29.25	Fit Plan 4	
11.04.25	Fit Plan 5	
11.05.25	Fit Plan 5 re-issue Additional Site Info	
11.06.25	Fit Plan 6 - Own/ LL comments	
11.13.25	Fit Plan 7 - LL comments	
11.25.25	Fit Plan 8 - LL & CITY comments	
12.12.25	Fit Plan 10 - Dumpster verification & city comments	
12.18.25	Fit Plan 11 - LL comments	
12.23.25	Fit Plan 12 - LL comments	

Seal:

Note:
Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

North Arrow:

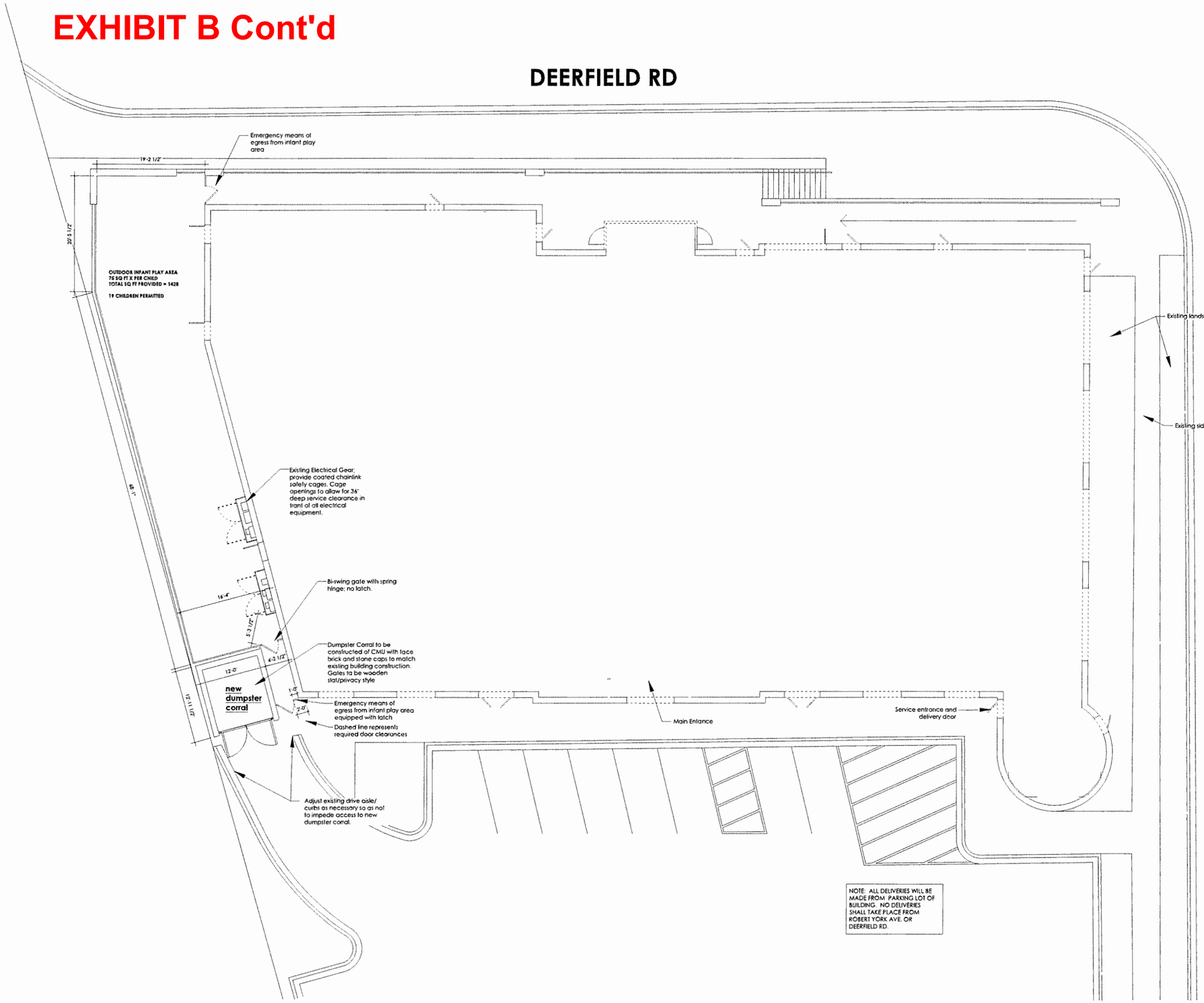
Sheet Title:
Full Site Survey Plan

Project Number:
24-132

Scale:
1/32" = 1'-0"

Sheet Number:
A.000

EXHIBIT B Cont'd



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12.23.25	Fit Plan 12 - LL comments	

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Note:
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North Arrow:

Sheet Title:
Site Plan

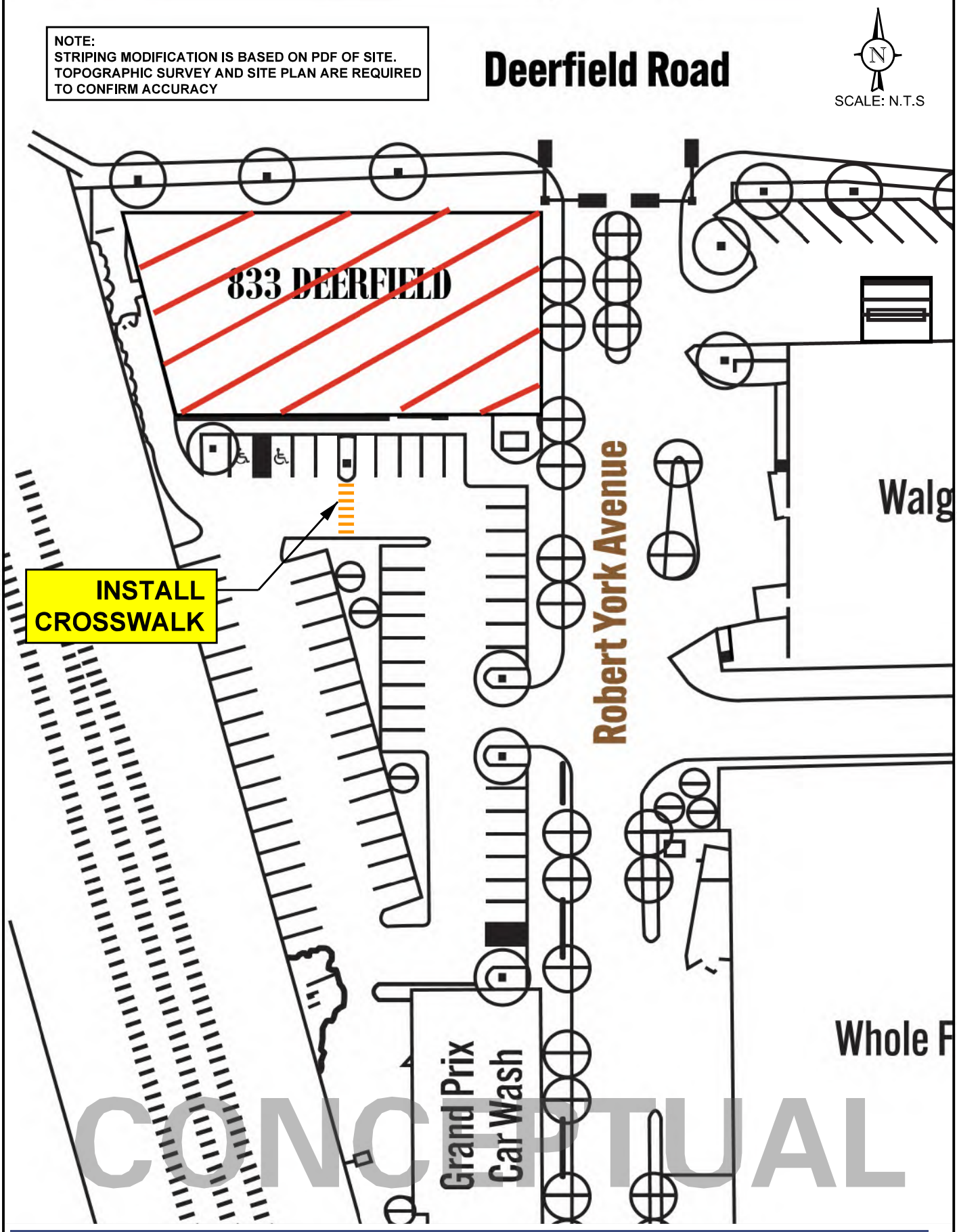
Project Number:
24-132

Scale:
1/8" = 1'-0"

Sheet Number.
A.001

EXHIBIT B Cont'd

NOTE:
STRIPING MODIFICATION IS BASED ON PDF OF SITE.
TOPOGRAPHIC SURVEY AND SITE PLAN ARE REQUIRED
TO CONFIRM ACCURACY



DAY CAR FACILITY
DEERFIELD, ILLINOIS

CONCEPTUAL STRIPING MODIFICATION

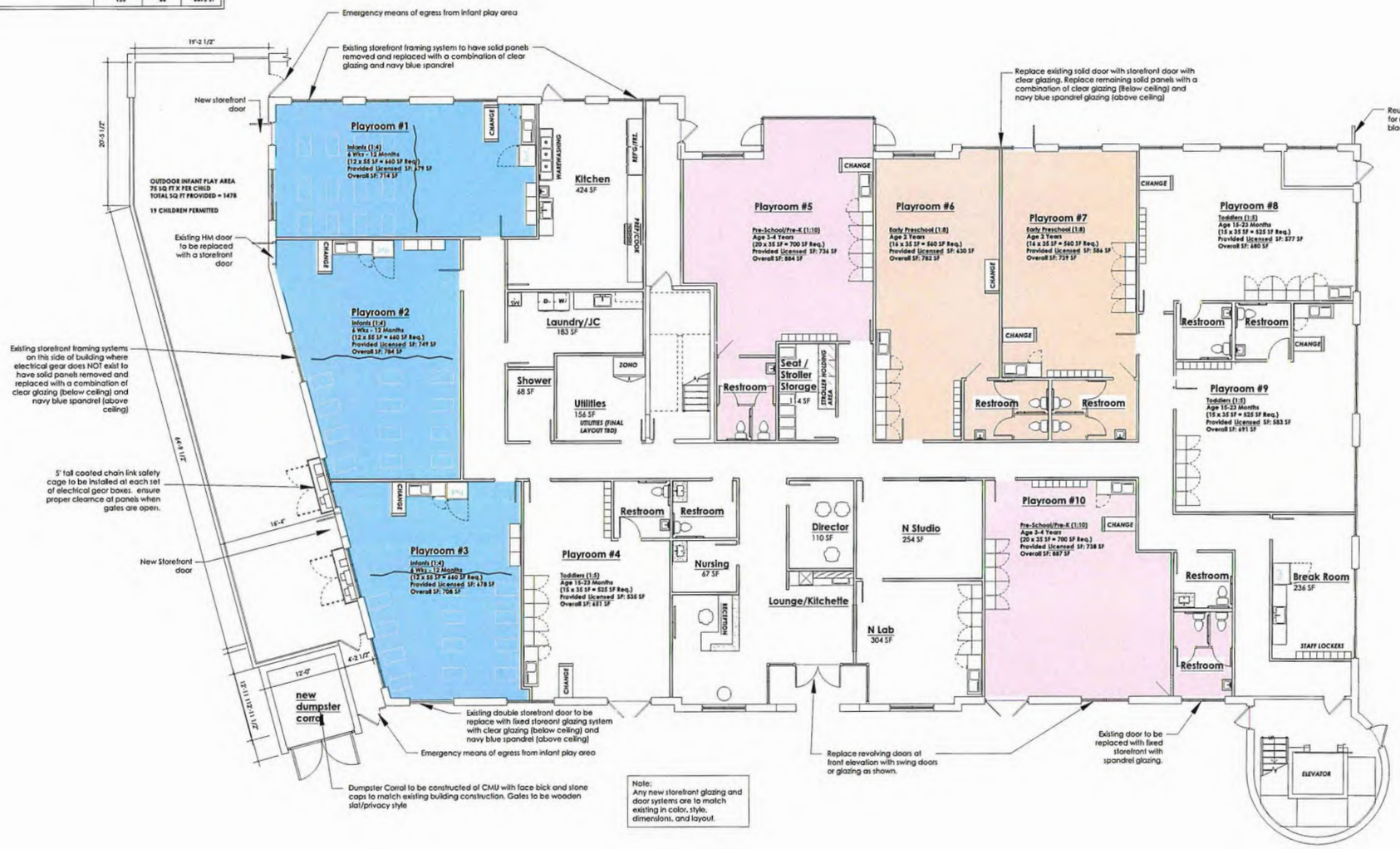
DRAWN: MD CHECKED: LA
DATE: 12-30-25 REV:
PROJECT #: 25-333
EXHIBIT: A

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

EXHIBIT C

Building Program

ROOM #	NAME	AGES	SF PER CHILD	IL STATE RATIO	IL MAX. GROUP SIZE	PROP. ROOM CAPCACITY	STAFF REQUIRED	REQUIRED AREA S.F.
1	INFANT	6 Wks-12 Months	55 SF	1:4	12	12	3	660 SF
2	INFANT	6 Wks-12 Months	55 SF	1:4	12	12	3	660 SF
3	INFANT	6 Wks-12 Months	55 SF	1:4	12	12	3	660 SF
4	TODDLER	15-23 Months	35 SF	1:5	15	15	3	525 SF
4	TODDLER	15-23 Months	35 SF	1:5	15	15	3	525 SF
9	TODDLER	15-23 Months	35 SF	1:5	15	15	3	525 SF
6	EARLY PRESCHOOL	2 Years	35 SF	1:8	16	16	2	560 SF
7	EARLY PRESCHOOL	2 Years	35 SF	1:8	16	16	2	560 SF
5	PRE-SCHOOL	3 - 4 YEARS	35 SF	1:10	20	20	2	700 SF
10	PRE-SCHOOL	3 - 4 YEARS	35 SF	1:10	20	20	2	700 SF
						153	26	6075 SF



Proposed First Floor Plan
1/8" = 1'-0"

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12.23.25	Fit Plan 12 - LL comments	

Seal:

Note:
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North Arrow:

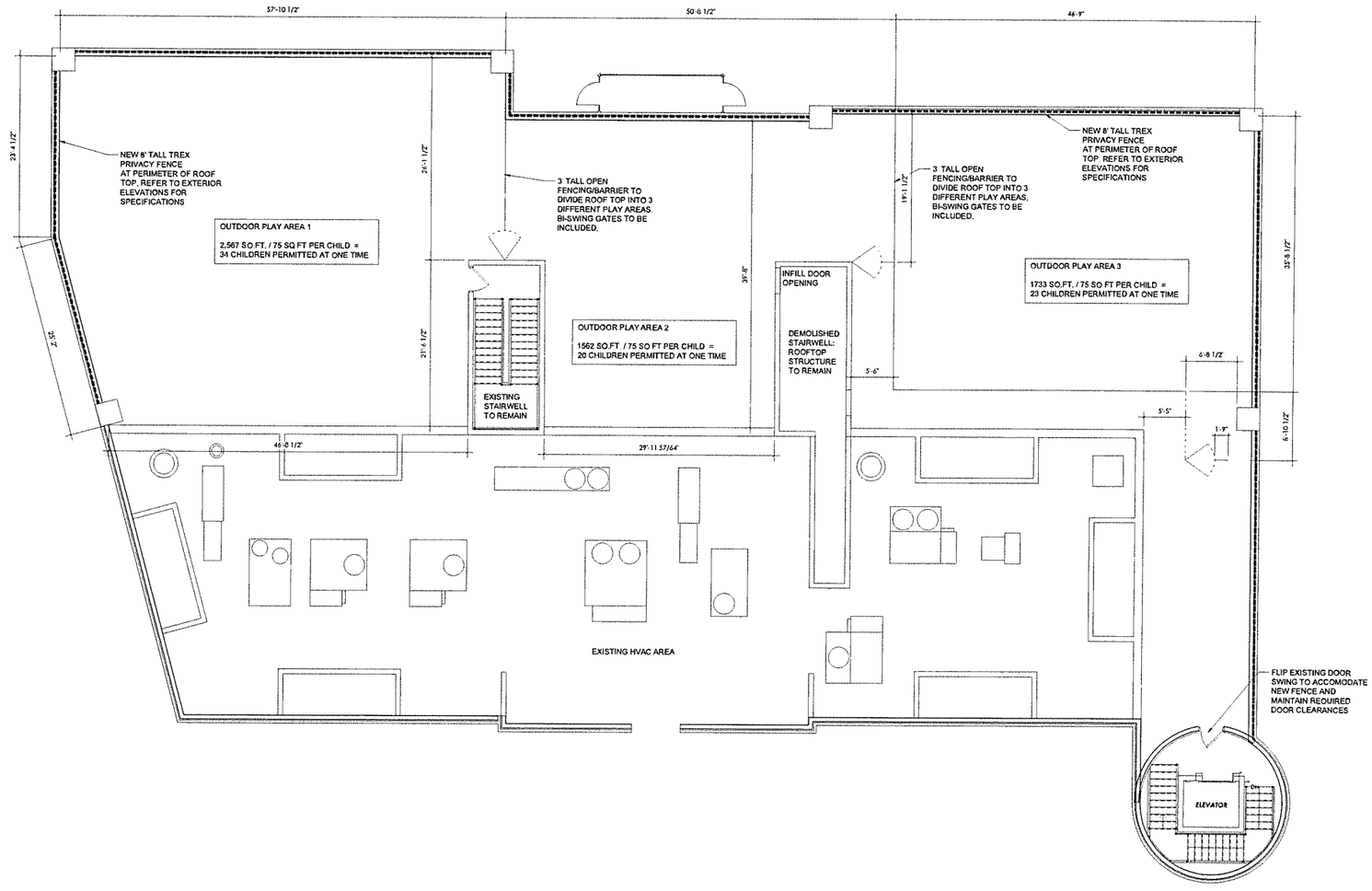
Sheet Title:
Floor Plan

Project Number:
24-132

Scale:
1/8" = 1'-0"

Sheet Number:
A.101

EXHIBIT D



Proposed Roof Plan
1/8" = 1'-0"

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North Arrow:

Sheet Title:
Roof Plan

Project Number:
24-132

Scale:
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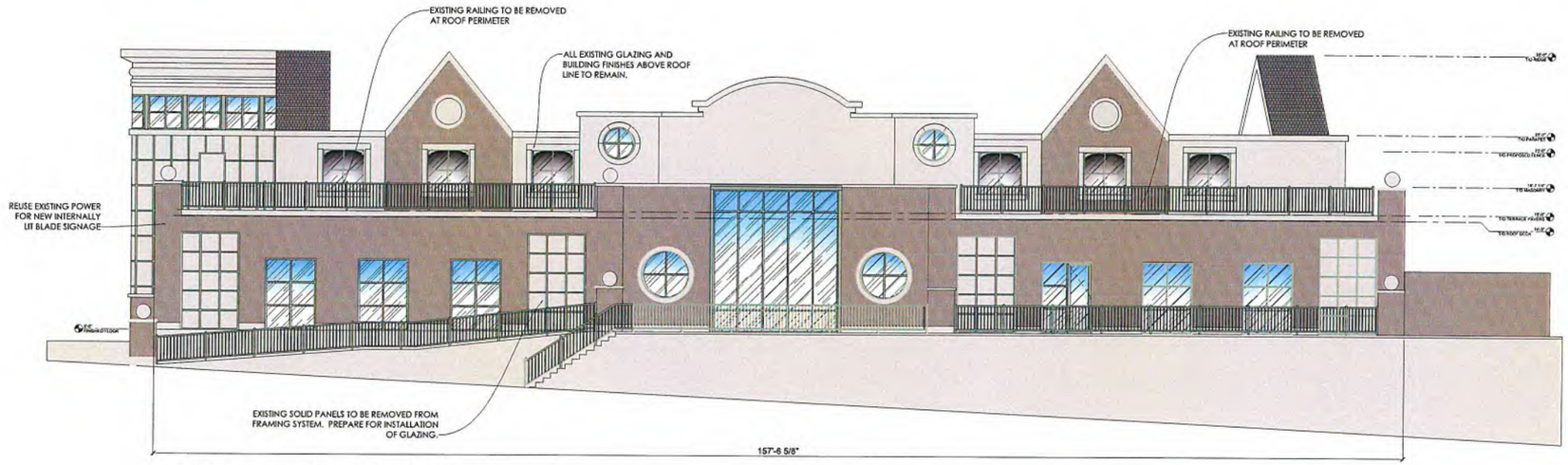
Sheet Number:
A.201

EXHIBIT E



Exist/Demo North Elevation

1/8" = 1'-0"

Note:
1. UNLESS NOTED OTHERWISE, ALL EXISTING CONDITIONS/ MATERIALS/FINISHES ARE TO REMAIN WITH NO CHANGES.

Exist/Demo East Elevation

1/8" = 1'-0"

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North Arrow:

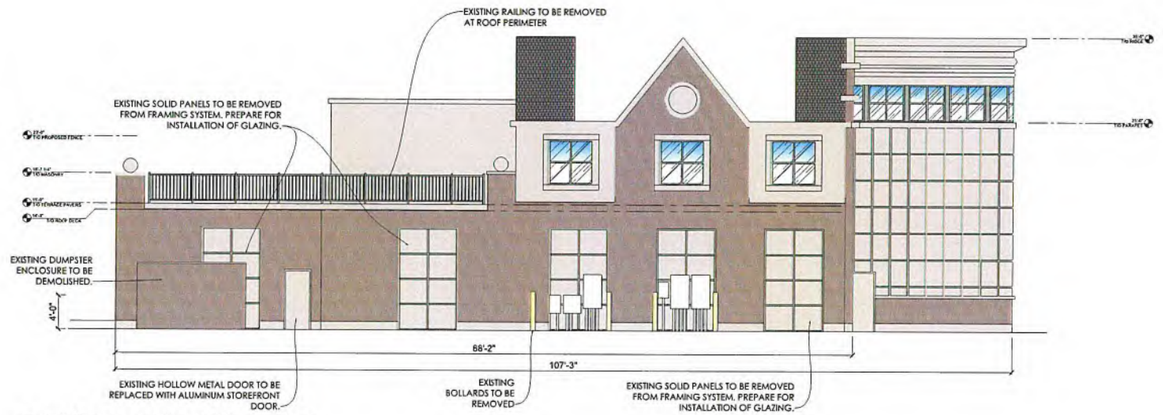
Sheet Title:
DEMOLITION EXTERIOR ELEV

Project Number:
24-132

Scale:
1/8" = 1'-0"

Sheet Number:
D.101

EXHIBIT E Cont'd



Exist/Demo West Elevation

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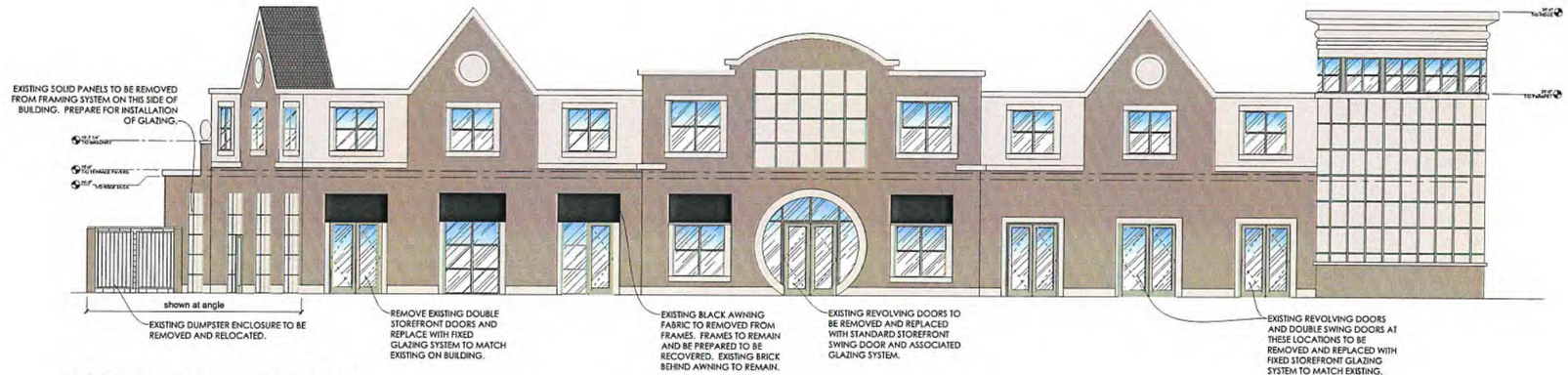

Exist/Demo South Elevation

1/8" = 1'-0"

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North Arrow:

Sheet Title:

DEMOLITION EXTERIOR ELEV

Project Number:

24-132

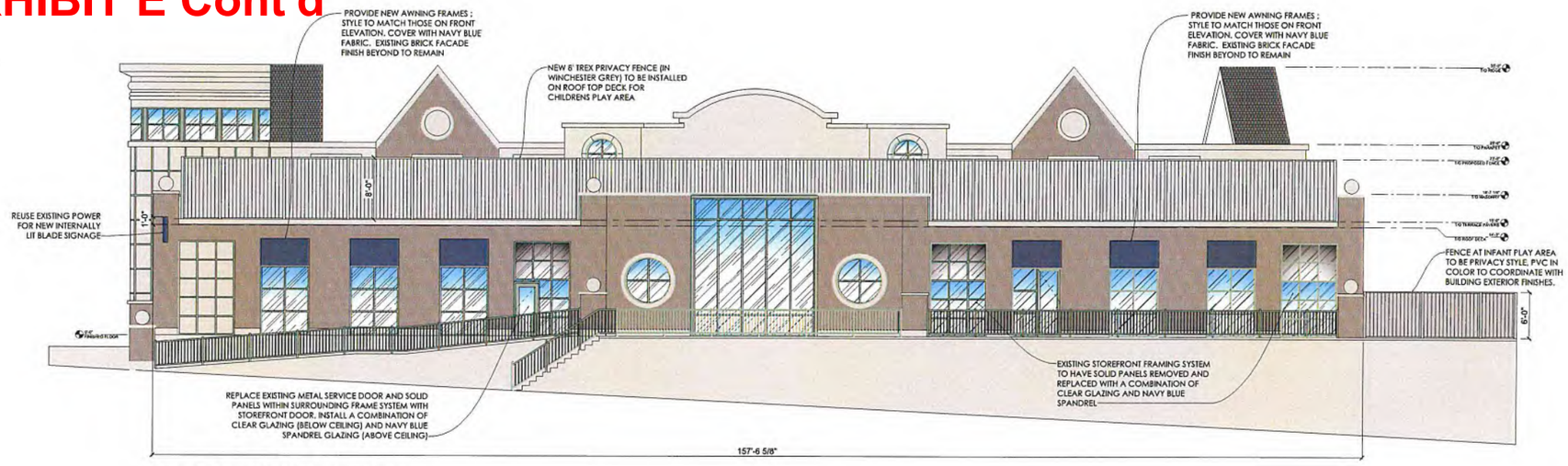
Scale:

1/8" = 1'-0"

Sheet Number:

D.102

EXHIBIT E Cont'd

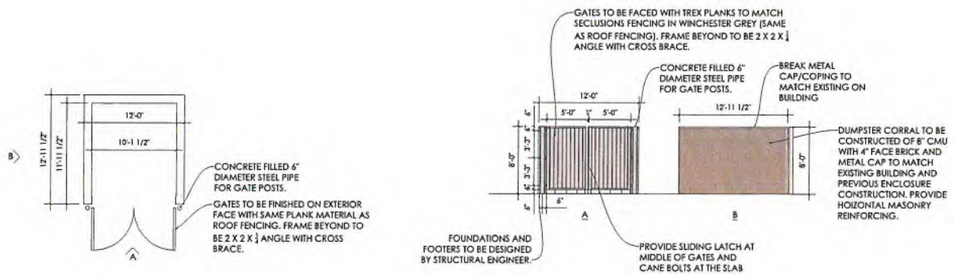


Proposed North Elevation

1/8" = 1'-0"

Proposed East Elevation

1/8" = 1'-0"



Proposed Dumpster Enclosure

1/8" = 1'-0"

Note:
1. All new and replaced storefront glazing and door systems are to match existing in color, style, dimensions, and layout.
2. All existing exterior masonry and glazing materials to remain on building unless otherwise noted.
3. All areas of glazing indicated as 'navy blue spandrel' are to have Opaci-Coat 300. Water based silicone spandrel system. Color to be Harmony Blue. These areas are opaque.

+6-0025 Harmony Blue

Trex Seclusions
Winchester Grey

Glazing Legend:

Clear glazing

Spandrel Glazing (Opaque)
Opaci-Coat 300 in Harmony Blue

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Deerfield, IL

Issued	Description	By
9.30.25	Fit Plan 2	
10.1.25	Fit Plan 3	
10.29.25	Fit Plan 4	
11.04.25	Fit Plan 5	
11.05.25	Fit Plan 5 re-issue Additional Site Info and Ext Elev	
11.06.25	Fit Plan 6 - Own/ LL comments	
11.13.25	Fit Plan 7 - LL comments	
11.25.25	Fit Plan 8 - LL/city comments	
12.04.25	City comments	
12.12.25	Fit Plan 10 - Dumpster verification & city comments	
12.18.25	Fit Plan 11 - LL comments	
12.23.25	Fit Plan 12 - LL comments	

PRELIMINARY NOT FOR CONSTRUCTION

Seal:

Note:
Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

North Arrow:

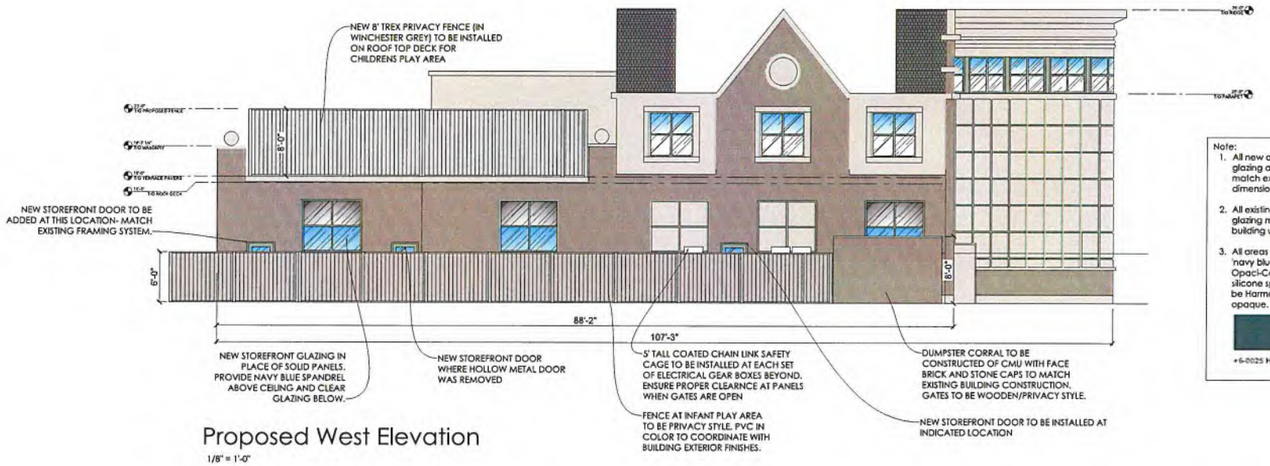
Sheet Title:
EXTERIOR ELEV + DUMPSTER DETAILS

Project Number:
24-132

Scale:
1/8" = 1'-0"

Sheet Number:
A.301

EXHIBIT E Cont'd



Proposed West Elevation

1/8" = 1'-0"

Note:
1. All new and replaced storefront glazing and door systems are to match existing in color, style, dimensions, and layout.
2. All existing exterior masonry and glazing materials to remain on building unless otherwise noted.
3. All areas of glazing indicated as 'navy blue spandrel' are to have Opaci-Coat 300, Water based silicone spandrel system. Color to be Harmony Blue. These areas are opaque.

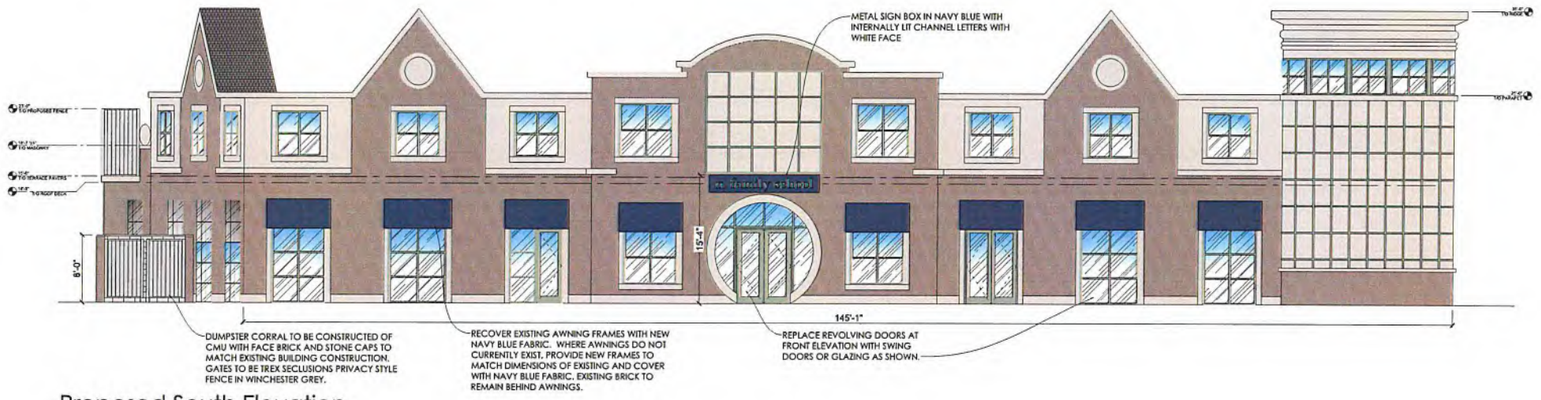
+6-0025 Harmony Blue

Trex Seclusions
Winchester Grey

Glazing Legend:

Clear glazing

Spandrel Glazing (Opaque)
Opaci-Coat 300 in Harmony Blue



Proposed South Elevation

1/8" = 1'-0"

KRIEGER KLATT ARCHITECTS
400 E. Lincoln, Suite A | Royal Oak, MI 48067
P: 248.414.9270 F: 248.414.9275
www.kriegerklatt.com

Client:
814 Services, LLC

PRELIMINARY NOT FOR CONSTRUCTION

Project:
N Family Club
Deerfield, IL

Issued	Description	By
9.30.25	Fit Plan 2	
10.1.25	Fit Plan 3	
10.29.25	Fit Plan 4	
11.04.25	Fit Plan 5	
11.05.25	Fit Plan 5 re-issue Additional Site Info and Ext Elev	
11.06.25	Fit Plan 6 - Own/ LL comments	
11.13.25	Fit Plan 7 - LL comments	
11.25.25	Fit Plan 8 - LL/city comments	
12.04.25	City comments	
12.12.25	Fit Plan 10 - Dumpster verification & city comments	
12.18.25	Fit Plan 11 - LL comments	
12.23.25	Fit Plan 12 - LL comments	

Seal:

Note:
Do not scale drawings. Use calculated dimensions only. Verify existing conditions in field.

North Arrow:

Sheet Title:
EXTERIOR ELEVATIONS

Project Number:
24-132

Scale:
1/8" = 1'-0"

Sheet Number:
A.302

EXHIBIT E Cont'd

SITE PLAN | SIGN LOCATIONS 833 DEERFIELD RD, DEERFIELD, IL

1. Double side replacement blade sign faces (only)
2. New cabinet sign main entrance
3. Existing blade sign frame to be removed

H.M. WITT & CO. Signs
FINE SIGNAGE SINCE 1894

3313 West Newport Ave.
Chicago, IL 60618
773.250.5000 | 888.427.0703
hmwitt.com

Job Information:
N. Family School
833 Deerfield Road,
Deerfield, IL 60015

Sales Rep: RH
Designer: NS

Design Number:
E1425001_siteplan

Scale: nts

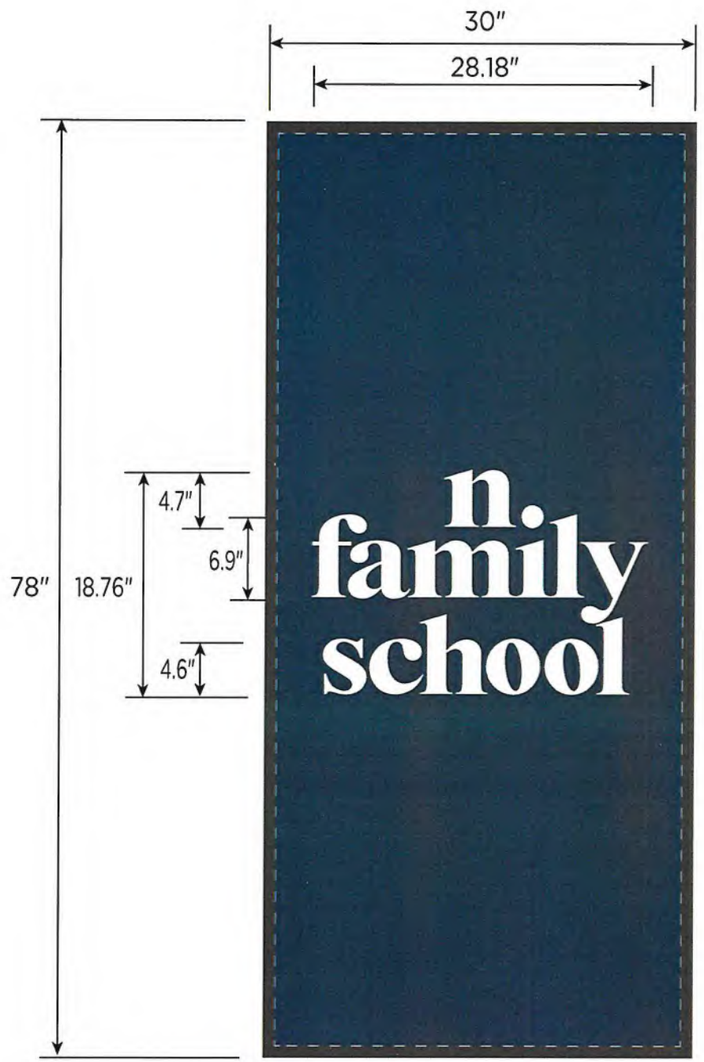
Date: 12.19.25

Revisions:

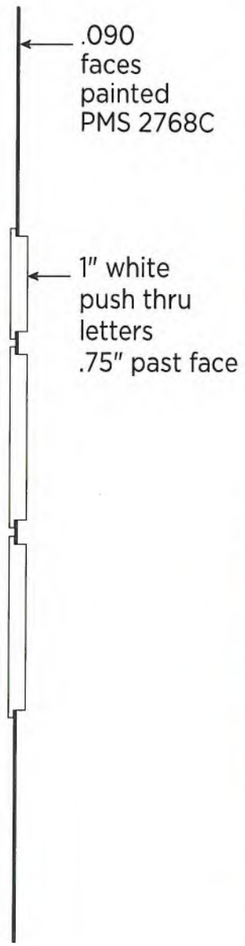
- ○ Approved as is
- ○ Approved w/changes
- ○ Revise and Resubmit

EXHIBIT E Cont'd

SIGN 1 | DOUBLE SIDED REPLACEMENT FACES FOR EXISTING BLADE SIGN FRAME



SIDE VIEW



SPECIFICATIONS:

(2) New 30" x 78" x .090 replacement faces
painted PMS 2768C blue for existing double sided blade sign with 1" black retainer
28" x 76" visible banner area
Routed logo with 1" white push through letters (.75" past face)
5000k Illumination

H.M. WITT & CO. Signs
FINE SIGNAGE SINCE 1894

3313 West Newport Ave.
Chicago, IL 60618
773.250.5000 | 888.427.0703
hmwitt.com

Job Information:
N. Family School
833 Deerfield Road,
Deerfield, IL 60015

Sales Rep: RH
Designer: NS

Design Number:
E1425001_blade

Scale: nts

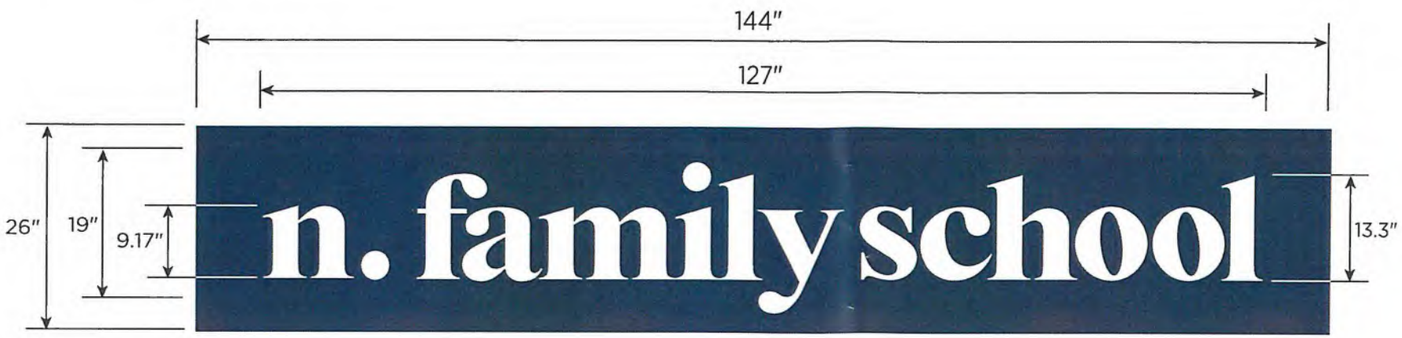
Date: 12.19.25

Revisions:

- ○ Approved as is
- ○ Approved w/changes
- ○ Revise and Resubmit

EXHIBIT E Cont'd

SIGN 2 | ILLUMINATED PAN SIGN



SPECIFICATIONS:

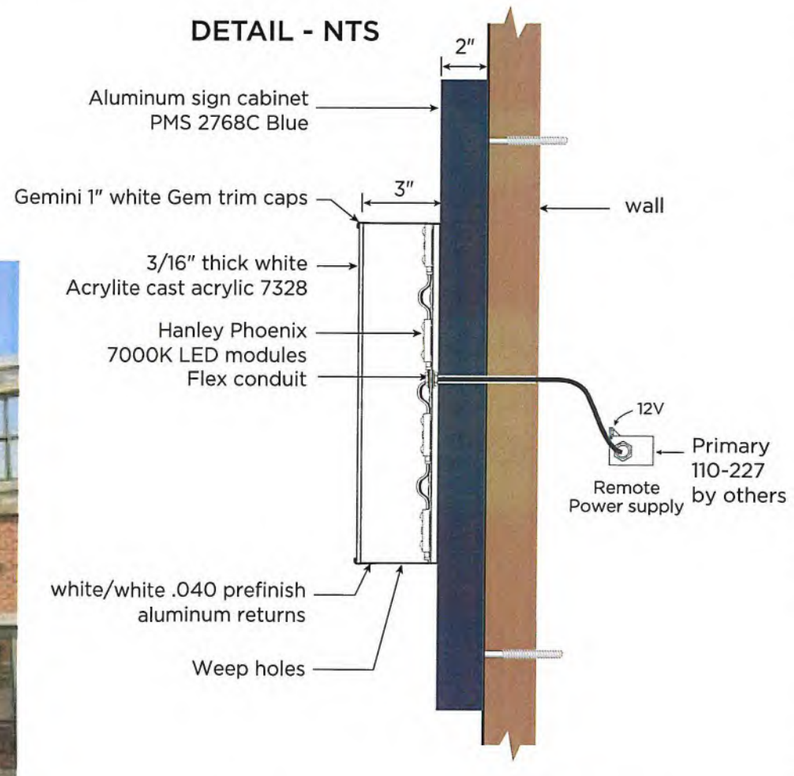
New 2" Deep, .125" aluminum pan backer painted PMS 2768C blue
7328 white acrylic faces, face-lit, Hanley Phoenix 7000k white LED's with Remote transformer

COLORS

PMS 2768 C

WHITE
1. Prefinished .040 white aluminum
2. white acrylic 7328
3. Gemini white trim caps

DETAIL - NTS



This sign is built to UL Standards for operation in North America.

- ■ WET
- □ DAMP
- □ DRY

H.M. WITT & CO. Signs
FINE SIGNAGE SINCE 1894

3313 West Newport Ave.
Chicago, IL 60618
773.250.5000 | 888.427.0703
hmwitt.com

Job Information:
N. Family School
833 Deerfield Road,
Deerfield, IL 60015

Sales Rep: RH
Designer: NS

Design Number:
E1425001_pan

Scale: nts

Date: 12.19.25

Revisions:
12.09.25 original submittal
12.18.25 revised size/layout/ fabrication

- ○ Approved as is
- ○ Approved w/changes
- ○ Revise and Resubmit

EXHIBIT F

Traffic Impact Study
Proposed Day Care Center

Deerfield, Illinois

Prepared For:

833 Apartments, LLC

KLOA
Kenig, Lindgren, O'Hara, Aboona, Inc.

December 23, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed day care center to be located at 833 Deerfield Road in Deerfield, Illinois. The site is located in the southwest corner of the intersection of Robert York Avenue and Deerfield Road and currently contains a vacant restaurant space. As proposed, the daycare facility (N Family) will replace the 13,500 square-foot restaurant space and will have a capacity of 153 children and up to 40 staff members. A total of 63 shared parking spaces will be provided. Access will continue to be provided via the existing drive that has a full-movement intersection with Robert York Avenue.

The purpose of this study was to examine background traffic conditions, assess the impact that the proposed facility will have on traffic conditions in the area, and determine if any additional roadway or access improvements are necessary to accommodate traffic generated by the proposed facility. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

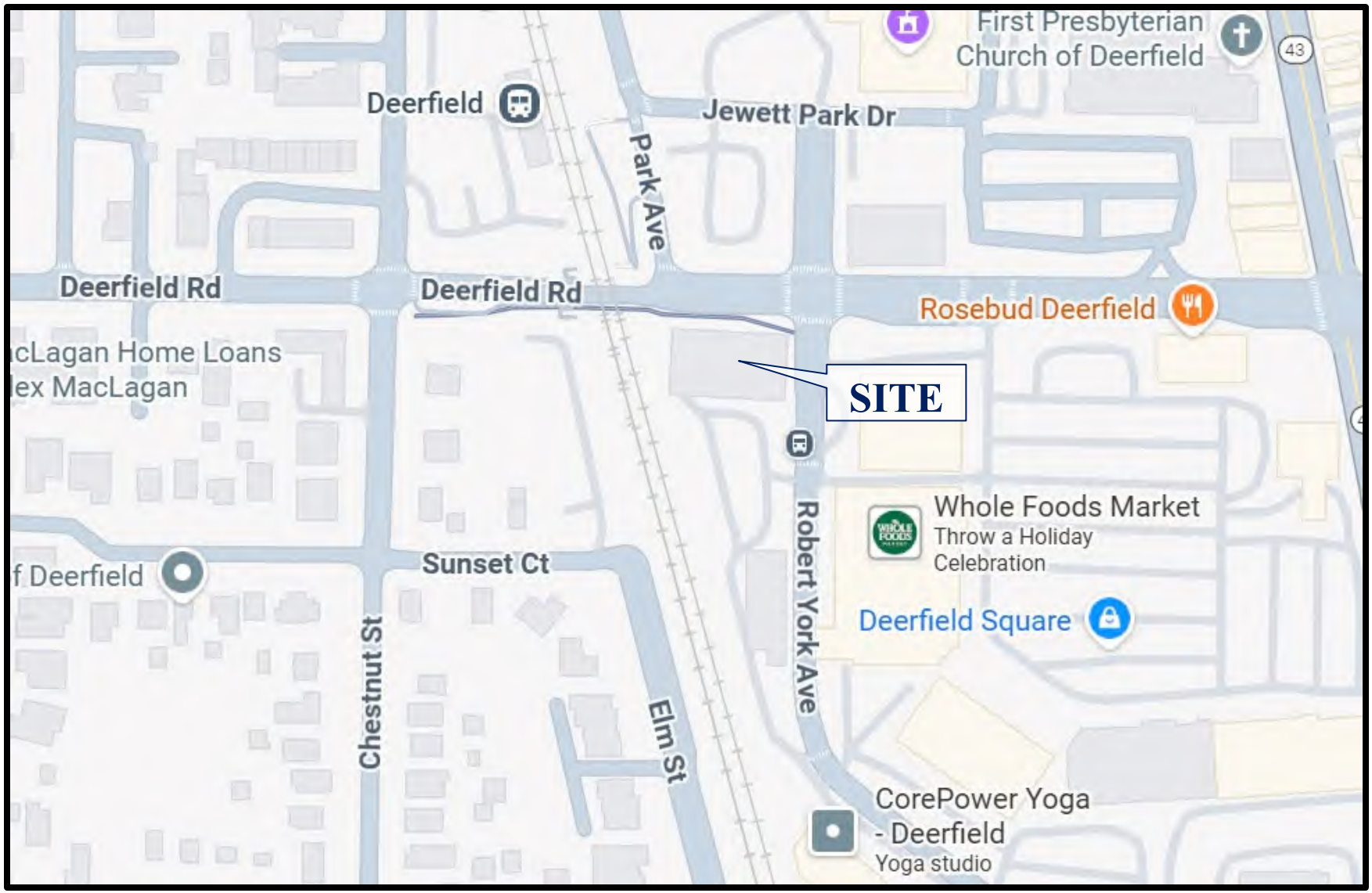
- Existing roadway conditions
- A description of the proposed facility
- Directional distribution of the facility traffic
- Vehicle trip generation for the facility
- Future traffic conditions including access to the facility
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Evaluation of the adequacy of the proposed parking supply

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

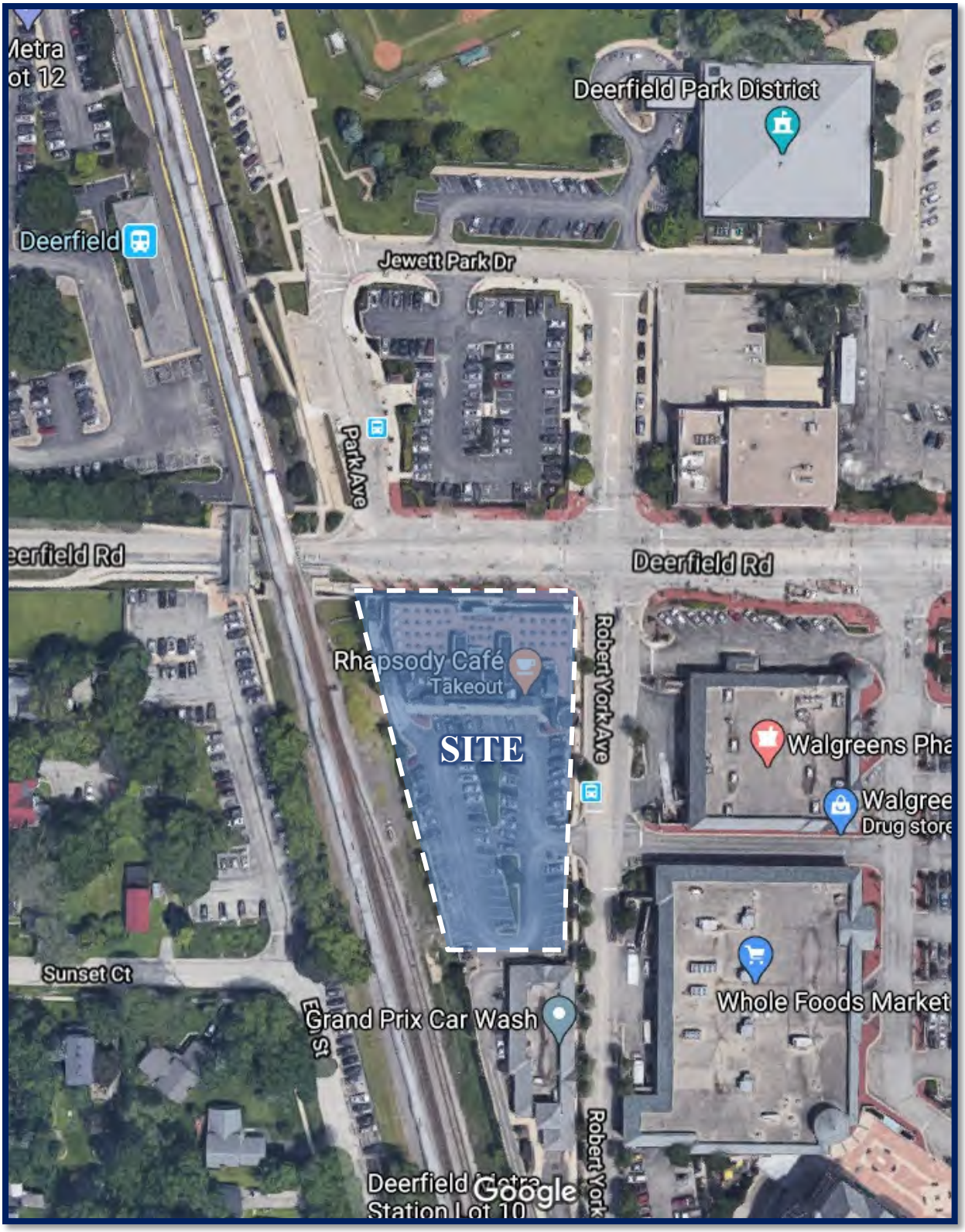
1. Existing Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes from traffic counts conducted in 2025.

2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using peak hour traffic volumes increased to reflect ambient area growth that is not attributable to any particular development and any additional developments within the vicinity of the site.

3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed facility.



Site Location **Figure 1**



Aerial View of Site **Figure 2**

2. Existing Conditions

Existing transportation conditions in the vicinity of the site were documented based on field visits conducted by KLOA, Inc. in order to obtain a database for projecting future conditions. The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

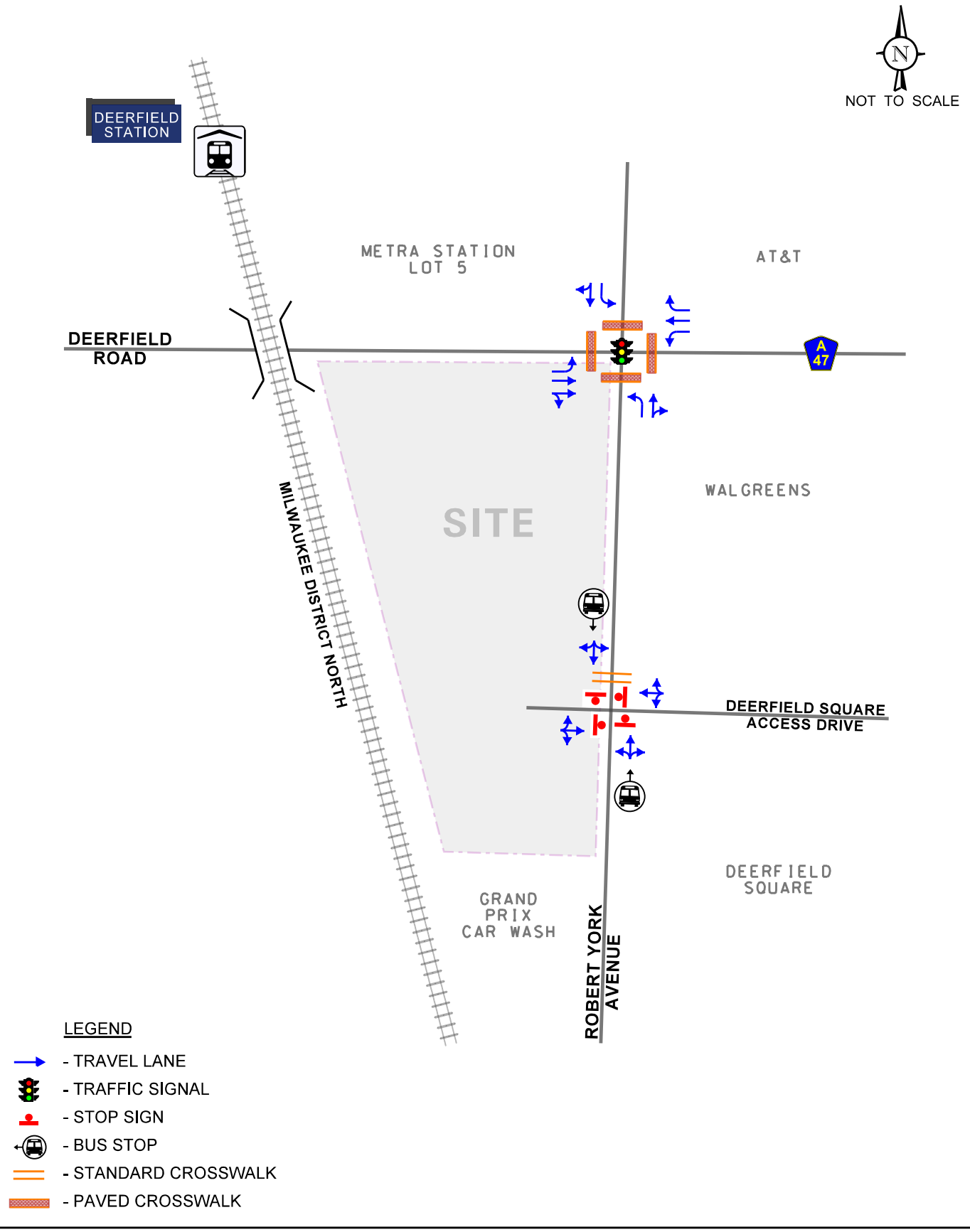
The site is located at 833 Deerfield Road in the southwest quadrant of the intersection of Deerfield Road and Robert York Avenue. A currently vacant building occupies the north side of the site. A surface parking lot occupies the remainder of the site. Access will continue to be provided via the existing drive that has a full movement intersection with Robert York Avenue. Land uses to the east of the site along Robert York Avenue are primarily commercial. The Union Pacific Railroad right-of-way runs at the borders of the west side of the site.

Existing Roadway System Characteristics

The characteristics of the existing roadways near the site are described below and illustrated in **Figure 3**.

Deerfield Road is an east-west minor arterial that provides two lanes in each direction in the vicinity of the site. At its signalized intersection with Robert York Avenue, Deerfield Road provides an exclusive left-turn lane, a through lane, and a combined through/right-turn lane on the eastbound approach. The westbound approach provides an exclusive left-turn lane, a through lane and an exclusive right-turn lane. In addition, painted crosswalks are provided on the east and west legs of this intersection. Deerfield Road is under the jurisdiction of the Village of Deerfield, carries an Annual Average Daily Traffic (AADT) volume of 16,600 vehicles (IDOT 2023), and has a posted speed limit of 30 miles per hour.

Robert York Avenue is a major north-south collector that generally provides one lane in each direction. At its signalized intersection with Deerfield Road, Robert York Avenue provides an exclusive left-turn lane and a combined through/right-turn lane on both approaches. In addition, standard style crosswalks are provided on the north and south legs of this intersection. At its all-way stop-sign controlled intersection with the access drive serving the site, Robert York Avenue provides a combined left-turn/through/right-turn lane on both approaches. A standard style crosswalk is provided on the north leg of this intersection. Robert York Avenue carries an AADT volume of 3,650 vehicles (IDOT 2023).



Day Care Facility
Deerfield, Illinois

Existing Roadway Characteristics

KLOA
Kenig,Lindgren,O'Hara,Aboona,Inc.

Job No: 25-333 Figure: 3

Existing Traffic Volumes

In order to determine current traffic conditions within the study area, KLOA, Inc. conducted peak period traffic counts utilizing Miovision Scout Collection Units. The traffic counts were performed on Tuesday, December 2, 2025 during the weekday morning peak period (7:00 A.M. to 9:00 A.M.) and weekday evening peak period (4:00 P.M. to 6:00 P.M.) at the following intersections:

- Deerfield Road with Robert York Avenue
- Robert York Avenue with Deerfield Square/site access drive

The results of the traffic counts show that the weekday morning peak hour of traffic generally occurs from 8:00 A.M. to 9:00 A.M. and the weekday evening peak hour of traffic generally occurs from 4:45 P.M. to 5:45 P.M. The existing traffic volumes are illustrated in **Figure 4**. A copy of the traffic count summary sheets is included in the Appendix.

Crash Data Summary

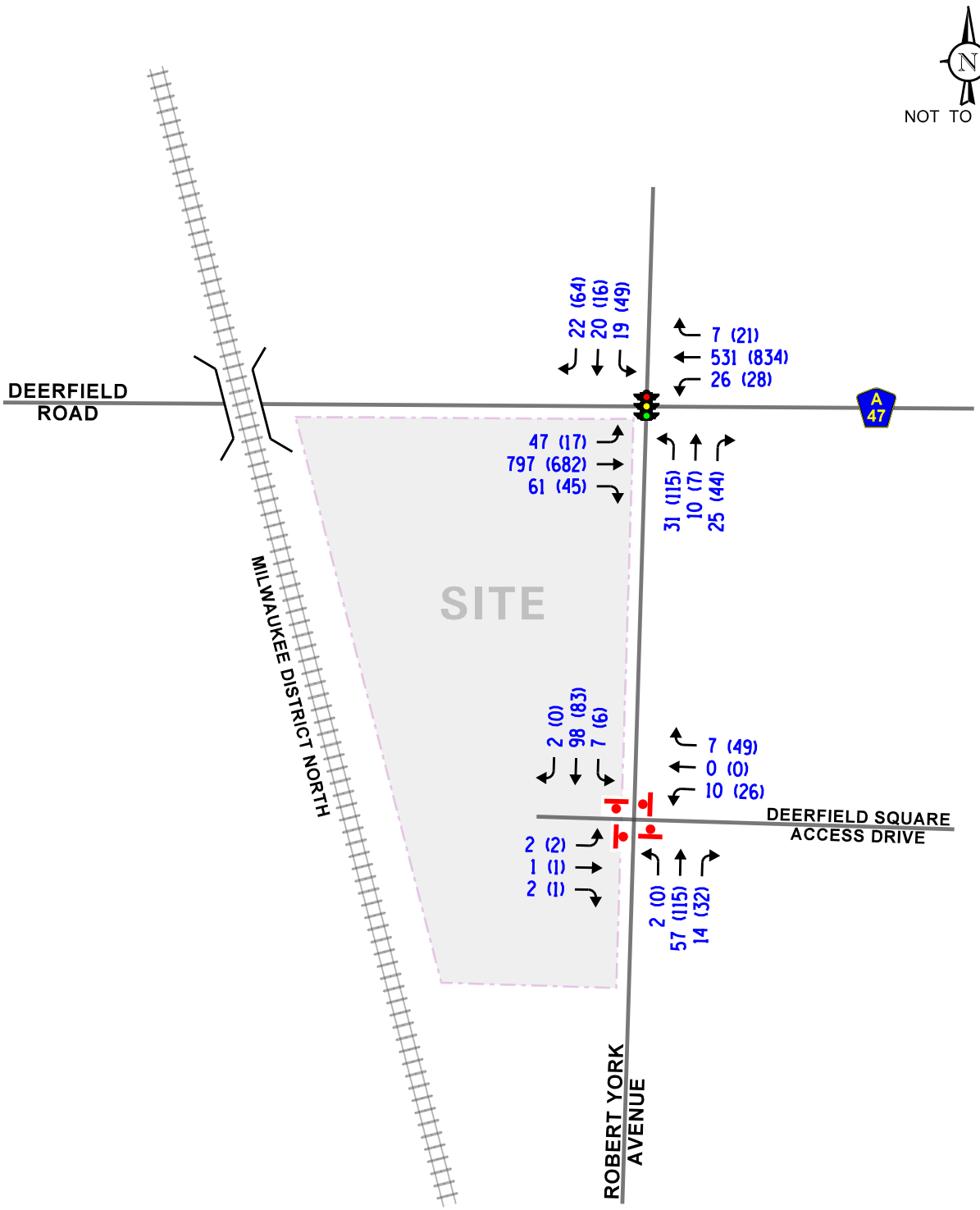
KLOA, Inc. obtained crash data from IDOT[1] for the most recent available past five years (2020 to 2024) for the intersections of Deerfield Road with Robert York Avenue and. the crash data for the intersection is summarized in **Table 1**. A review of the crash data indicated that no fatalities were reported at the intersections during the review period.

Table 1
DEERFIELD ROAD WITH ROBERT YORK AVENUE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	1	0	2	0	3	3	0	0
2022	0	0	0	1	0	0	0	1	0	1	0
2023	0	0	0	1	1	0	0	2	2	0	0
2024	0	0	0	1	0	1	1	3	2	1	0
Total	**0**	**0**	**0**	**4**	**1**	**3**	**1**	**9**	**7**	**2**	**0**
Avg	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**<1.0**	**1.4**	**1.4**	**<1.0**	**<1.0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

Day Care Facility Deerfield, Illinois	Existing Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25-333 Figure: 4

3. Traffic Characteristics of the Proposed Facility

In order to properly evaluate future traffic conditions in the surrounding area, it was necessary to determine the traffic characteristics of the proposed facility, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

As proposed, the daycare facility will replace the 13,500 square-foot restaurant space and will have a capacity of 153 children and up to 40 staff members. A total of 63 shared parking spaces will be provided. Access will continue to be provided via the existing drive that has a full movement intersection with Robert York Avenue. A copy of the site plan illustrating the location of the facility in relation to the other commercial land uses within the Deerfield Square shopping center is included in the Appendix.

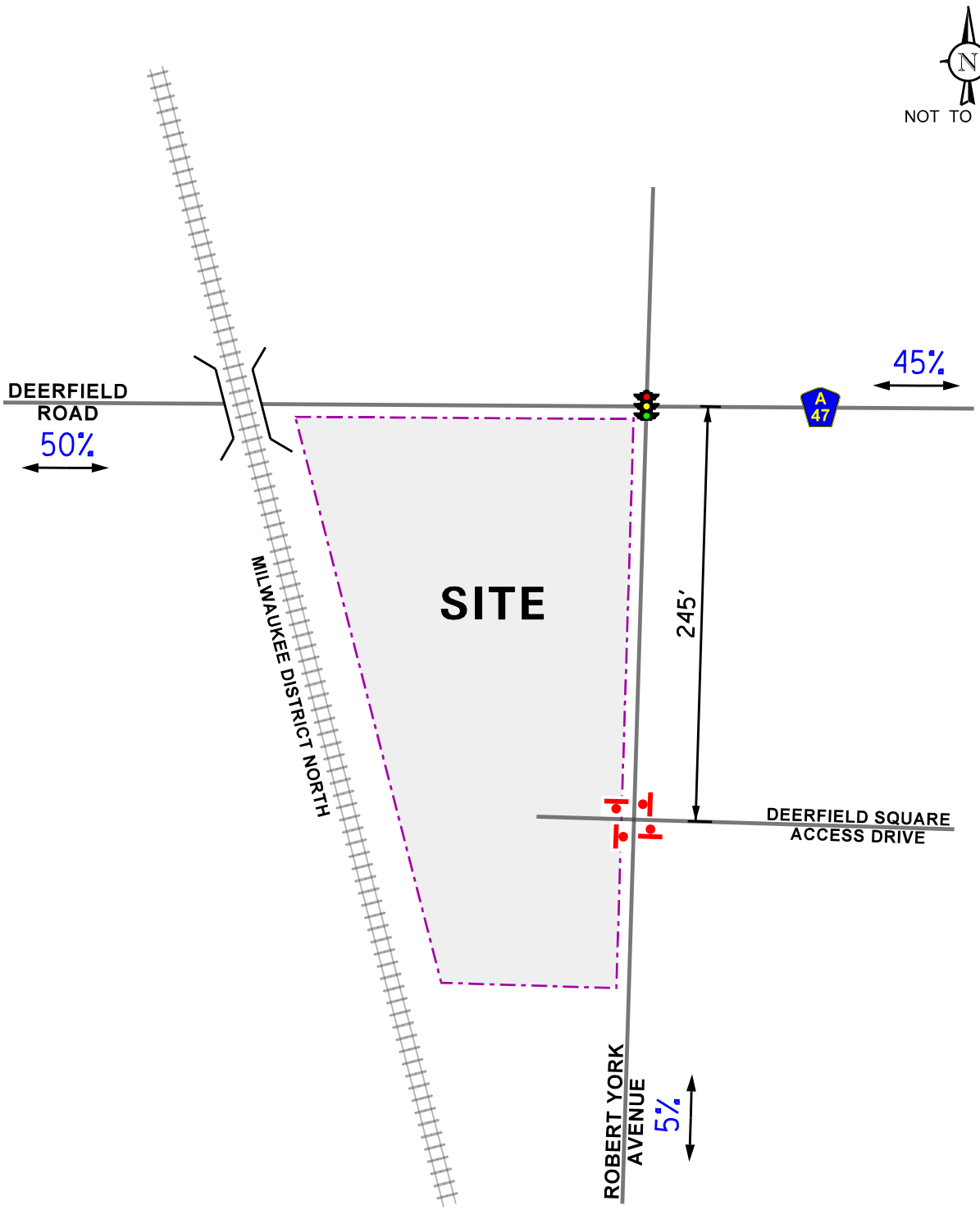
Pick-Up/Drop-Off Operations

Based on KLOA, Inc.'s experience with day care facilities, children will be transported to the facility by their parents or other adult guardians, and most will arrive via personal vehicle. Very few children are expected to arrive at this facility by bicycle or walking. Per the operator, most children are dropped off between the hours of 7:00 A.M. and 9:00 A.M., and most children get picked up between the hours of 4:00 P.M. and 6:00 P.M., which coincides with the weekday morning and weekday evening peak hours of traffic.

The typical vehicle occupancy is one to two children, and it typically takes three to five minutes to drop off/pick up a child. Furthermore, based on a survey of an existing day care facility with a daily enrollment of 150 children, typically there are three to five parents dropping off their children at any given time. The maximum that was observed was 10 parents dropping off and picking up their children, which occurred during the weekday morning and weekday evening peak hours of traffic.

Directional Distribution

The directional distribution of how traffic will approach and depart the proposed day care center was based on existing travel patterns, the existing roadway characteristics, and the traffic controls surrounding the site. **Figure 5** illustrates the estimated directional distribution for the proposed day care center traffic.



LEGEND

00% - PERCENT DISTRIBUTION

00' - DISTANCE IN FEET

Day Care Facility Deerfield, Illinois	Directional Distribution	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25-333 Figure: 5

Peak Hour Traffic Volumes

The estimate of traffic to be generated by the proposed day care center was based on trip generation information published in the Institute of Transportation Engineers (ITE) *Trip Generation Manual,* 12th Edition. As previously indicated, the approximately 13,500 square-foot day care center will serve a maximum of 153 children and up to 40 staff members. **Table 2** summarizes the estimated peak hour trip generation. A copy of the ITE trip generation sheets is included in the Appendix.

Table 2
TRIP GENERATION ESTIMATES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
565	Day Care Center (153 students)	57	51	108	49	56	105	292	292	584

Trip Generation Comparison

As previously indicated, the site currently contains approximately 13,500 square feet of restaurant space. **Table 3** shows the trip generation comparison between the existing restaurant space and the proposed day care facility. As can be seen from Table 3, the proposed day care facility is anticipated to generate approximately 11 percent and 15 percent less traffic during the weekday morning and weekday evening peak hours, respectively, and 58 percent less traffic daily.

Table 3
TRIP GENERATION COMPARISON

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
565	Day Care (153 Students)	57	51	108	49	56	105	584
932	High Turnover Sit Down Restaurant (13,500 s.f.)	67	54	121	76	48	124	1400
	Difference	**-10**	**-3**	**-13**	**-27**	**8**	**-19**	**-816**

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to ambient growth, and the traffic estimated to be generated by the proposed subject facility.

Day Care Center Traffic Assignment

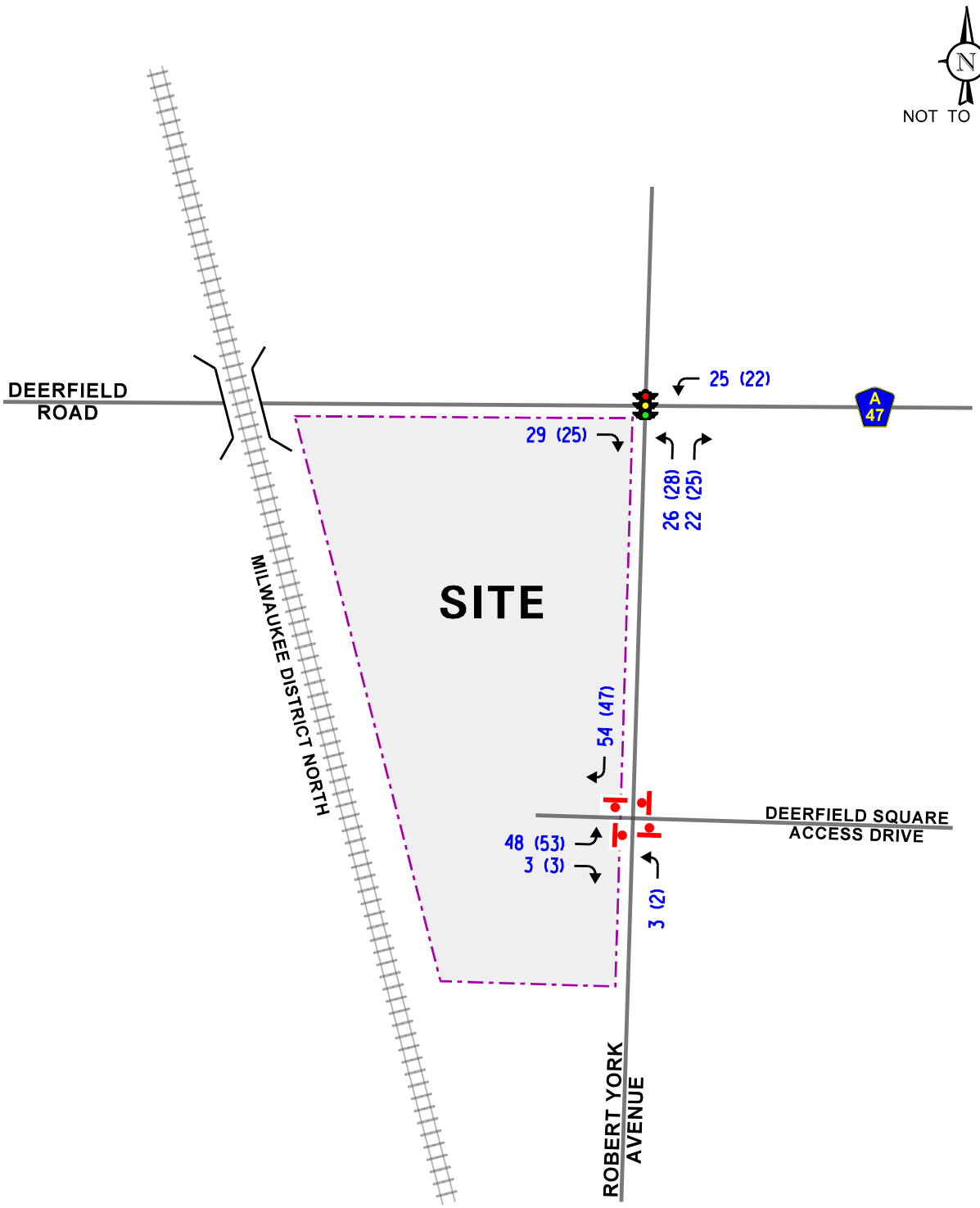
The estimated peak hour traffic volumes that will be generated by the proposed day care center were assigned to the roadway system in accordance with the previously described directional distribution. **Figure 6** illustrates the assignment of the traffic volumes estimated to be generated by the proposed facility.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Annual Average Daily Traffic (AADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP) in a letter dated November 21, 2025, the existing traffic volumes were increased by an annually compounded growth rate of 0.28 percent per year (1.7 percent total) to represent Year 2031 background (no-build) conditions. A copy of the CMAP 2050 projections letter is included in the Appendix. The Year 2031 no-build traffic volumes are illustrated in **Figure 7**.

Year 2031 Total Projected Traffic Volumes

The total projected traffic volumes include the existing traffic volumes increased by the annually compounded growth factor (Figure 7) and the traffic estimated to be generated by the proposed facility (Figure 6). **Figure 8** illustrates the Year 2031 total projected traffic volumes.

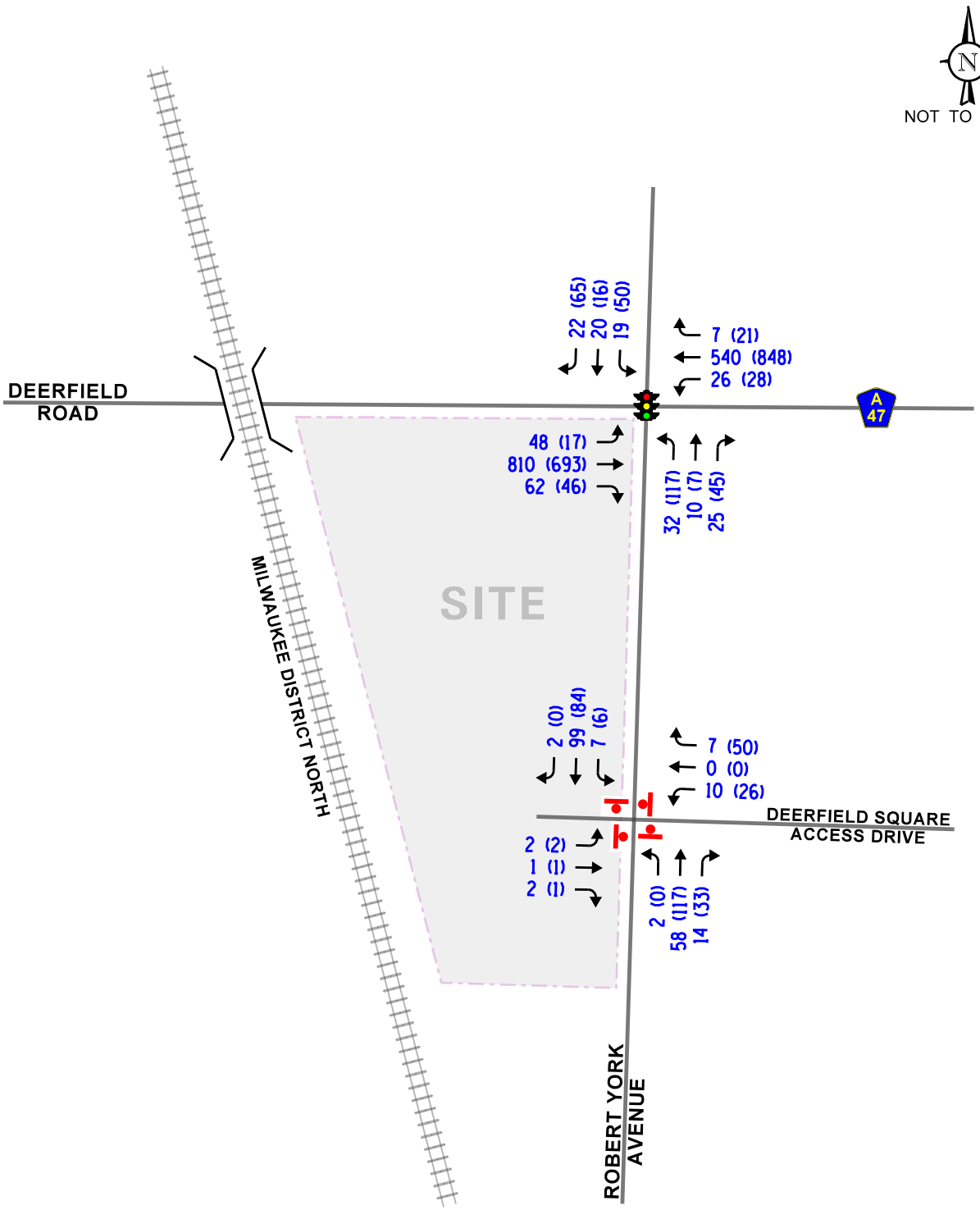


LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

Day Care Facility Deerfield, Illinois	Site-Generated Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25-333 Figure: 6

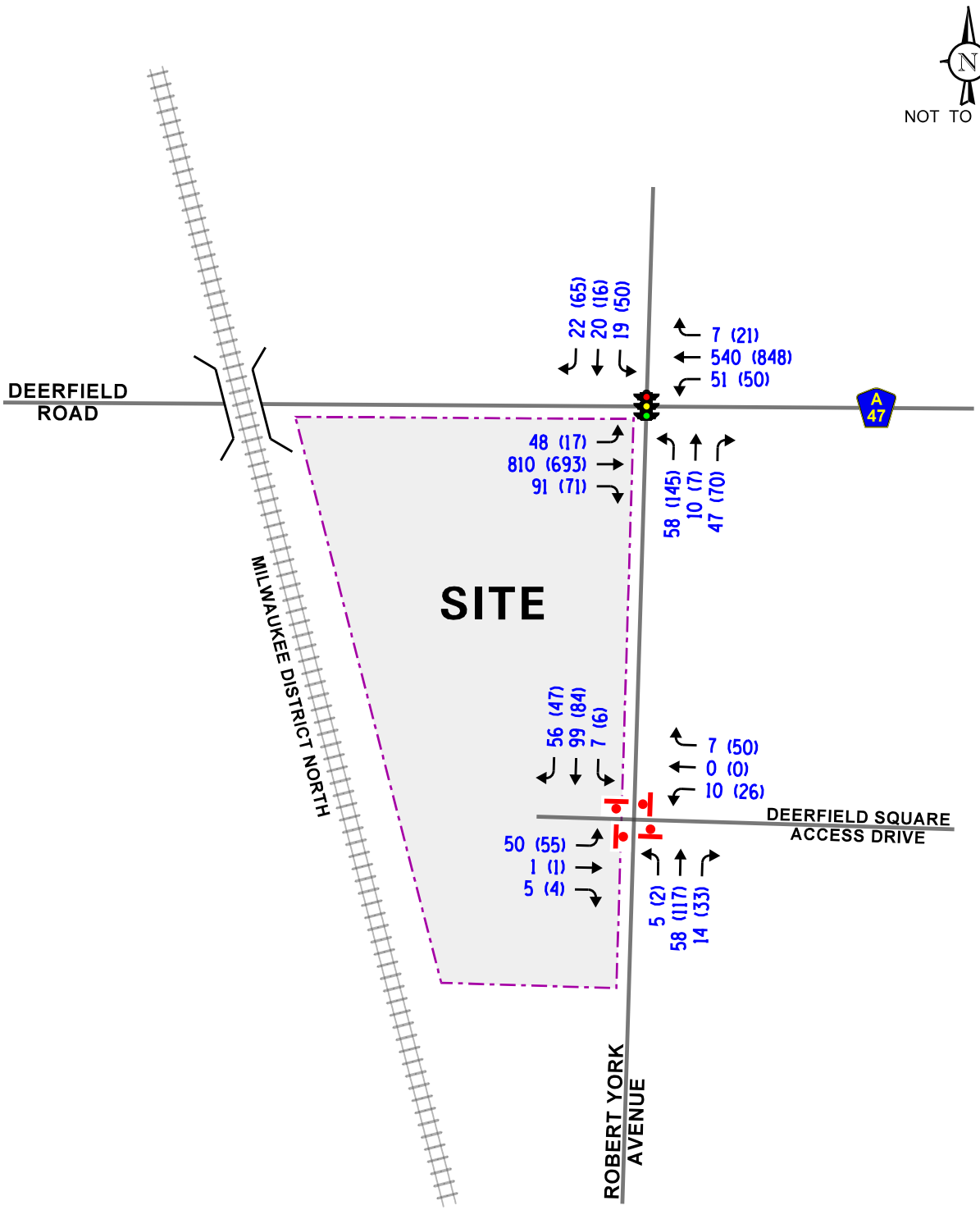


LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

Day Care Facility Deerfield, Illinois	Year 2031 No-Build Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25-333 Figure: 7



LEGEND

00 - AM PEAK HOUR (8:00-9:00 AM)

(00) - PM PEAK HOUR (4:45-5:45 PM)

Day Care Facility Deerfield, Illinois	Year 2031 Total Traffic Volumes	KLOA Kenig,Lindgren,O'Hara,Aboona,Inc. Job No: 25-333 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Roadway and adjacent or nearby intersection analyses were performed for the weekday morning and weekday evening peak hours for the existing, Year 2031 no-build, and Year 2031 total projected traffic volumes.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's *Highway Capacity Manual (HCM),* 7th Edition and analyzed using Synchro/SimTraffic 12 software. The analysis for the traffic signal-controlled intersection of Deerfield Road with Robert York Avenue was conducted utilizing actual cycle lengths and phasings.

The analysis for the unsignalized intersections determines the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (including the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

Summaries of the traffic analysis results showing the level of service and overall intersection delay (measured in seconds) for the existing, Year 2031 no-build, and Year 2031 total projected conditions are presented in **Tables 4** and **5**. A discussion of each intersection follows. Summary sheets for the capacity analyses are included in the Appendix.

Table 4
CAPACITY ANALYSIS RESULTS – DEERFIELD ROAD WITH ROBERT YORK AVENUE – SIGNALIZED

	Peak Hour	Eastbound			Westbound			Northbound			Southbound			Overall
		L	T	R	L	T	R	L	T	R	L	T	R	
Existing Conditions	**Weekday Morning**	A 4.4	A 8.4		A 4.5	B 10.4	A 0.1	D 43.0	C 26.9		D 41.2	D 37.5		B – 11.1
		A – 8.2			B – 10.0			C – 34.5			D – 38.6			
	Weekday Evening	A 6.1	B 11.0		A 5.8	B 18.3	A 0.1	D 45.3	C 20.0		D 39.4	C 25.7		B – 17.6
		B – 10.9			B – 17.5			D – 37.6			C – 30.9			
No-Build Conditions	**Weekday Morning**	A 4.5	A 8.5		A 4.5	B 10.6	A 0.1	D 43.0	C 26.8		D 41.2	D 37.5		B – 11.2
		A – 8.3			B – 10.2			C – 34.6			D – 38.6			
	Weekday Evening	A 6.2	B 11.1		A 5.9	B 18.8	A 0.1	D 45.5	B 19.7		D 39.4	C 25.6		B – 17.8
		B – 11.0			B – 17.9			D – 37.5			C – 30.9			
Projected Conditions	**Weekday Morning**	A 5.3	B 11.1		A 5.6	B 12.4	A 0.1	D 42.9	B 19.6		D 38.8	D 37.5		B – 13.2
		B – 10.8			B – 11.7			C – 31.4			D – 37.9			
	Weekday Evening	A 6.4	B 12.6		A 6.4	B 19.4	A 0.1	D 48.3	B 16.8		D 39.1	C 25.6		B – 18.8
		B – 12.5			B – 18.2			D – 37.3			C – 30.7			

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 5
ROBERT YORK AVENUE WITH ACCESS DRIVES – ALL WAY STOP CONTROL

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Existing Conditions				
• Overall	A	7.5	A	7.8
• Eastbound Approach	A	7.2	A	7.5
• Westbound Approach	A	7.3	A	7.6
• Northbound Approach	A	7.3	A	8.0
• Southbound Approach	A	7.6	A	7.8
Year 2031 No-Build Conditions				
• Overall	A	7.5	A	7.8
• Eastbound Approach	A	7.2	A	7.5
• Westbound Approach	A	7.3	A	7.6
• Northbound Approach	A	7.3	A	8.0
• Southbound Approach	A	7.6	A	7.8
Year 2031 Total Projected Conditions				
• Overall	A	7.8	A	8.1
• Eastbound Approach	A	8.0	A	8.3
• Westbound Approach	A	7.5	A	7.8
• Northbound Approach	A	7.6	A	8.3
• Southbound Approach	A	7.9	A	8.1

LOS = Level of Service
Delay is measured in seconds.
Note: All intersections under two-way stop control

Discussion and Recommendations

The following summarizes how the intersection is projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the facility-generated traffic.

Deerfield Road with Robert York Avenue

The results of the capacity analysis indicate that overall, the intersection currently operates at Level of Service (LOS) B during the weekday morning and weekday evening peak hours. The eastbound and westbound approaches currently operate at LOS B or better during the peak hours while the northbound and southbound approaches currently operate at LOS D or better. Under no-build and total projected conditions, the intersection overall is projected to operate at LOS B during both peak hours with increases in delays of approximately two seconds or less. The eastbound and westbound approaches are projected to operate at LOS B during the peak hours while the northbound and southbound approaches are projected to continue to operate at LOS D or better. The 95th percentile queues for the northbound approach are projected to be 160 feet which will not extend to the location of the Deerfield Square/site access drive. As such, this intersection has sufficient reserve capacity to accommodate the traffic projected to be generated by the proposed development and no roadway improvements or signal modifications will be required.

Robert York Avenue with Deerfield Square Access Drive

The results of the capacity analysis indicate that this intersection overall and all of the approaches currently operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2031 no-build and total projected conditions, the intersection overall and all of the approaches are projected to continue operating at LOS A during the peak hours. As such, this intersection has sufficient reserve capacity to accommodate the traffic estimated to be generated by the proposed day care facility, and the west leg of the intersection will ensure efficient and flexible access is provided to the facility.

Parking Evaluation

As previously stated, the proposed development will have approximately 13,500 square feet of day care facility with a maximum of 153 students and up to employees. Parking for the day care facility will be accommodated by 63 parking spaces that are shared with the overall shopping center.

In order to determine the projected parking demand of the proposed development, the parking demand was estimated based on the Village of Deerfield Village Code requirements and parking rates published in the Institute of Transportation Engineers' (ITE) *Parking Generation Manual*, 6th Edition.

Based on the above and the requirements of the Village of Deerfield, the day care is required to provide parking at a ratio of one space per employee and one space for every 10 students. As such, a total of 56 parking spaces will be required. Therefore, the 63 parking spaces serving the proposed day care facility will meet Village code.

Based on information published in the ITE *Parking Generation Manual,* 12th Edition, day care facilities have an estimated peak parking demand of 0.25 parking apace per student. Therefore, the estimated peak parking demand will be 39 parking spaces, which can be accommodated by the 63 shared parking spaces.

Pick-Up and Drop-Off Operations Evaluation

As previously indicated, most children will arrive at the facility via personal vehicle, transported by their parents or other guardians. Children will be driven to the facility, the vehicle parked, and then the children will be walked into the building. Once dropped off, the driver will return to the vehicle and leave the site. To depart, the children are assumed to be walked out of the facility by their respective parent or guardian to the parked vehicle which will then leave the site. With 63 parking spaces located to the south of the subject building and with up to 40 staff members, there will be approximately 23 parking spaces available for drop-off and pick-up activities.

Based on a survey of a similar facility with an enrollment of 150 children and an observed maximum of 10 children being dropped off at the same time, it can be estimated that this facility will experience a maximum of 10 children being dropped off at the same time. Due to the ongoing nature of drop-off and pick-up activities, with the process for each vehicle taking approximately three to five minutes, the 23 available parking spaces during the peak period will provide adequate parking to accommodate both parked vehicles for staff and for drop-off/pick-up activities.

As such, the proposed site will adequately accommodate drop-off and pick-up activities, with the parking lot configuration minimizing conflicts and congestion on-site and any potential for traffic backups onto area roadways.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The existing building occupying the site will be repurposed into a day care center serving a maximum of 153 children.

- Access will continue to be provided via the existing drive that has full movement, all-way stop sign-controlled intersection with Robert York Avenue, and the proposed access system will provide flexible and efficient access to the site.

- The results of the capacity analysis indicate that the traffic estimated to be generated by the proposed day care center will not have a significant impact on area roadways.

- The proposed 63 shared parking spaces will exceed the Village of Deerfield code and meet ITE demand and will be adequate in accommodating the projected parking demand.

- The drop-off/pick-up operations of the proposed day care center will be adequately accommodated on site.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 bmay@kloainc.com

Count Name: Deerfield+and+Robert+York TMC
Site Code:
Start Date: 12/02/2025

Turning Movement Data

Start Time	Deerfield Rd Eastbound						Deerfield Rd Westbound						Robert york ave Northbound						Robert york ave Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:00 AM	0	4	140	9	0	153	0	0	117	3	0	120	0	5	0	11	2	16	0	1	1	3	0	5	294
7:15 AM	0	7	130	9	1	146	0	5	124	6	0	135	0	8	0	5	1	13	0	3	0	2	2	5	299
7:30 AM	0	8	179	10	1	197	0	1	164	3	1	168	0	2	3	3	1	8	0	4	2	5	1	11	384
7:45 AM	0	7	165	12	0	184	0	4	165	6	0	175	0	9	1	6	0	16	0	1	3	4	0	8	383
Hourly Total	0	26	614	40	2	680	0	10	570	18	1	598	0	24	4	25	4	53	0	9	6	14	3	29	1360
8:00 AM	0	8	190	13	4	211	0	1	128	2	0	131	0	4	2	7	2	13	0	1	4	2	0	7	362
8:15 AM	0	4	231	11	0	246	0	3	108	1	0	112	0	10	1	4	1	15	0	4	3	2	0	9	382
8:30 AM	0	16	208	19	0	243	0	7	135	3	0	145	0	8	3	5	0	16	0	2	4	4	0	10	414
8:45 AM	0	19	168	18	0	205	0	15	160	1	0	176	0	9	4	9	0	22	0	12	9	14	0	35	438
Hourly Total	0	47	797	61	4	905	0	26	531	7	0	564	0	31	10	25	3	66	0	19	20	22	0	61	1596
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	8	152	13	0	173	0	4	204	1	1	209	0	22	0	9	0	31	0	6	1	11	1	18	431
4:15 PM	0	8	150	15	0	173	0	1	229	5	0	235	0	26	3	4	2	33	0	4	4	17	0	25	466
4:30 PM	0	13	175	14	3	202	0	1	194	0	1	195	0	21	0	15	2	36	0	10	3	24	1	37	470
4:45 PM	0	6	172	13	0	191	0	3	215	3	0	221	0	27	0	9	1	36	0	8	3	15	0	26	474
Hourly Total	0	35	649	55	3	739	0	9	842	9	2	860	0	96	3	37	5	136	0	28	11	67	2	106	1841
5:00 PM	0	4	117	6	1	127	0	5	214	4	0	223	0	34	1	16	4	51	0	17	6	25	2	48	449
5:15 PM	0	3	158	9	0	170	0	11	213	8	0	232	0	32	2	9	0	43	0	5	3	8	0	16	461
5:30 PM	0	4	235	17	1	256	0	9	192	6	4	207	0	22	4	10	1	36	0	19	4	16	2	39	538
5:45 PM	0	10	151	8	0	169	0	1	161	4	1	166	0	19	3	5	0	27	0	7	1	4	0	12	374
Hourly Total	0	21	661	40	2	722	0	26	780	22	5	828	0	107	10	40	5	157	0	48	14	53	4	115	1822
Grand Total	0	129	2721	196	11	3046	0	71	2723	56	8	2850	0	258	27	127	17	412	0	104	51	156	9	311	6619
Approach %	0.0	4.2	89.3	6.4	-	-	0.0	2.5	95.5	2.0	-	-	0.0	62.6	6.6	30.8	-	-	0.0	33.4	16.4	50.2	-	-	-
Total %	0.0	1.9	41.1	3.0	-	46.0	0.0	1.1	41.1	0.8	-	43.1	0.0	3.9	0.4	1.9	-	6.2	0.0	1.6	0.8	2.4	-	4.7	-
Lights	0	128	2690	193	-	3011	0	71	2688	55	-	2814	0	255	24	125	-	404	0	104	44	154	-	302	6531
% Lights	-	99.2	98.9	98.5	-	98.9	-	100.0	98.7	98.2	-	98.7	-	98.8	88.9	98.4	-	98.1	-	100.0	86.3	98.7	-	97.1	98.7
Buses	0	1	22	2	-	25	0	0	22	0	-	22	0	3	0	0	-	3	0	0	3	1	-	4	54
% Buses	-	0.8	0.8	1.0	-	0.8	-	0.0	0.8	0.0	-	0.8	-	1.2	0.0	0.0	-	0.7	-	0.0	5.9	0.6	-	1.3	0.8
Single-Unit Trucks	0	0	8	1	-	9	0	0	12	1	-	13	0	0	3	1	-	4	0	0	4	1	-	5	31
% Single-Unit Trucks	-	0.0	0.3	0.5	-	0.3	-	0.0	0.4	1.8	-	0.5	-	0.0	11.1	0.8	-	1.0	-	0.0	7.8	0.6	-	1.6	0.5
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	1	-	1	0	0	0	0	-	0	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.8	-	0.2	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0

% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	11	-	-	-	-	-	8	-	-	-	-	-	17	-	-	-	-	-	9	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: Deerfield+and+Robert+York TMC
Site Code:
Start Date: 12/02/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Deerfield Rd Eastbound						Deerfield Rd Westbound						Robert york ave Northbound						Robert york ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
8:00 AM	0	8	190	13	4	211	0	1	128	2	0	131	0	4	2	7	2	13	0	1	4	2	0	7	362
8:15 AM	0	4	231	11	0	246	0	3	108	1	0	112	0	10	1	4	1	15	0	4	3	2	0	9	382
8:30 AM	0	16	208	19	0	243	0	7	135	3	0	145	0	8	3	5	0	16	0	2	4	4	0	10	414
8:45 AM	0	19	168	18	0	205	0	15	160	1	0	176	0	9	4	9	0	22	0	12	9	14	0	35	438
Total	0	47	797	61	4	905	0	26	531	7	0	564	0	31	10	25	3	66	0	19	20	22	0	61	1596
Approach %	0.0	5.2	88.1	6.7	-	-	0.0	4.6	94.1	1.2	-	-	0.0	47.0	15.2	37.9	-	-	0.0	31.1	32.8	36.1	-	-	-
Total %	0.0	2.9	49.9	3.8	-	56.7	0.0	1.6	33.3	0.4	-	35.3	0.0	1.9	0.6	1.6	-	4.1	0.0	1.2	1.3	1.4	-	3.8	-
PHF	0.000	0.618	0.863	0.803	-	0.920	0.000	0.433	0.830	0.583	-	0.801	0.000	0.775	0.625	0.694	-	0.750	0.000	0.396	0.556	0.393	-	0.436	0.911
Lights	0	46	776	60	-	882	0	26	522	6	-	554	0	30	8	25	-	63	0	19	16	22	-	57	1556
% Lights	-	97.9	97.4	98.4	-	97.5	-	100.0	98.3	85.7	-	98.2	-	96.8	80.0	100.0	-	95.5	-	100.0	80.0	100.0	-	93.4	97.5
Buses	0	1	17	1	-	19	0	0	5	0	-	5	0	1	0	0	-	1	0	0	1	0	-	1	26
% Buses	-	2.1	2.1	1.6	-	2.1	-	0.0	0.9	0.0	-	0.9	-	3.2	0.0	0.0	-	1.5	-	0.0	5.0	0.0	-	1.6	1.6
Single-Unit Trucks	0	0	3	0	-	3	0	0	3	1	-	4	0	0	2	0	-	2	0	0	3	0	-	3	12
% Single-Unit Trucks	-	0.0	0.4	0.0	-	0.3	-	0.0	0.6	14.3	-	0.7	-	0.0	20.0	0.0	-	3.0	-	0.0	15.0	0.0	-	4.9	0.8
Articulated Trucks	0	0	1	0	-	1	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	2
% Articulated Trucks	-	0.0	0.1	0.0	-	0.1	-	0.0	0.2	0.0	-	0.2	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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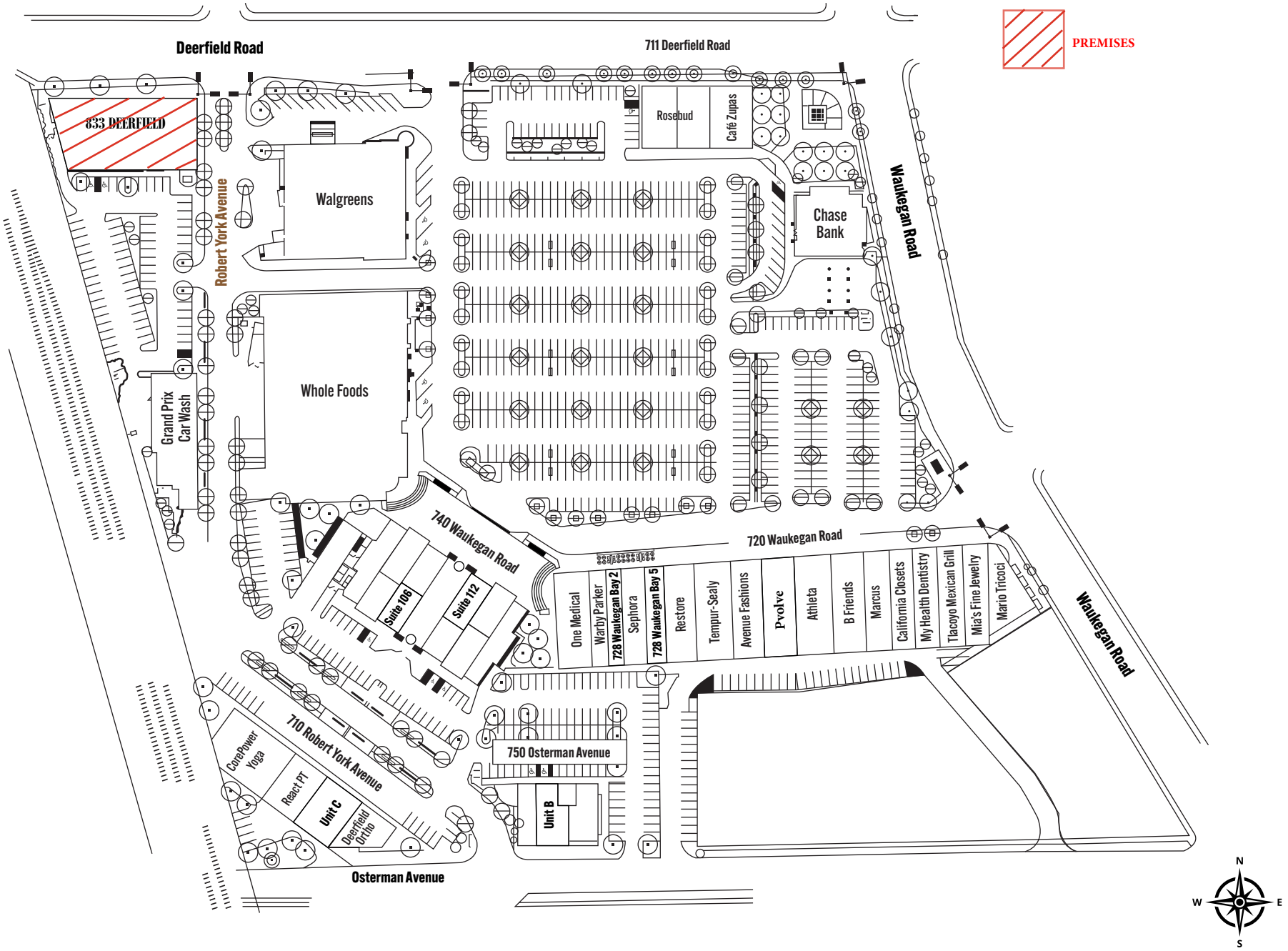
Count Name: Deerfield+and+Robert+York TMC
Site Code:
Start Date: 12/02/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Deerfield Rd Eastbound						Deerfield Rd Westbound						Robert york ave Northbound						Robert york ave Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	6	172	13	0	191	0	3	215	3	0	221	0	27	0	9	1	36	0	8	3	15	0	26	474
5:00 PM	0	4	117	6	1	127	0	5	214	4	0	223	0	34	1	16	4	51	0	17	6	25	2	48	449
5:15 PM	0	3	158	9	0	170	0	11	213	8	0	232	0	32	2	9	0	43	0	5	3	8	0	16	461
5:30 PM	0	4	235	17	1	256	0	9	192	6	4	207	0	22	4	10	1	36	0	19	4	16	2	39	538
Total	0	17	682	45	2	744	0	28	834	21	4	883	0	115	7	44	6	166	0	49	16	64	4	129	1922
Approach %	0.0	2.3	91.7	6.0	-	-	0.0	3.2	94.5	2.4	-	-	0.0	69.3	4.2	26.5	-	-	0.0	38.0	12.4	49.6	-	-	-
Total %	0.0	0.9	35.5	2.3	-	38.7	0.0	1.5	43.4	1.1	-	45.9	0.0	6.0	0.4	2.3	-	8.6	0.0	2.5	0.8	3.3	-	6.7	-
PHF	0.000	0.708	0.726	0.662	-	0.727	0.000	0.636	0.970	0.656	-	0.952	0.000	0.846	0.438	0.688	-	0.814	0.000	0.645	0.667	0.640	-	0.672	0.893
Lights	0	17	677	44	-	738	0	28	830	21	-	879	0	114	7	44	-	165	0	49	15	64	-	128	1910
% Lights	-	100.0	99.3	97.8	-	99.2	-	100.0	99.5	100.0	-	99.5	-	99.1	100.0	100.0	-	99.4	-	100.0	93.8	100.0	-	99.2	99.4
Buses	0	0	2	0	-	2	0	0	0	0	-	0	0	1	0	0	-	1	0	0	1	0	-	1	4
% Buses	-	0.0	0.3	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.9	0.0	0.0	-	0.6	-	0.0	6.3	0.0	-	0.8	0.2
Single-Unit Trucks	0	0	3	1	-	4	0	0	4	0	-	4	0	0	0	0	-	0	0	0	0	0	-	0	8
% Single-Unit Trucks	-	0.0	0.4	2.2	-	0.5	-	0.0	0.5	0.0	-	0.5	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.4
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	6	-	-	-	-	-	4	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Site Plan

EXHIBIT B - SITE PLAN ("Center")



ITE Trip Generation Sheets

Day Care Center
(565)

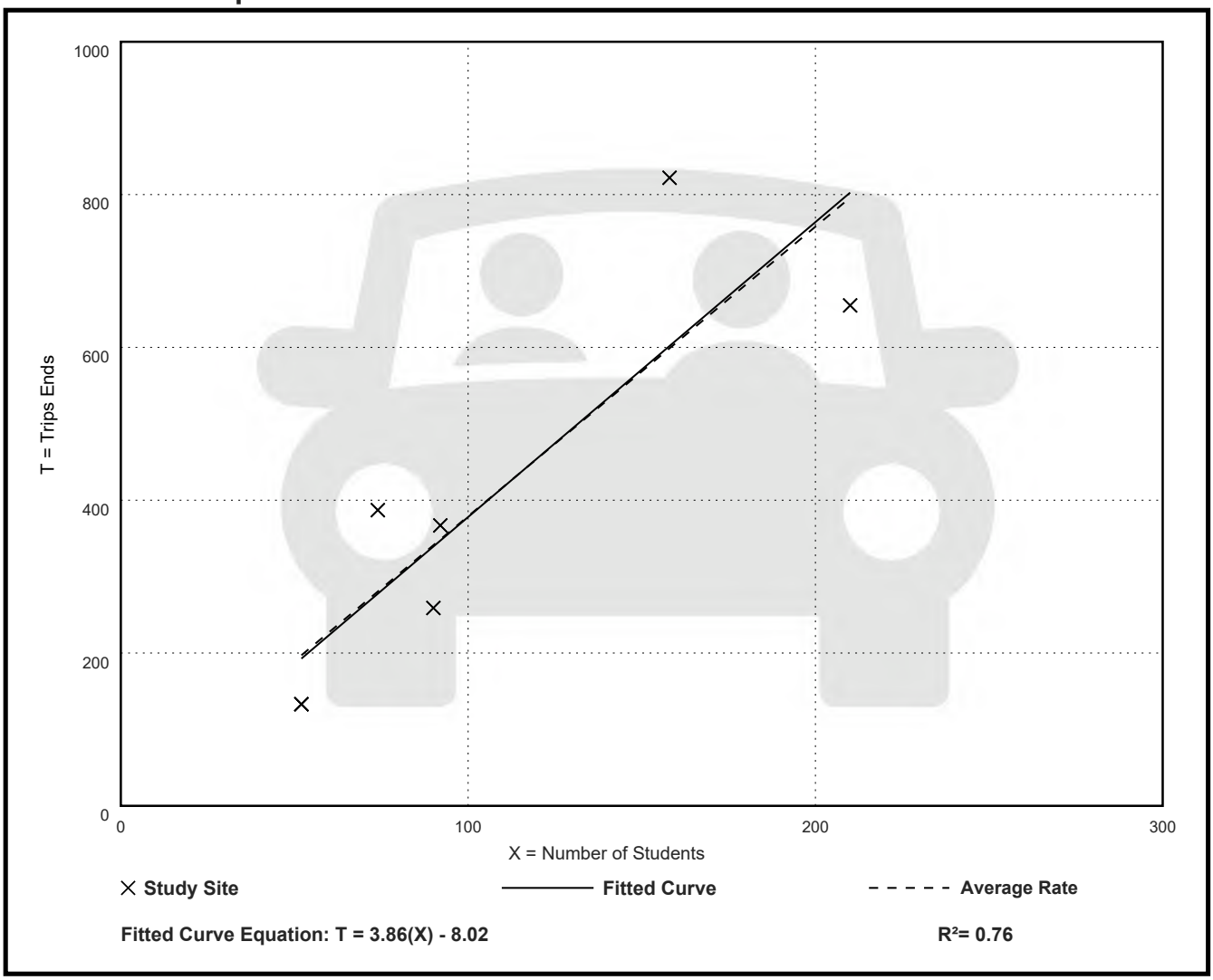
Vehicle Trip Ends vs: Students
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 7
Avg. Num. of Students: 104
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
3.79	2.56 - 5.23	1.13

Data Plot and Equation



Fitted Curve Equation: T = 3.86(X) - 8.02

R^2= 0.76

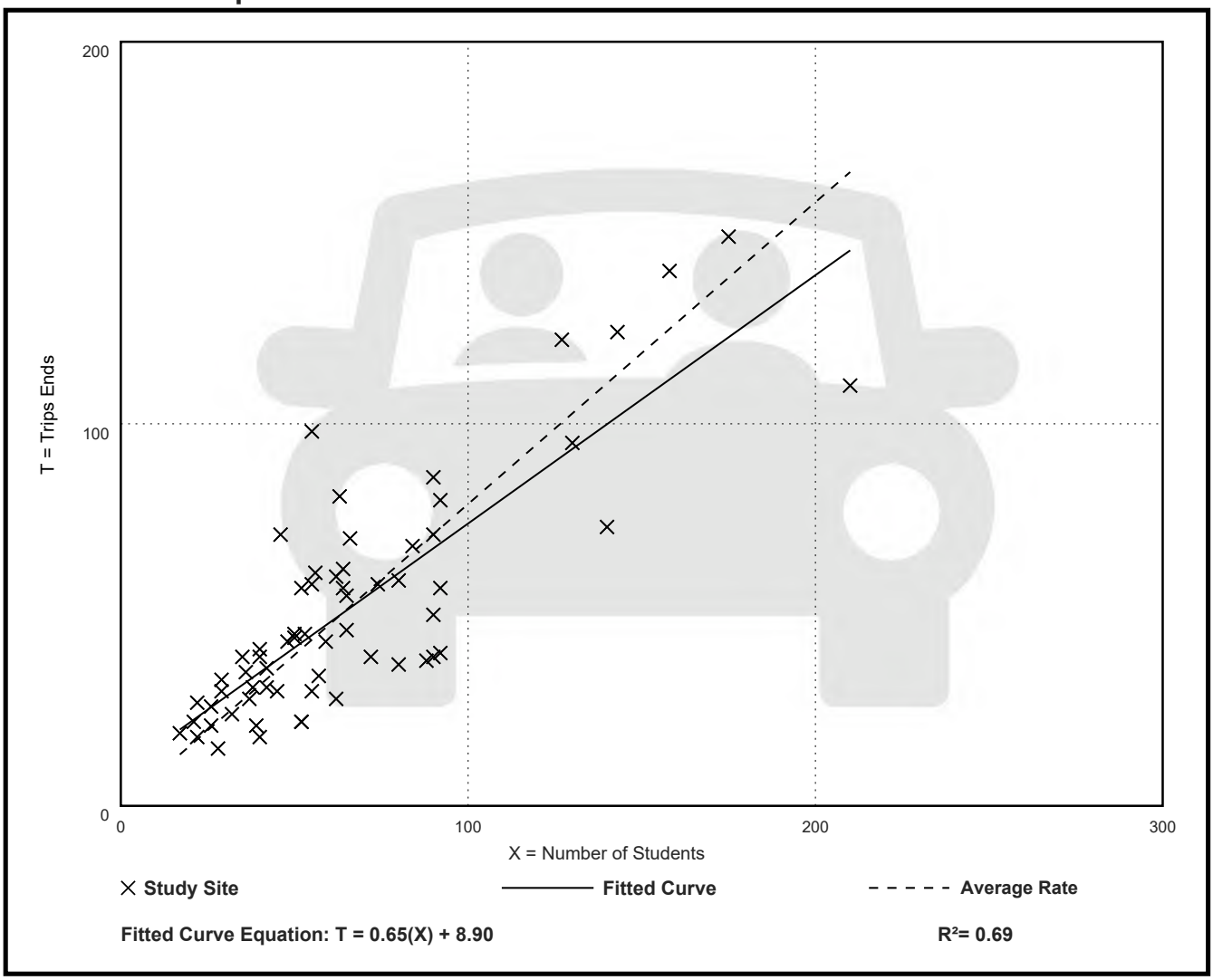
Day Care Center
(565)

Vehicle Trip Ends vs:	**Students**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 7 and 9 a.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	63
Avg. Num. of Students:	66
Directional Distribution:	53% entering, 47% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.42 - 1.78	0.26

Data Plot and Equation



Fitted Curve Equation: T = 0.65(X) + 8.90

R^2= 0.69

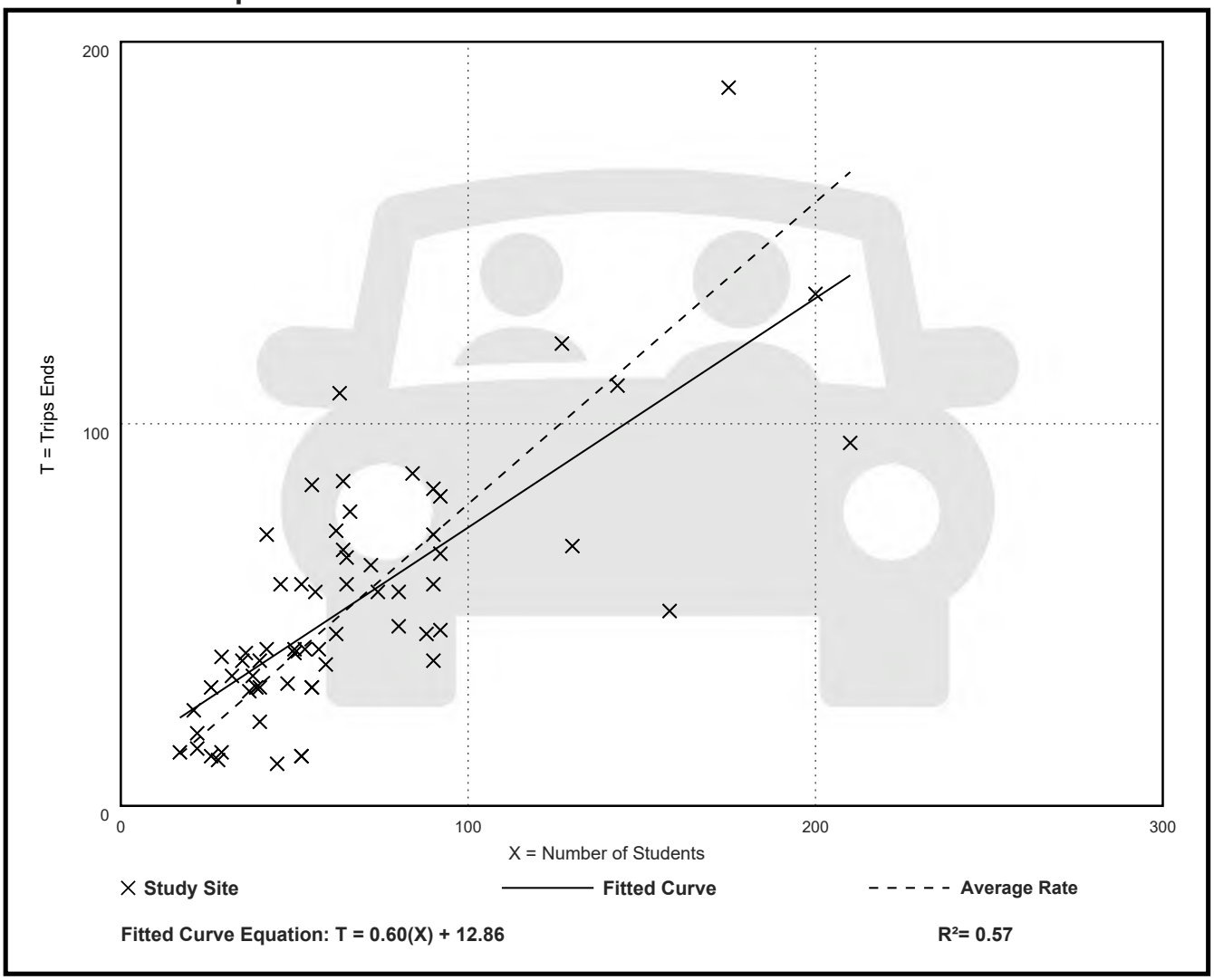
Day Care Center
(565)

Vehicle Trip Ends vs:	**Students**
On a:	**Weekday,**
	Peak Hour of Adjacent Street Traffic,
	One Hour Between 4 and 6 p.m.
Setting/Location:	**General Urban/Suburban**
Number of Studies:	63
Avg. Num. of Students:	67
Directional Distribution:	47% entering, 53% exiting

Vehicle Trip Generation per Student

Average Rate	Range of Rates	Standard Deviation
0.79	0.24 - 1.71	0.31

Data Plot and Equation



Fitted Curve Equation: T = 0.60(X) + 12.86

R^2= 0.57

CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

November 21, 2025

Shahrzad Ainkeshavarzi
Traffic Engineer
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: 833 Deerfield Rd
IDOT

Dear Mr. Ainkeshavarzi:

In response to a request made on your behalf and dated November 21, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Deerfield Road	16,600	**18,500**
Robert York Avenue	3,650	**3,800**

Traffic projections are developed using existing ADT data provided in the request letter and the results from the June 2025 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
S:\AdminGroups\ResearchAnalysis\2025_trafficForecasts\Deerfield\la-45-25\la-45-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

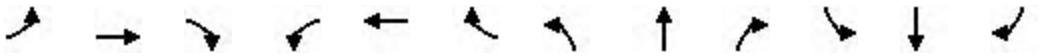
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour

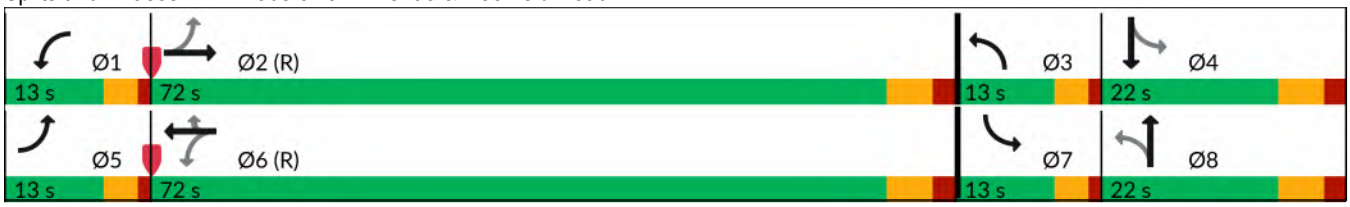


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	47	797	61	26	531	7	31	10	25	19	20	22
Future Volume (vph)	47	797	61	26	531	7	31	10	25	19	20	22
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		160	0		0	0		60	70		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	85			25			25			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00			0.99				0.98	
Frt		0.989				0.850		0.893			0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3462	0	1805	1961	1417	1752	1604	0	1805	1574	0
Flt Permitted	0.371			0.279			0.585			0.732		
Satd. Flow (perm)	691	3462	0	529	1961	1417	1069	1604	0	1391	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				100		27			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		406			373			251			229	
Travel Time (s)		9.2			8.5			5.7			5.2	
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	0%	2%	14%	3%	20%	0%	0%	20%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	943	0	29	584	8	34	38	0	21	46	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	31.0		7.0	26.0	26.0	7.0	31.0		7.0	30.0	
Total Split (s)	13.0	72.0		13.0	72.0	72.0	13.0	22.0		13.0	22.0	
Total Split (%)	10.8%	60.0%		10.8%	60.0%	60.0%	10.8%	18.3%		10.8%	18.3%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	94.7	89.8		93.1	87.4	87.4	16.0	11.3		14.2	8.7	
Actuated g/C Ratio	0.79	0.75		0.78	0.73	0.73	0.13	0.09		0.12	0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.36		0.06	0.41	0.01	0.18	0.22		0.11	0.34	
Control Delay (s/veh)	4.4	8.4		4.5	10.4	0.0	43.0	26.9		41.2	37.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	4.4	8.4		4.5	10.4	0.0	43.0	26.9		41.2	37.5	
LOS	A	A		A	B	A	D	C		D	D	
Approach Delay (s/veh)		8.2			10.0			34.5			38.6	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)	9	164		5	206	0	22	7		14	16	
Queue Length 95th (ft)	22	238		14	332	0	50	43		35	54	
Internal Link Dist (ft)		326			293			171			149	
Turn Bay Length (ft)	120									70		
Base Capacity (vph)	633	2592		516	1429	1059	201	246		214	230	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.36		0.06	0.41	0.01	0.17	0.15		0.10	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 50 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.41			
Intersection Signal Delay (s/veh): 11.1		Intersection LOS: B	
Intersection Capacity Utilization 52.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Robert York Avenue & Deerfield Road



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

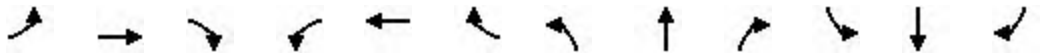
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	2	10	0	7	2	57	14	7	98	2
Future Vol, veh/h	2	1	2	10	0	7	2	57	14	7	98	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	20	0	0	20	0
Mvmt Flow	2	1	2	11	0	8	2	62	15	8	107	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.3	7.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	40%	59%	7%
Vol Thru, %	78%	20%	0%	92%
Vol Right, %	19%	40%	41%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	73	5	17	107
LT Vol	2	2	10	7
Through Vol	57	1	0	98
RT Vol	14	2	7	2
Lane Flow Rate	79	5	18	116
Geometry Grp	1	1	1	1
Degree of Util (X)	0.086	0.006	0.021	0.129
Departure Headway (Hd)	3.918	4.09	4.111	4.003
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	913	863	860	896
Service Time	1.952	2.173	2.189	2.027
HCM Lane V/C Ratio	0.087	0.006	0.021	0.129
HCM Control Delay, s/veh	7.3	7.2	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.1	0.4

Capacity Analysis Summary Sheets

Existing Weekday Evening Peak Hour

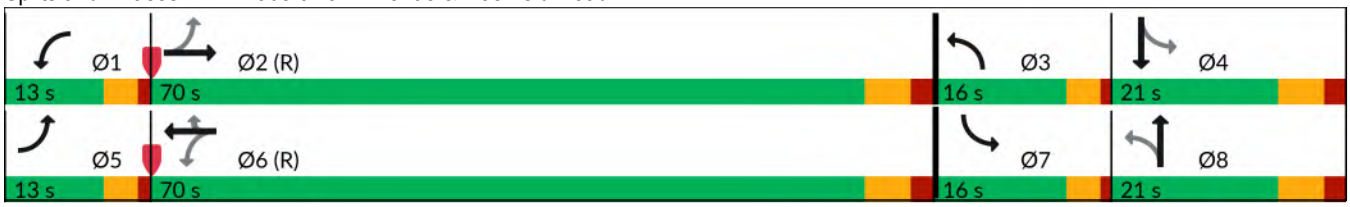


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	682	45	28	834	21	115	7	44	49	16	64
Future Volume (vph)	17	682	45	28	834	21	115	7	44	49	16	64
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		160	0		0	0		60	70		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	85			25			25			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.97	1.00	0.98		0.99	0.98	
Frt		0.991				0.850		0.871			0.880	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3532	0	1805	1980	1615	1787	1630	0	1805	1619	0
Flt Permitted	0.152			0.302			0.511			0.720		
Satd. Flow (perm)	289	3532	0	572	1980	1564	957	1630	0	1361	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				100		49			72	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		406			373			255			229	
Travel Time (s)		9.2			8.5			5.8			5.2	
Confl. Peds. (#/hr)	4		6	6		4	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	1%	0%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	817	0	31	937	24	129	57	0	55	90	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	31.0		7.0	26.0	26.0	7.0	31.0		7.0	30.0	
Total Split (s)	13.0	70.0		13.0	70.0	70.0	16.0	21.0		16.0	21.0	
Total Split (%)	10.8%	58.3%		10.8%	58.3%	58.3%	13.3%	17.5%		13.3%	17.5%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	83.6	77.9		84.7	80.1	80.1	24.6	13.4		19.3	9.0	
Actuated g/C Ratio	0.70	0.65		0.71	0.67	0.67	0.21	0.11		0.16	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.07	0.36		0.07	0.71	0.02	0.48	0.25		0.22	0.48	
Control Delay (s/veh)	6.1	11.0		5.8	18.3	0.0	45.3	20.0		39.4	25.7	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.1	11.0		5.8	18.3	0.0	45.3	20.0		39.4	25.7	
LOS	A	B		A	B	A	D	C		D	C	
Approach Delay (s/veh)		10.9			17.5			37.6			30.9	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	4	154		6	375	0	85	6		35	13	
Queue Length 95th (ft)	12	213		17	732	0	136	45		68	63	
Internal Link Dist (ft)		326			293			175			149	
Turn Bay Length (ft)	120									70		
Base Capacity (vph)	319	2295		500	1321	1076	281	259		304	265	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.36		0.06	0.71	0.02	0.46	0.22		0.18	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 60 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay (s/veh): 17.6		Intersection LOS: B	
Intersection Capacity Utilization 65.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Robert York Avenue & Deerfield Road



Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

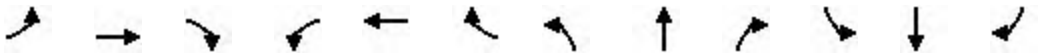
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	1	26	0	49	0	115	32	6	83	0
Future Vol, veh/h	2	1	1	26	0	49	0	115	32	6	83	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	6	0
Mvmt Flow	2	1	1	28	0	53	0	125	35	7	90	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.6	8	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	35%	7%
Vol Thru, %	78%	25%	0%	93%
Vol Right, %	22%	25%	65%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	147	4	75	89
LT Vol	0	2	26	6
Through Vol	115	1	0	83
RT Vol	32	1	49	0
Lane Flow Rate	160	4	82	97
Geometry Grp	1	1	1	1
Degree of Util (X)	0.178	0.005	0.094	0.112
Departure Headway (Hd)	4.009	4.493	4.135	4.185
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	801	871	846
Service Time	2.078	2.496	2.135	2.263
HCM Lane V/C Ratio	0.181	0.005	0.094	0.115
HCM Control Delay, s/veh	8	7.5	7.6	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.6	0	0.3	0.4

Capacity Analysis Summary Sheets

Year 2030 No-Build Weekday Morning Peak Hour

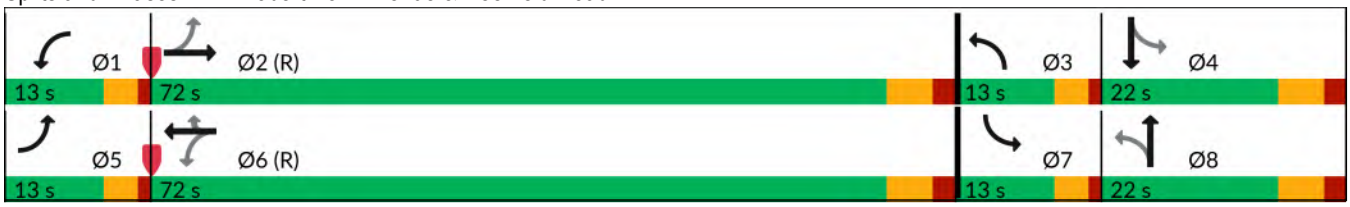


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	810	62	26	540	7	32	10	25	19	20	22
Future Volume (vph)	48	810	62	26	540	7	32	10	25	19	20	22
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		160	0		0	0		60	70		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	85			25			25			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00			0.99				0.98	
Frt		0.989				0.850		0.893			0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3462	0	1805	1961	1417	1752	1604	0	1805	1574	0
Flt Permitted	0.365			0.274			0.579			0.732		
Satd. Flow (perm)	680	3462	0	520	1961	1417	1058	1604	0	1391	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		10				100		27			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		406			373			251			229	
Travel Time (s)		9.2			8.5			5.7			5.2	
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	0%	2%	14%	3%	20%	0%	0%	20%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	958	0	29	593	8	35	38	0	21	46	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	31.0		7.0	26.0	26.0	7.0	31.0		7.0	30.0	
Total Split (s)	13.0	72.0		13.0	72.0	72.0	13.0	22.0		13.0	22.0	
Total Split (%)	10.8%	60.0%		10.8%	60.0%	60.0%	10.8%	18.3%		10.8%	18.3%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	94.7	89.7		93.1	87.4	87.4	16.1	11.4		14.2	8.7	
Actuated g/C Ratio	0.79	0.75		0.78	0.73	0.73	0.13	0.10		0.12	0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.37		0.06	0.42	0.01	0.19	0.22		0.11	0.34	
Control Delay (s/veh)	4.5	8.5		4.5	10.6	0.0	43.0	26.8		41.2	37.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	4.5	8.5		4.5	10.6	0.0	43.0	26.8		41.2	37.5	
LOS	A	A		A	B	A	D	C		D	D	
Approach Delay (s/veh)		8.3			10.2			34.6			38.6	
Approach LOS		A			B			C			D	
Queue Length 50th (ft)	9	168		5	211	0	23	7		14	16	
Queue Length 95th (ft)	22	244		14	339	0	50	43		35	54	
Internal Link Dist (ft)		326			293			171			149	
Turn Bay Length (ft)	120									70		
Base Capacity (vph)	625	2590		509	1427	1058	201	246		214	230	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.08	0.37		0.06	0.42	0.01	0.17	0.15		0.10	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 50 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.42			
Intersection Signal Delay (s/veh): 11.2		Intersection LOS: B	
Intersection Capacity Utilization 52.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Robert York Avenue & Deerfield Road



Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

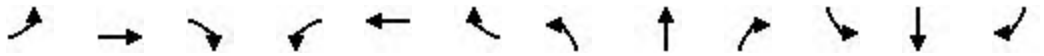
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	2	10	0	7	2	58	14	7	99	2
Future Vol, veh/h	2	1	2	10	0	7	2	58	14	7	99	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	20	0	0	20	0
Mvmt Flow	2	1	2	11	0	8	2	63	15	8	108	2
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.2	7.3	7.3	7.6
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	3%	40%	59%	6%
Vol Thru, %	78%	20%	0%	92%
Vol Right, %	19%	40%	41%	2%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	74	5	17	108
LT Vol	2	2	10	7
Through Vol	58	1	0	99
RT Vol	14	2	7	2
Lane Flow Rate	80	5	18	117
Geometry Grp	1	1	1	1
Degree of Util (X)	0.088	0.006	0.021	0.131
Departure Headway (Hd)	3.92	4.092	4.113	4.003
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	911	861	858	896
Service Time	1.955	2.18	2.197	2.029
HCM Lane V/C Ratio	0.088	0.006	0.021	0.131
HCM Control Delay, s/veh	7.3	7.2	7.3	7.6
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0	0.1	0.5

Capacity Analysis Summary Sheets

Year 2030 No-Build Weekday Evening Peak Hour

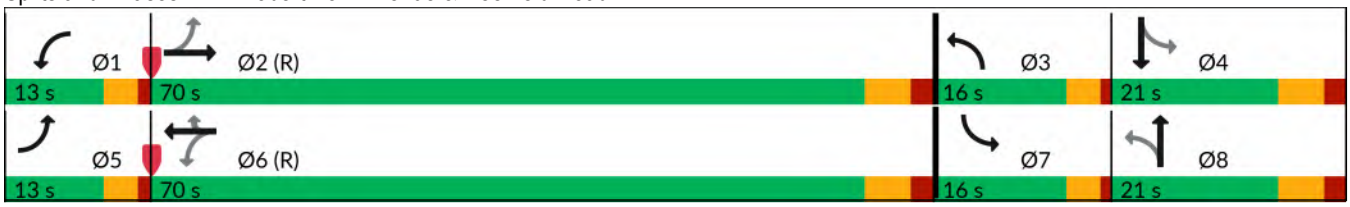


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	693	46	28	848	21	117	7	45	50	16	65
Future Volume (vph)	17	693	46	28	848	21	117	7	45	50	16	65
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		160	0		0	0		60	70		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	85			25			25			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.97	1.00	0.98		0.99	0.98	
Frt		0.991				0.850		0.870			0.880	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3532	0	1805	1980	1615	1787	1628	0	1805	1619	0
Flt Permitted	0.143			0.296			0.510			0.719		
Satd. Flow (perm)	272	3532	0	560	1980	1564	955	1628	0	1359	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		9				100		51			73	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		406			373			255			229	
Travel Time (s)		9.2			8.5			5.8			5.2	
Confl. Peds. (#/hr)	4		6	6		4	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	1%	0%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	831	0	31	953	24	131	59	0	56	91	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	31.0		7.0	26.0	26.0	7.0	31.0		7.0	30.0	
Total Split (s)	13.0	70.0		13.0	70.0	70.0	16.0	21.0		16.0	21.0	
Total Split (%)	10.8%	58.3%		10.8%	58.3%	58.3%	13.3%	17.5%		13.3%	17.5%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	83.5	77.8		84.7	80.0	80.0	24.7	13.4		19.4	9.0	
Actuated g/C Ratio	0.70	0.65		0.71	0.67	0.67	0.21	0.11		0.16	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.07	0.36		0.07	0.72	0.02	0.48	0.26		0.22	0.48	
Control Delay (s/veh)	6.2	11.1		5.9	18.8	0.0	45.5	19.7		39.4	25.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.2	11.1		5.9	18.8	0.0	45.5	19.7		39.4	25.6	
LOS	A	B		A	B	A	D	B		D	C	
Approach Delay (s/veh)		11.0			17.9			37.5			30.9	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	4	160		6	390	0	86	6		35	13	
Queue Length 95th (ft)	12	217		17	757	0	137	46		68	64	
Internal Link Dist (ft)		326			293			175			149	
Turn Bay Length (ft)	120									70		
Base Capacity (vph)	308	2293		492	1320	1075	282	261		304	266	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.36		0.06	0.72	0.02	0.46	0.23		0.18	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 60 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.72			
Intersection Signal Delay (s/veh): 17.8		Intersection LOS: B	
Intersection Capacity Utilization 66.5%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Robert York Avenue & Deerfield Road



Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

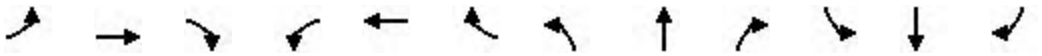
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	1	1	26	0	50	0	117	33	6	84	0
Future Vol, veh/h	2	1	1	26	0	50	0	117	33	6	84	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	6	0
Mvmt Flow	2	1	1	28	0	54	0	127	36	7	91	0
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.5	7.6	8	7.8
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	0%	50%	34%	7%
Vol Thru, %	78%	25%	0%	93%
Vol Right, %	22%	25%	66%	0%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	150	4	76	90
LT Vol	0	2	26	6
Through Vol	117	1	0	84
RT Vol	33	1	50	0
Lane Flow Rate	163	4	83	98
Geometry Grp	1	1	1	1
Degree of Util (X)	0.182	0.005	0.095	0.114
Departure Headway (Hd)	4.011	4.506	4.143	4.19
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	885	798	870	845
Service Time	2.08	2.509	2.143	2.269
HCM Lane V/C Ratio	0.184	0.005	0.095	0.116
HCM Control Delay, s/veh	8	7.5	7.6	7.8
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0	0.3	0.4

Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Morning Peak Hour

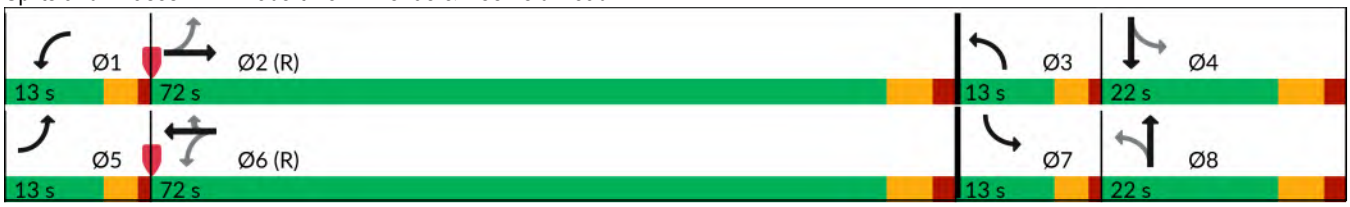


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	48	810	87	48	540	7	54	10	43	19	20	22
Future Volume (vph)	48	810	87	48	540	7	54	10	43	19	20	22
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		160	0		0	0		60	70		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	85			25			25			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00			0.99				0.98	
Frt		0.985				0.850		0.878			0.922	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3446	0	1805	1961	1417	1752	1607	0	1805	1574	0
Flt Permitted	0.359			0.250			0.496			0.719		
Satd. Flow (perm)	669	3446	0	474	1961	1417	906	1607	0	1366	1574	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		15				100		47			24	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		406			373			251			229	
Travel Time (s)		9.2			8.5			5.7			5.2	
Confl. Peds. (#/hr)			3	3			4					4
Confl. Bikes (#/hr)												
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	3%	2%	0%	2%	14%	3%	20%	0%	0%	20%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	53	986	0	53	593	8	59	58	0	21	46	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	31.0		7.0	26.0	26.0	7.0	31.0		7.0	30.0	
Total Split (s)	13.0	72.0		13.0	72.0	72.0	13.0	22.0		13.0	22.0	
Total Split (%)	10.8%	60.0%		10.8%	60.0%	60.0%	10.8%	18.3%		10.8%	18.3%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	90.2	84.0		90.2	84.0	84.0	20.2	14.7		15.4	8.7	
Actuated g/C Ratio	0.75	0.70		0.75	0.70	0.70	0.17	0.12		0.13	0.07	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.09	0.41		0.12	0.43	0.01	0.28	0.24		0.11	0.34	
Control Delay (s/veh)	5.2	10.9		5.5	12.2	0.0	42.7	20.5		39.1	37.5	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	5.2	10.9		5.5	12.2	0.0	42.7	20.5		39.1	37.5	
LOS	A	B		A	B	A	D	C		D	D	
Approach Delay (s/veh)		10.6			11.5			31.7			38.0	
Approach LOS		B			B			C			D	
Queue Length 50th (ft)	9	184		9	219	0	39	7		14	16	
Queue Length 95th (ft)	24	271		24	357	0	73	48		34	54	
Internal Link Dist (ft)		326			293			171			149	
Turn Bay Length (ft)	120									70		
Base Capacity (vph)	595	2416		463	1372	1021	225	276		234	230	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.09	0.41		0.11	0.43	0.01	0.26	0.21		0.09	0.20	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 50 (42%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.43			
Intersection Signal Delay (s/veh): 13.2		Intersection LOS: B	
Intersection Capacity Utilization 53.3%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Robert York Avenue & Deerfield Road



Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

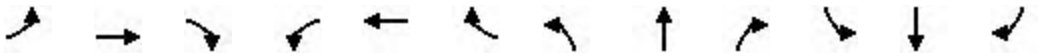
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	42	1	5	10	0	7	5	58	14	7	99	49
Future Vol, veh/h	42	1	5	10	0	7	5	58	14	7	99	49
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	20	0	0	20	0
Mvmt Flow	46	1	5	11	0	8	5	63	15	8	108	53
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	7.9	7.5	7.6	7.9
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	6%	88%	59%	5%
Vol Thru, %	75%	2%	0%	64%
Vol Right, %	18%	10%	41%	32%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	77	48	17	155
LT Vol	5	42	10	7
Through Vol	58	1	0	99
RT Vol	14	5	7	49
Lane Flow Rate	84	52	18	168
Geometry Grp	1	1	1	1
Degree of Util (X)	0.094	0.066	0.022	0.183
Departure Headway (Hd)	4.054	4.565	4.364	3.904
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	872	789	825	908
Service Time	2.135	2.565	2.365	1.972
HCM Lane V/C Ratio	0.096	0.066	0.022	0.185
HCM Control Delay, s/veh	7.6	7.9	7.5	7.9
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.3	0.2	0.1	0.7

Capacity Analysis Summary Sheets

Year 2030 Total Projected Weekday Evening Peak Hour

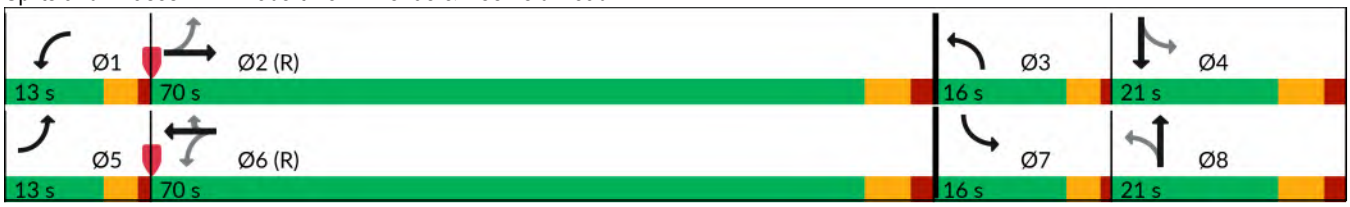


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	17	693	68	47	848	21	141	7	66	50	16	65
Future Volume (vph)	17	693	68	47	848	21	141	7	66	50	16	65
Ideal Flow (vphpl)	1900	1900	1900	1900	2000	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	120		160	0		0	0		60	70		0
Storage Lanes	1		1	1		1	1		1	1		0
Taper Length (ft)	85			25			25			40		
Lane Util. Factor	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor		1.00		1.00		0.97	1.00	0.98		0.99	0.98	
Frt		0.987				0.850		0.865			0.880	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3514	0	1805	1980	1615	1787	1617	0	1805	1619	0
Flt Permitted	0.141			0.276			0.494			0.704		
Satd. Flow (perm)	268	3514	0	523	1980	1564	925	1617	0	1331	1619	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		13				100		74			73	
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		406			373			255			229	
Travel Time (s)		9.2			8.5			5.8			5.2	
Confl. Peds. (#/hr)	4		6	6		4	2		4	4		2
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	2%	0%	1%	0%	1%	0%	0%	0%	6%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	19	855	0	53	953	24	158	82	0	56	91	0
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		3	8		7	4	
Permitted Phases	2			6		6	8			4		
Detector Phase	5	2		1	6	6	3	8		7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0	15.0	3.0	8.0		3.0	8.0	
Minimum Split (s)	7.0	31.0		7.0	26.0	26.0	7.0	31.0		7.0	30.0	
Total Split (s)	13.0	70.0		13.0	70.0	70.0	16.0	21.0		16.0	21.0	
Total Split (%)	10.8%	58.3%		10.8%	58.3%	58.3%	13.3%	17.5%		13.3%	17.5%	
Yellow Time (s)	3.0	4.0		3.0	4.0	4.0	3.0	4.0		3.0	4.0	
All-Red Time (s)	1.0	2.0		1.0	2.0	2.0	1.0	2.0		1.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Lost Time (s)	4.0	6.0		4.0	6.0	6.0	4.0	6.0		4.0	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes		Yes	Yes	
Recall Mode	None	C-Min		None	C-Min	C-Min	None	None		None	None	
Act Effct Green (s)	81.5	74.7		84.2	79.2	79.2	25.7	14.1		19.4	9.0	
Actuated g/C Ratio	0.68	0.62		0.70	0.66	0.66	0.21	0.12		0.16	0.08	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.07	0.39		0.12	0.73	0.02	0.56	0.32		0.23	0.48	
Control Delay (s/veh)	6.4	12.5		6.3	19.3	0.0	47.8	17.2		39.1	25.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay (s/veh)	6.4	12.5		6.3	19.3	0.0	47.8	17.2		39.1	25.6	
LOS	A	B		A	B	A	D	B		D	C	
Approach Delay (s/veh)		12.4			18.2			37.4			30.7	
Approach LOS		B			B			D			C	
Queue Length 50th (ft)	4	173		11	411	0	103	6		34	13	
Queue Length 95th (ft)	12	228		25	757	0	163	53		68	64	
Internal Link Dist (ft)		326			293			175			149	
Turn Bay Length (ft)	120									70		
Base Capacity (vph)	302	2192		466	1307	1066	287	281		302	266	
Starvation Cap Reductn	0	0		0	0	0	0	0		0	0	
Spillback Cap Reductn	0	0		0	0	0	0	0		0	0	
Storage Cap Reductn	0	0		0	0	0	0	0		0	0	
Reduced v/c Ratio	0.06	0.39		0.11	0.73	0.02	0.55	0.29		0.19	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 60 (50%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.73			
Intersection Signal Delay (s/veh): 18.8		Intersection LOS: B	
Intersection Capacity Utilization 67.7%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 1: Robert York Avenue & Deerfield Road



Intersection	
Intersection Delay, s/veh	8.1
Intersection LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	47	1	4	26	0	50	2	117	33	6	84	41
Future Vol, veh/h	47	1	4	26	0	50	2	117	33	6	84	41
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	0	0	0	0	0	0	0	1	0	0	6	0
Mvmt Flow	51	1	4	28	0	54	2	127	36	7	91	45
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

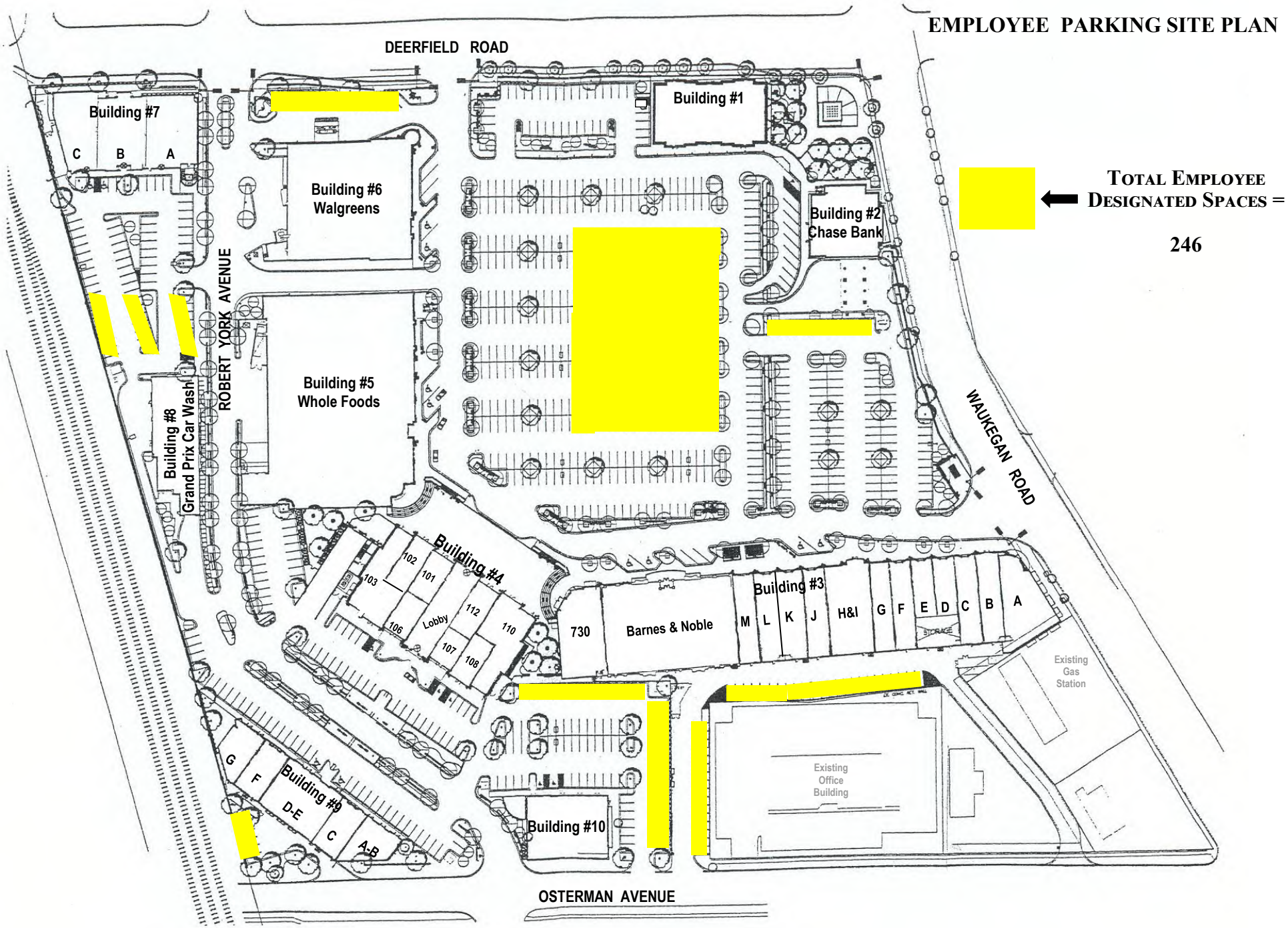
Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay, s/veh	8.2	7.8	8.3	8.1
HCM LOS	A	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	1%	90%	34%	5%
Vol Thru, %	77%	2%	0%	64%
Vol Right, %	22%	8%	66%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	152	52	76	131
LT Vol	2	47	26	6
Through Vol	117	1	0	84
RT Vol	33	4	50	41
Lane Flow Rate	165	57	83	142
Geometry Grp	1	1	1	1
Degree of Util (X)	0.195	0.075	0.099	0.167
Departure Headway (Hd)	4.244	4.799	4.312	4.217
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	848	747	832	851
Service Time	2.261	2.824	2.335	2.235
HCM Lane V/C Ratio	0.195	0.076	0.1	0.167
HCM Control Delay, s/veh	8.3	8.2	7.8	8.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0.7	0.2	0.3	0.6

EXHIBIT G

THE SHOPS AT DEERFIELD SQUARE

EMPLOYEE PARKING SITE PLAN



TOTAL EMPLOYEE DESIGNATED SPACES =

246

F:\Deerfield Square\Parking\Employee Parking Site Plan

EXHIBIT H

IL Deerfield
833 Deerfield

Competition

Market Competition

Competitive Analysis

Proposed Site: IL Highland Park 833 Deerfield Rd							
Competitors within 5 Miles							
Competitor	**Address**	**Distance from Site**	**License Capacity**	**Infant Tuition**	**Infant Waitlist**	**Preschool Tuition**	**Preschool Waitlist**
1. Bright Horizon at Lake Cook	1650 Lake Cook Rd Ste 100	2.0 miles	162	$680/week	Yes, Feb/March 2025	$538/week	No
2. Guidepost Montessori at Deerbrook	1085 Lake Cook Rd	2.0 miles	94	Going Dark, Childcare tenant vacating the space			
3. The Goddard School of Deerfield (Northbrook)	475 Lake Cook Road	1.7 miles	157	$540/week	Yes	$463/week	Yes
4. Deerfield Montessori School	760 North Ave	1.8 miles	47	$435/week	yes	$365/week	No

Comparable Student to Competitor License Capacity

Distance	Population Ages 0-4		Competitor License Capacity		Ratio
3 Miles	2,446	/	460	=	5.32

*Target ratio: >4

EXHIBIT I

Chris Siavelis

From: Chris Johnson II <cjohnson@dbfd.org>
Sent: Thursday, December 11, 2025 6:43 AM
To: Chris Siavelis
Subject: Re: N Family Day Care-833 Deerfield Road

Good Morning Chris,

I have reviewed the document provided and previously spoke with the architect earlier this month. As discussed, the west-side access must meet all applicable ADA requirements, and the gate latches must comply with OFSM standards for childcare facilities. I look forward to seeing new life brought back into the vacant building.

Christopher E. Johnson II -Division Chief
Deerfield-Bannockburn Fire Department
500 Waukegan Road, Deerfield, IL 60015
P: (847)945-4066
cjohnson@dbfd.org

From: Chris Siavelis <csiavelis@crmproperties.com>
Sent: Wednesday, December 10, 2025 11:56 AM
To: Chris Johnson II <cjohnson@dbfd.org>
Subject: N Family Day Care-833 Deerfield Road

Mr. Johnson:

Please review page 2 of the attached and advise if this is acceptable to Fire. I have a prefiling with Plan Commission tomorrow night and I know the question will arise. Thank you very much!

Chris Siavelis
Senior Vice President
CRM Properties Group, Ltd
740 Waukegan Road Suite 300
Deerfield, Illinois 60015
Office Phone 847-948-6500 X22
Fax 847-948-7010
Cell 708-370-9660

PLAN COMMISSION
VILLAGE OF DEERFIELD
Minutes

The Plan Commission of the Village of Deerfield called to order a meeting at 7:30 P.M. on December 11, 2025, at Deerfield Village Hall.

Present were:	Al Bromberg, Chair
	Lisa Crist
	Bill Keefe
	David Rauen
Absent:	Sara Lubezny
	Blake Schulman
	Ken Stolman
Also present:	Jeff Ryckaert, Principal Planner
	Dan Nakahara, Planner II

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

Public Comment on a Non-Agenda Item

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

WORKSHOP MEETING

1) Prefiling Conference Meeting for a Text Amendment and Special Use for a N. Family Club Child Care Facility at 833 Deerfield Road in Deerfield Square

Chris Siavelis, on behalf of petitioner N. Family Club, provided a presentation on the proposed child care facility to be located at 833 Deerfield Road which requires a text amendment and special use. N. Family Club, a U.K.-based day care operator, is currently expanding within the U.S. The proposed child care facility will be open from 6:30 a.m. to 6:00 p.m. Total capacity upon full enrollment will be approximately 130 children. Mr. Siavelis stated peak operating hours will be from 6:30-8:30 a.m. for drop off and 4:30-6:30p.m. for pickup. Parents will not be permitted to drop off or pick up children from the parking lot. They are required to come into facility for drop off/pickup which should alleviate any safety concerns as well as parking and traffic stacking concerns.

Mr. Siavelis presented the site plan. He noted the trash enclosure will be moved to the south end of the service drive to accommodate a children's play area. The at-grade play area will be approximately 1,170 square feet in size. A second outdoor play area on the roof will be approximately 5,300 square foot in size. The site plan has been submitted to the Deerfield Bannockburn Fire Protection District and only needs ADA compliance for access to play area. Mr. Siavelis noted the gate to the at-grade play area must meet state requirements for day care operators. He stated the existing elevator will be modified to provide direct interior conditioned access to the roof.

The rooftop play area will be divided into three sections, by age group, according to state requirements. Mr. Siavelis presented slides depicting the proposed exterior modifications, noting the existing mechanical section on the south end of the roof will remain. He noted there are some errors in the elevations in the presentation which will be corrected prior to the public hearing. The revised plans will depict the glazed windows which will be added to provide sunlight into playrooms. Modifications for safety on the rooftop will include eight-foot PVC fencing. Mr. Siavelis noted the railings currently present will be replaced by an eight-foot solid fence. The petitioners are working with Appearance Review Commission to select the appropriate materials for the rooftop fencing. The rooftop play area with fencing will take up the entire north and east elevations, as well as part of the west elevation. Chairperson Bromberg asked if an eight-foot fence is sufficient to handle the effects from wind. Mr. Siavelis stated the fencing will be wind graded and capable of handling lateral wind loads. He noted State regulations for rooftop play areas require the fencing to be at least eight-feet high and unclimbable.

Mr. Siavelis stated the sign package is currently being revised ahead of the public hearing. A blade sign on the east side of the northern elevation will be added. The petitioner is working with the ARC to bring the sign on the south elevation, above the main entrance, below the roof line and will ensure it meets all of the shopping center signage criteria. N. Family Club will offer food throughout the day as well as lunch and dinner with health-conscious options. A full traffic study by KLOA will be presented at the public hearing. The preliminary finding suggests this use will provide less parking demand than that of the former restaurant. Mr. Siavelis noted this is a shared parking concept within the entire Deerfield Square PUD; however, since Rhapsody Café vacated the space, the parking lot is rarely if ever used. Chairperson Bromberg asked if the parking will be restricted to the child care center use. Mr. Siavelis responded that the parking cannot be exclusive, due to lease provisions with the other tenants of the shopping center. However, it is unlikely that visitors to the shopping center will use that parking lot due to its location. N. Family Club child care is an ideal use for this location, as it is a destination business. Mr. Siavelis believes this use meets or exceeds all special use criteria, and is not anticipated to be injurious to the shopping center or downtown neighborhood.

Commissioner Keefe asked what the N stands for in N. Family Club. Mark Kellenberger, representing the petitioner EIG14T, stated the N. stands for nursery. Commissioner Keefe asked if there are any security concerns about someone wandering up the staircase along the north

elevation near the at-grade play area. Mr. Siavelis stated the at-grade play area will have a gate, and will meet the code requirement for a fence gate lock. He does not anticipate a safety concern. Commissioner Keefe stated there appears to be ample parking. He noted the materials provided by the petitioner include a breakfast bar option for parents dropping off children to grab a bite of food or answer emails before leaving the facility. Commissioner Keefe asked if there are any traffic concerns due to parents remaining on site after drop off. Mr. Siavelis stated that issue will be addressed in next revision of plan. He feels it is a nice amenity to offer, but does not anticipate many parents remaining on site.

Commissioner Rauen asked about market competition, specifically if the petitioner has taken into account the recent approval for Primrose Day Care on Pfingsten Road. Mr. Siavelis stated the unmet demand analysis was completed prior to Primrose being announced, and that the petitioner is confident they can compete and be successful. Commissioner Rauen asked how prevalent rooftop play areas are. Mr. Siavelis stated rooftop play areas are more common in Chicago, due to the lack of available outdoor space. Mr. Kellenberger noted N. Family Club representatives are looking at the full State of IL licensing requirements. Those requirements have a specific provision for rooftop play areas, stating they must be screened with eight-foot fencing which cannot be climbable or have openings. Chairperson Bromberg asked what the rooftop play area's surface will be made of. Mr. Kellenberger stated it will be some type of turf material and noted the petitioner is presently engaged with playground equipment providers to ensure all aspects of the rooftop play meet ADA and safety requirements

Commissioner Crist asked about the four-foot fence along the side of the at-grade play area adjacent to the railroad tracks. Mr. Siavelis noted the railroad put up a 10-foot chain link fence and there are arbor vitae trees there as well to provide screening. Mr. Kellenberger stated he will bring up the issue with the petitioner. Commissioner Crist suggested a six-foot fence in that location. She also noted there is a tight turn around in the parking lot and asked if striping can be included. Mr. Kellenberger stated he will address the idea of striping for a walkway to provide a crosswalk for customers coming to the entrance from the south area of the parking lot. Commissioner Keefe asked if parking spots can be designated for parent drop off/pick up. Mr. Siavelis stated he cannot due to existing lease agreements with other tenants. Chairperson Bromberg asked if there was any interest by restaurants or retail businesses for that space. Mr. Siavelis noted the only other business to make an offer was a banquet hall, for which there would not have been sufficient parking. He noted the inability to add signage on Waukegan Road presents a challenge. Mr. Siavelis discussed the recent trend of financial incentives given to restaurants in neighboring communities.

Commissioner Keefe asked about the three stairways leading to the roof. Mr. Siavelis noted the stairway on the east will be demolished and decked over. The stairway that wraps the elevator will remain, as well as one of the interior stairways. Bromberg asked about petitioner responses to the Special Use requirements, specifically the last one relating to the Village Center District. Mr. Siavelis stated the subject request will not be injurious to the C-1 Village Center District and the proposed use is an ideal location for a child day care provider, given the challenging

location for retail and food use. Mr. Siavelis stated the proposed use will help meet an unmet demand for child care services with minimal drive time for area residents and believes this use will bring additional patrons to the area thereby providing an additional benefit to the Village Center District. Commissioner Keefe asked why the market study did not include the Park District preschool. Mr. Siavelis stated the study only included private enterprises. Commissioner Crist pointed out newly approved developments in Deerfield will produce families that will need day care services.

Mr. Ryckaert stated the Public Hearing for this request will be held on January 8, 2025.

DOCUMENT APPROVAL

1. November 13, 2025 Plan Commission Minutes

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

Items from the Commission

There were no items from the Commission.

Items from the Staff

Mr. Ryckaert notified the Commission the next Plan Commission Meeting will be held on January 8, 2025. Mr. Ryckaert also noted that an article about the new owner of Deerbrook Mall was included in the last packet sent out to the Commission.

Designation of Representative for the next Board of Trustees Meeting

Mr. Ryckaert reported that a representative from the Plan Commission will not be needed for the next Board of Trustees meeting.

Adjournment

There being no further discussion, Commissioner Rauen moved, seconded by Commissioner Crist, to adjourn the meeting at 8:01 P.M. The motion passed with a unanimous voice vote.

Respectfully Submitted
Daniel Van Dusen, Deputy Village Clerk