155 GROUP, LLC
BRICKYARDS LOFTS & DAYCARE CENTER
PREFILING CONFERENCE

PROJECT NARRATIVE

THE APPLICANT
155 GROUP, LLC ("Applicant") is the owner and developer of this change of use located at 155 North Pfingsten, Deerfield, IL (the "Subject Property").

THE PROPERTY
Situated on a 7.43-acre parcel along the east and south sides of Pfingsten Road, approximately 890 feet north of Lake Cook Road in Deerfield, Lake County, Illinois, the Subject Property features a three-story office building constructed in 1987. This 37+ year old, 119,265 total rentable square feet building was designed for large office tenants with approximately 40,000 SF per floor. The building is currently occupied by only a few small office tenants. The property will be 92% vacant by the end of 2025. The property currently provides 450 parking spaces, two loading docks, and landscaping. The Subject Property, which is currently zoned I-1 Office, Research, Restricted Industrial, has a main driveway along its southern border which provides a full point of access to North Pfingsten and Deer Lake Road.

Surrounding land uses include public open space and single-family homes to the north and west across North Pfingsten (with corresponding R-3 and P-1 zoning designation). Commercial uses are found to the south and east of the Subject Property. There is a mix of zoning classifications to the south and east, including I-1, I-2 and C-2.

The site has a historical significance as part of the former clay pit operated by The National Brick Company, which supplied bricks for local construction from the 1920's to around 1959. Subsequently, it served as a construction debris landfill until the late 1970s, when it was properly decommissioned and left vacant until the office building's construction in 1987.

The Subject Property was part of a long foreclosure process. which recently concluded with the transfer of title to the Applicant. The Northshore office market has been hard hit with corporate users leaving the market and occupancy plummeting from 2018 when the market was approximately 15% vacant versus today, with the market exceeding 30% vacant when you included unoccupied and sublease space. The future of this building is clearly a change of use as the demand for office space no longer makes this building financially viable.

THE PROJECT
The Applicant proposes to subdivide the Subject Property into two lots. The entire site is 323,611 square feet. The Applicant intends to redevelop the office building one lot, which is approximately 250,467 square feet, into a multi-family residential complex to be known as BRICKYARDS LOFTS. The second lot, which is approximately 73,144 square feet, will be developed by the daycare center ownership. The details of each project component are as follows:

LOFT APARTMENTS:
The existing office space will be converted into 112 loft-style residential units featuring 10'+ ceilings, oversized windows, in-unit washer/dryer, and stainless-steel appliances. The units will range in size from the smallest unit of 629 square feet for 1BR/1BA, 1,142 square feet for the largest 2BR/2BA, and a 3BR/3BA at 1,231 square feet. A majority of the units will be efficient, 885 square feet, 2 bedroom/2 bathrooms. The building will provide numerous amenities including fitness and entertainment spaces.

In compliance with Deerfield's Affordable Housing Ordinance, 11 apartments will be designated as "affordable."

Affordability: In compliance with Deerfield's Affordable Housing Ordinance, 10% or a total of Eleven (11) apartments will be designated as "affordable. In addition, as an adaptive reuse property and compact layouts, the rental costs of Brickyards units will generally be a lower total cost than ground up construction. Based on preliminary estimated pricing, we project that our typical 2BR/2BA unit will be up to 20% less expensive than other existing or new ground-up developments in the surrounding area.

Sustainability: A key benefit of this project is the adaptive reuse of an existing, obsolete building. Preserving and repurposing the current structure aligns with sustainable development best practices—after all, the greenest building is one that is not torn down. This approach significantly reduces the need for new construction materials and lowers the project's overall carbon footprint when compared to full demolition and new construction.

By retaining and upgrading the existing building shell, we will drastically reduce the amount of landfill waste generated. In addition, repurposing the structure minimizes embodied energy—the total energy required for the extraction, manufacturing, and transportation of new building materials.

The project also integrates a range of environmentally responsible features, including: Native and drought-tolerant landscaping, High-efficiency appliances, Low-flow plumbing fixtures, and Full compliance with, or exceedance of, current energy codes.

This redevelopment reflects a forward-thinking, sustainable approach that benefits both the community and the environment.

Amenities: Four (4) Electric Car Charging Stations, Private Fitness Center, Outdoor Seating and Cooking Grill Stations, Sun Terrace, Wi-Fi throughout, Business Center, Pet-friendly community with Dog Park & Pet Wash, Secure Indoor Bicycle Storage, Smoke-free Community, Gathering Lounge, and onsite Daycare Center.

Traffic and Parking: A traffic impact study (attached). Based on its conclusions, this redevelopment will significantly reduce generated traffic, trip generation, and the total amount of parking required compared to the site's current use.

According to zoning code requirements, the residential building requires 221 parking spaces, and the daycare center requires 50 parking spaces for a total of 272 required parking spaces. The proposed development will exceed this requirement by providing 306 total parking spaces—representing a 12% increase over code.

To meet market-driven demand and enhance resident convenience, the Applicant will construct, as part of the total parking, 94 indoor garage spaces located on the north and east sides of the residential building. These enclosed and secure garages will serve as a valuable amenity, offering residents enhanced safety and protection from the elements.

Pedestrian and Bike Accommodations: We propose the creation of a new, crosswalk location (see plans and traffic study) in the Northwest quadrant of the property to provide a convenient access point to the Village Bike Route (Southern East/West Route and North/South Route connecting on the west side of Pfingsten Road for pedestrian and bike access to Brickyards Park. To enhance safety, we suggest a Rapid Rectangular Flashing Beacons crosswalk with yellow signs with button activated pedestrian controls. This has been successfully deployed in Chicago and other communities for this type of condition. The property will have both indoor and exterior bicycle storage.

DAYCARE CENTER:
The Developer intends to sell the smaller lot to a national daycare operator for the construction of a daycare center by its operator. The facility will consist of approximately 13,600 square feet of indoor space, complemented by roughly 15,000 square feet of fenced, dedicated outdoor play areas. The center is designed to serve up to 195 children and will be staffed by approximately 30 qualified professionals, ensuring a high standard of care and service.

Daycare Center Traffic: A traffic study (attached) indicates that the proposed daycare use combined with the new residential use will collectively generate less vehicular traffic than the site's previous office use. Further analysis has been conducted to assess the potential for onsite congestion. These concerns are mitigated through several key measures:

- Ample parking is available immediately adjacent to the main entrance of the center, facilitating easy and safe access.
- Outdoor staff members will be present during peak hours to supervise and ensure a smooth process of the drop-off and pick-up procedures.
- All parents or guardians will be required to escort their children into and out of the facility, promoting both safety and accountability.
- Drop-off and pick-up times will be staggered to ensure a steady, manageable flow of vehicles, preventing congestion and avoiding strain on the internal driveway system.

We believe the proposed daycare center will provide a valuable service to the community while maintaining the safety, efficiency, and overall functionality of the site.

OTHER ITEMS:

- Loading Areas (see attached "Loading Plan"). Operations staff will coordinate moving dates, times, and permitted designated loading areas with all residents.
- Engineering: (see attached Utility Narrative) Based on preliminary review by our civil engineer, the site will not be required to change storm water detention. We will be increasing the water service for the Daycare Center. We will be adding Fire Hydrants as required. The Deerfield Engineering Department will be contacted in the near future.
- Signage needed to enhance the project will be detailed in future submittals. The intent is to add only additional ground signage to identify the development and directional signage as needed. The signage will be similar in size to other properties in the immediate area.
- School Districts 109 and 113 have been informed of the plans and have shared positive feedback. They stated that they currently project a diminishing student population and welcome additional housing in the Districts.
- The Deerfield-Bannockburn Fire Protection District will be contacted in the near future.

PROJECT PHASING
The project is scheduled to commence in the first quarter of 2026. The apartments and daycare construction will commence immediately after receiving approval of the PUD and permits. Apartment reconstruction is anticipated to take 9 to 12 months. The new daycare construction is anticipated to take 12-18 months from groundbreaking.

PROJECT BENEFITS
The BRICKYARDS LOFTS & DAYCARE CENTER project offers numerous benefits to the Village and its residents, including:

- Meeting strong demand for new housing in the area.
- Diversifying Deerfield's housing supply and providing options for existing residents seeking downsized, low-maintenance homes.
- Adding 11 affordable apartments to the Village's housing stock.
- Providing needed additional daycare capacity for the community in an underserved market.
- Strengthening the Village and other taxing districts property tax base.
- Converting an underutilized and aging office building to a more productive use.
- Introducing an underserved rental apartment product within walking distance of the METRA station, area shopping, and parks.

PROPOSED ZONING RELIEF FOR THE SUBJECT PROPERTY
The Applicant seeks approval for the following zoning matters:

1. Rezoning of the Subject Property to R5 General Residence District.
2. Preliminary approval of a special use permit to establish a residential planned unit development for the Subject Property, with exceptions as identified by staff.
3. Amendment of the Village's Comprehensive Plan to designate the Subject Property for residential uses.
4. Preliminary approval of the Special Use for the daycare center.
5. Preliminary plat of subdivision for the Subject Property.
6. Developer will prepare an in-house vs third-party market analysis.
7. Waiver of a full traffic survey.

PROJECT TEAM

Developer: Baum Revision, LLC

Architecture: Hirsch/MPG

Landscape Architect: Daniel Weinbach & Partners, Ltd.

Legal: Dykema Gossett PLLC

Traffic/Parking: KLOA, Inc.

Civil Engineering: RTM Engineering Consultants

Existing Site

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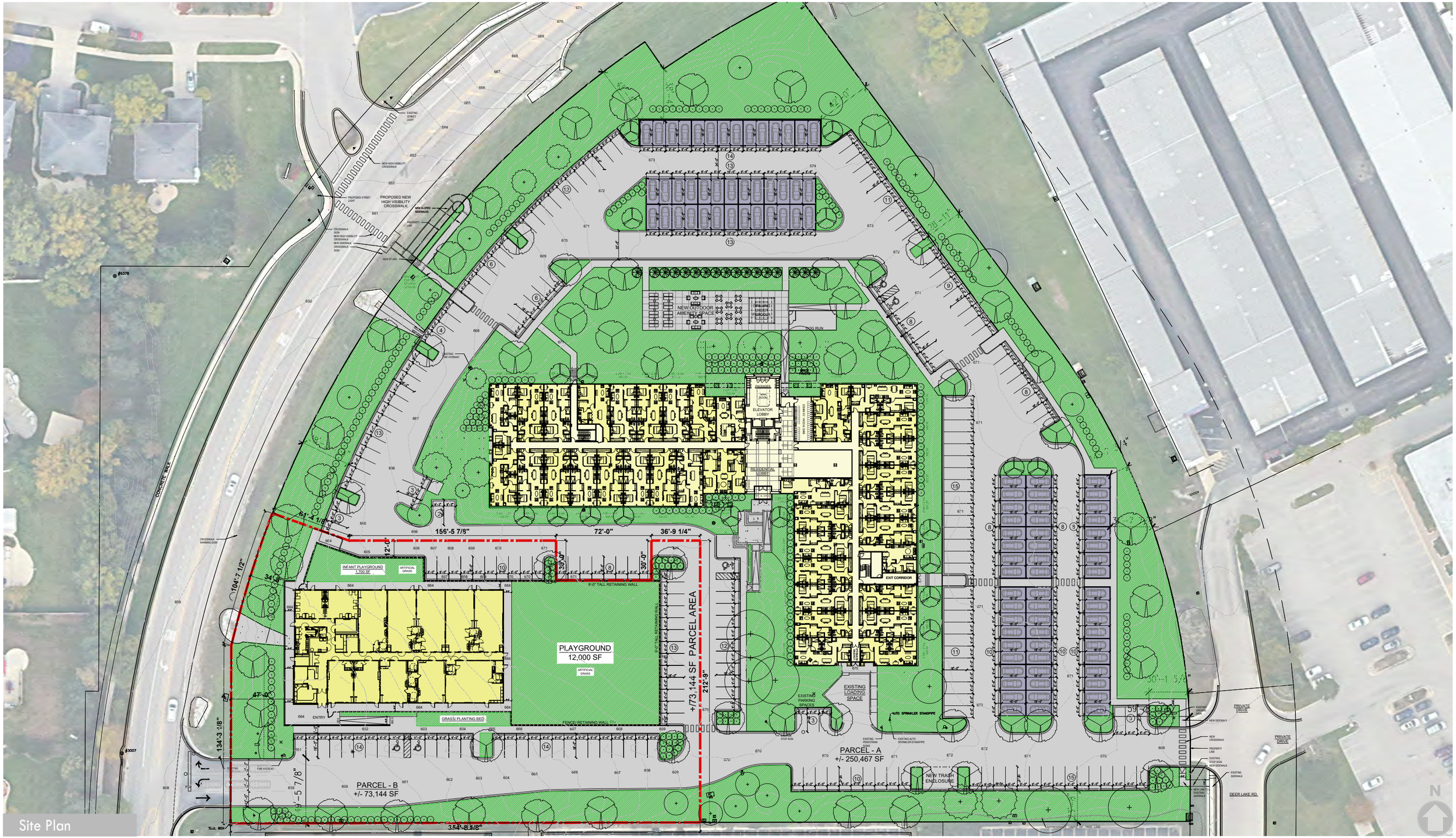

Site Plan

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APARTMENT BUILDING																GARAGES	DAYCARE
FLR #	USE	# OF UNITS	GROSS Apartments	RENTABLE AREA	CORE/ MEP ETC	AVE UNIT	EFFIC.	1 BR + 1 BA	2 BR + 2 BA	3 BR + 3 BA	# OF UNITS	# OF BIKES	# OF LOAD	# OF CARS	# OF CARS	GROSS Residential	GROSS
	UPPER ROOF											Inside	Outside	Outside	Inside		
R	ROOF/ PENTHOUSE		2,481 SF														
3	APARTMENTS/ AMENITY	38	39,350 SF	34,552 SF	4,798 SF	909 SF	87.81%	2	36	0	38						
2	APARTMENTS/ AMENITY	38	39,350 SF	34,552 SF	4,798 SF	909 SF	87.81%	2	36	0	38						
1	APARTMENTS/ AMENITY/ LOBBY	36	40,391 SF	27,029 SF	7,648 SF	751 SF	77.95%	3	32	1	36	35	1	161	94	18,319 SF	13,600 SF
		112	121,572 SF	96,133 SF	17,244 SF			7	104	1	112	35	1	161	94	18,319 SF	13,600 SF
								6.25%	92.86%	0.89%		31%		Residential Parking Total			Daycare Parking
	SITE AREA:	323,650.8 SF	7.43 acres	(Parcel A = +/- 250,467 SF and Parcel B = +/- 73,144 SF)													
	SITE COVERAGE:	72,266 SF	22.33%	(Includes Apartment Building, Garages, and Daycare)										255			51
	GREEN SPACE	111,592 SF	34.48%	(All Planting and Landscape Area Shown In Green On Site Plan)													
	USEABLE OPEN SPACE - INTERIOR	20,881 SF	6.45%	(North Amenity Space)													
	USEABLE OPEN SPACE - PLAYGROUND	12,250 SF	3.78%	(Daycare Playground)													
	USEABLE OPEN SPACE - PERIMETER	65,768 SF	20.32%	(Landscape Site Edge At East, North, West, And South)										Total Parking On Site			306
	USEABLE OPEN SPACE - TOTAL	98,899 SF	30.56%														

Area Chart

PARKING CALCULATIONS				
RESIDENTIAL	# UNITS	PER UNIT	PARKING REQUIRED	PARKING PROVIDED
1 BEDROOM	7	1.5	11	
2 BEDROOM	104	2	208	
3 BEDROOM	1	3	3	
TOTAL RES.	112		222	255
Daycare	GSF	BY AREA	PARKING	PARKING
USEABLE SF	13,600 SF	Per 8.02.E	50	51
(1 space/employee + 1 space/ 10 students)				
TOTAL PARKING SPACES			REQUIRED	PROVIDED
			272	306

Parking Calculations

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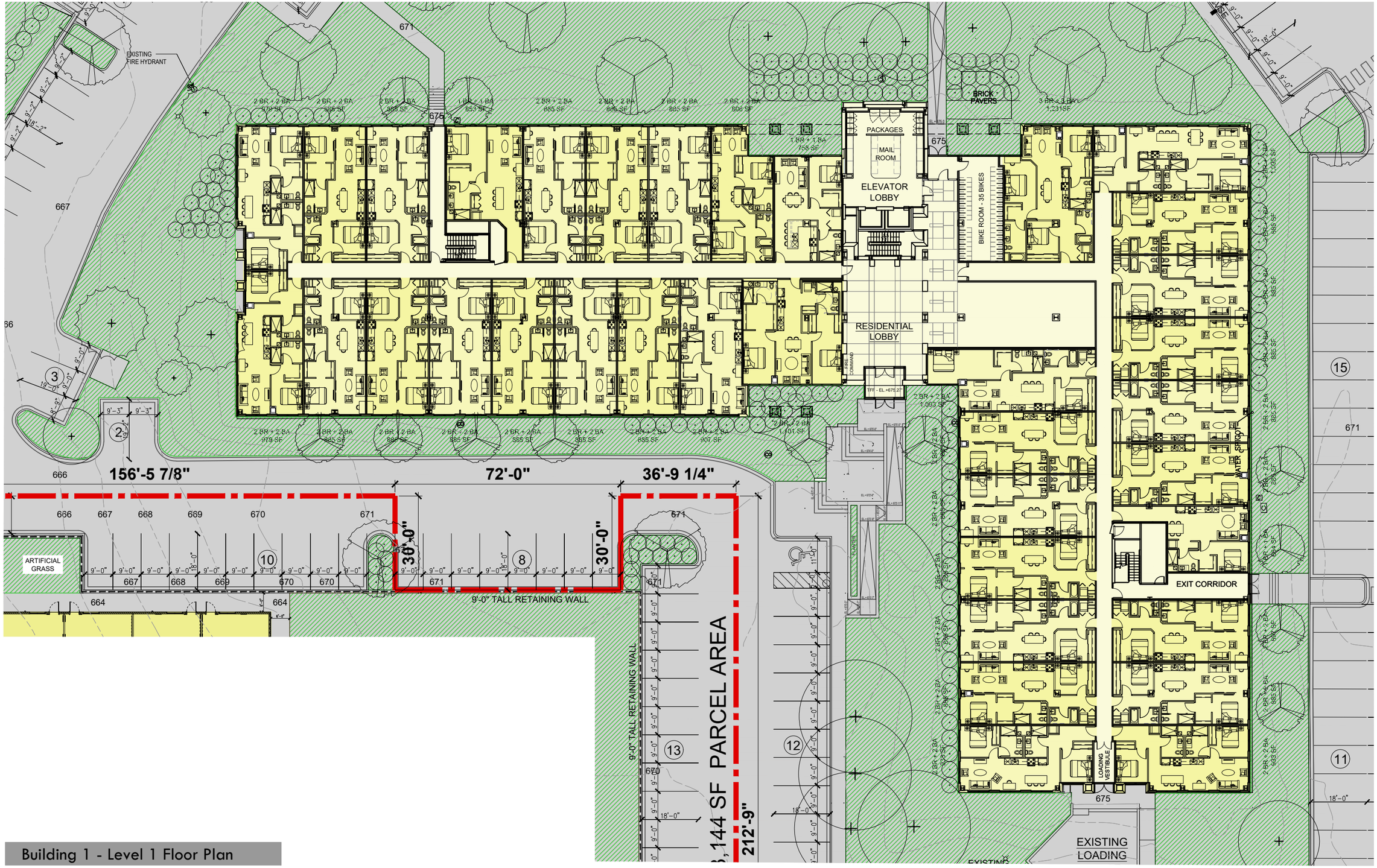

Building 1 - Level 1 Floor Plan

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Building 1 - Typical Floor Plan

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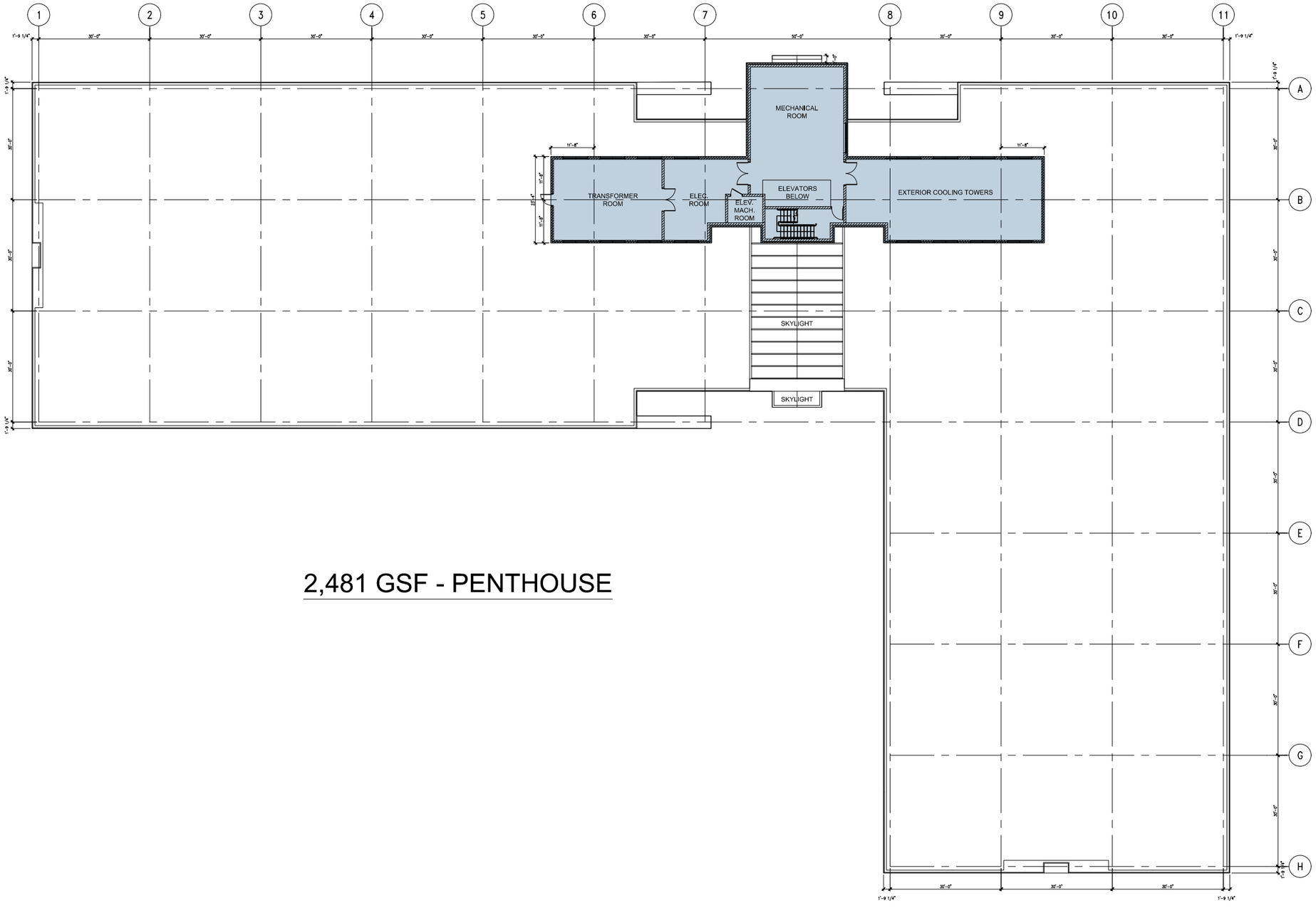

2,481 GSF - PENTHOUSE

Building 1 - Level 4/ Roof Plan

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NEW OUTDOOR AMENITY SPACE

GRILLING UNDER PERGOLA

DOG RUN

BRICK PAVERS

PACKAGES

MAIL ROOM

2 BR + 2 BA 979 SF

2 BR + 2 BA 885 SF

2 BR + 1 BA 885 SF

1 BR + 1 BA 853 SF

2 BR + 2 BA 885 SF

2 BR + 2 BA 885 SF

2 BR + 2 BA 885 SF

2 BR + 2 BA 806 SF

1 BR + 1 BA 758 SF

3 BR + 3 BA 1,231SF

Level 1 Floor Plan - North

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S.n1

RESIDENTIAL LOBBY

FIRE COMMAND

TFF - EL +675.2'

EXIT CORRIDOR

LOADING VESTIBULE

WATER SERVICE

36'-9 1/4"

+/73,144 SF PARCEL AREA

212'-9"

EXISTING PARKING SPACES

EXISTING LOADING SPACE

AUTO SPRINKLER STANDPIPE

EXISTING STOP SIGN

EXISTING PEDESTRIAN SIGNS

EXISTING AUTO SPRINKLER STANDPIPE

PARCEL - A

+/- 250,467 SF

NEW TRASH ENCLOSURE

31'-7 7/8"

30'-1 5/8"

59'-8 7/8"

EXISTING GROUND SIGN

NEW SIDEWALK

PRIVATE DRIVE

NEW CROSSWALK

PROPERTY LINE

EXISTING STOP SIGN

NEW SIDEWALK

EXISTING SIDEWALK

NEW LINK TO EXISTING SIDEWALK

DEER LAKE RD.

Site Plan - East

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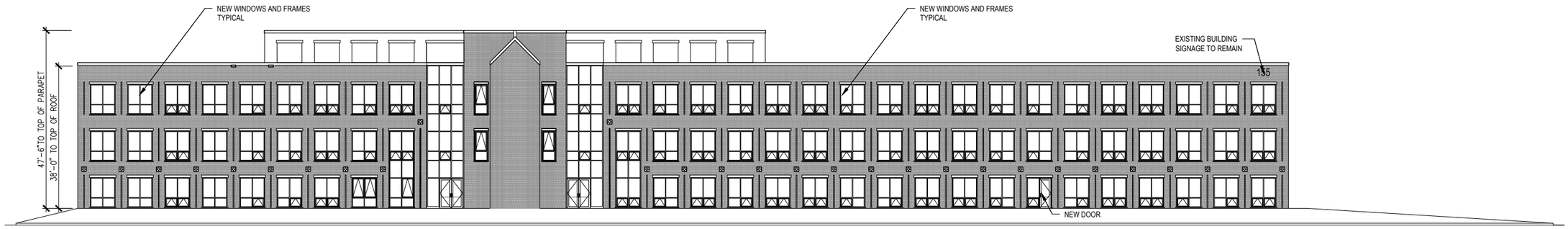
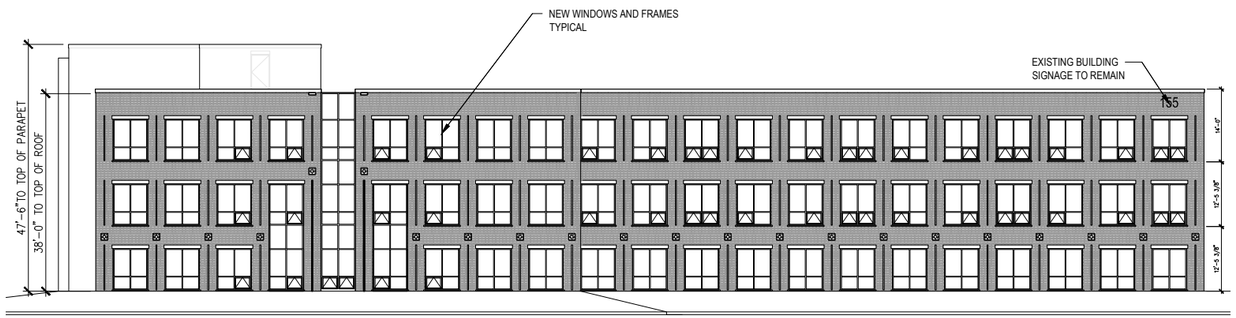
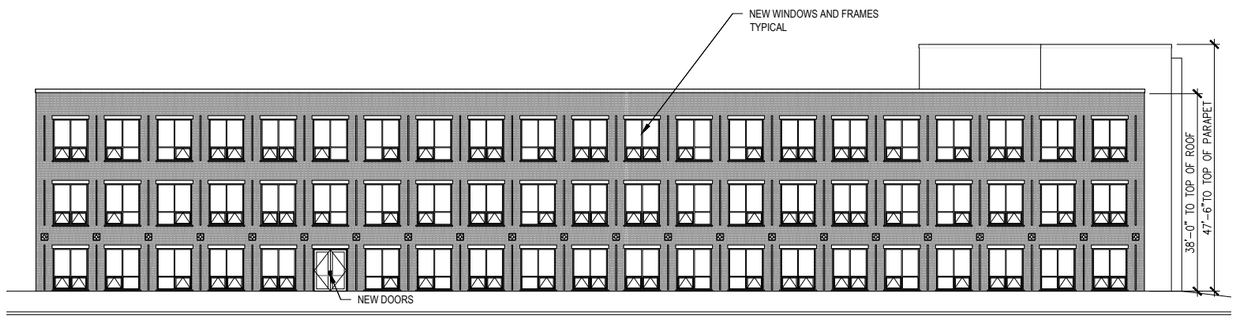
SOUTH ELEVATION - EXISTING BUILDING



NORTH ELEVATION - EXISTING BUILDING



WEST ELEVATION - EXISTING BUILDING



EAST ELEVATION - EXISTING BUILDING

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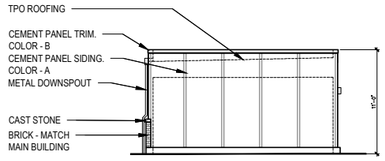
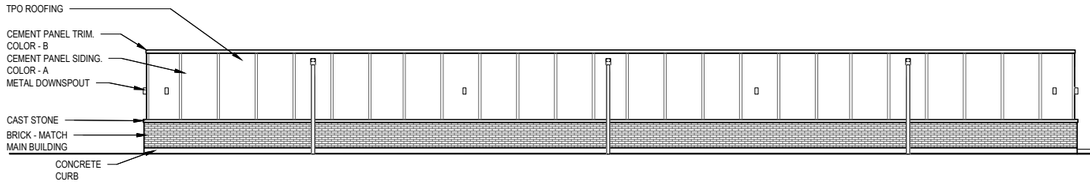
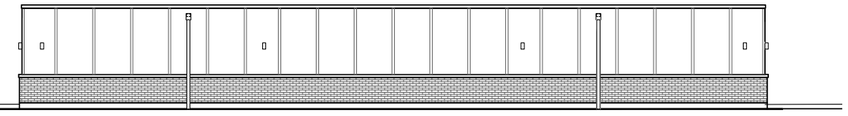


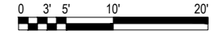
BUILDING 4&5 - INNER END ELEVATION

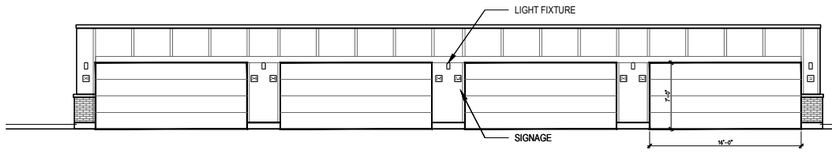


BUILDING 4 - EAST ELEVATION

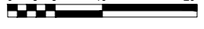


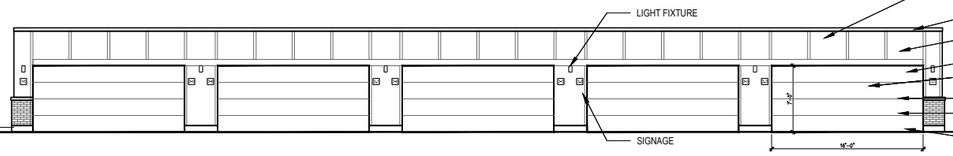
BUILDING 5 - EAST ELEVATION



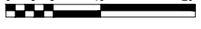


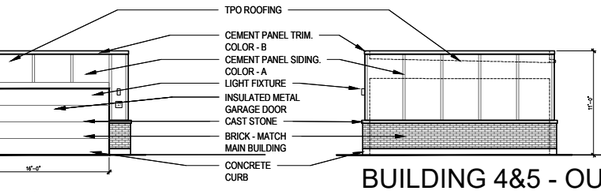
BUILDING 5 - WEST ELEVATION



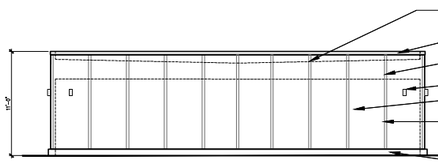


BUILDING 4 - WEST ELEVATION

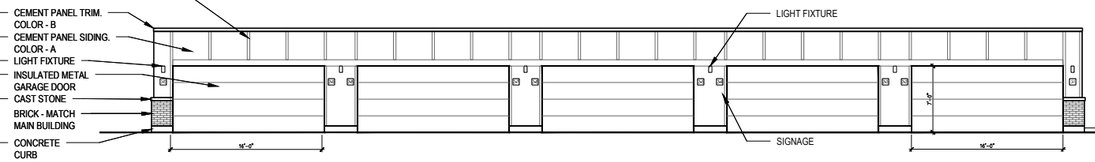




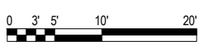
BUILDING 4&5 - OUTER END ELEVATION

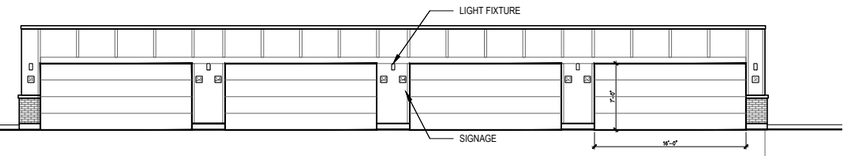


BUILDING 2&3 - INNER END ELEVATION



BUILDING 2 - EAST ELEVATION





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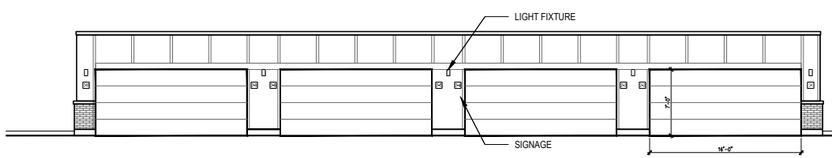
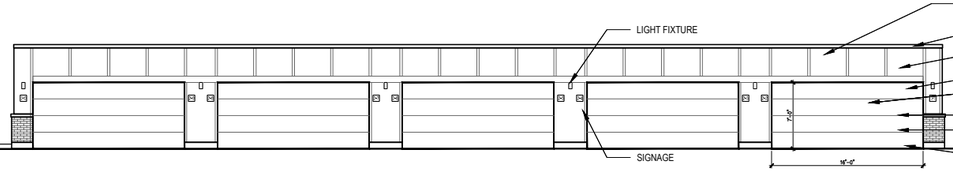


BUILDING 3 - WEST ELEVATION



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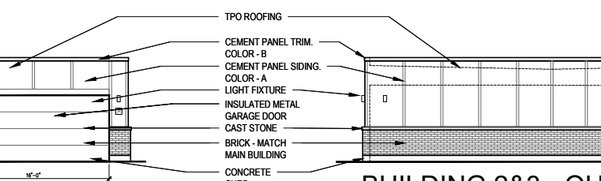

BUILDING 2&3 - OUTER END ELEVATION

TYPICAL GARAGE ELEVATIONS

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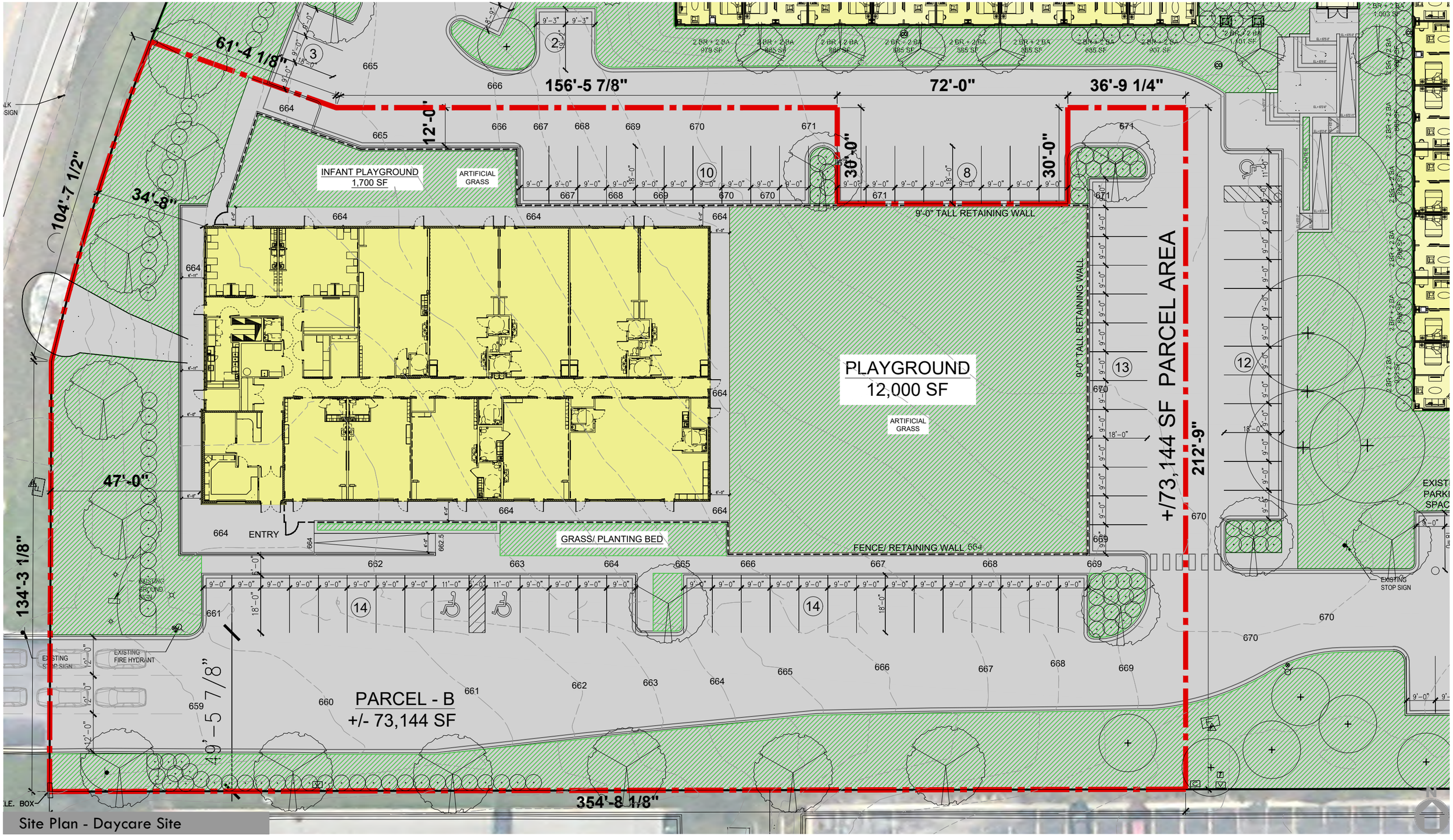

Site Plan - Daycare Site

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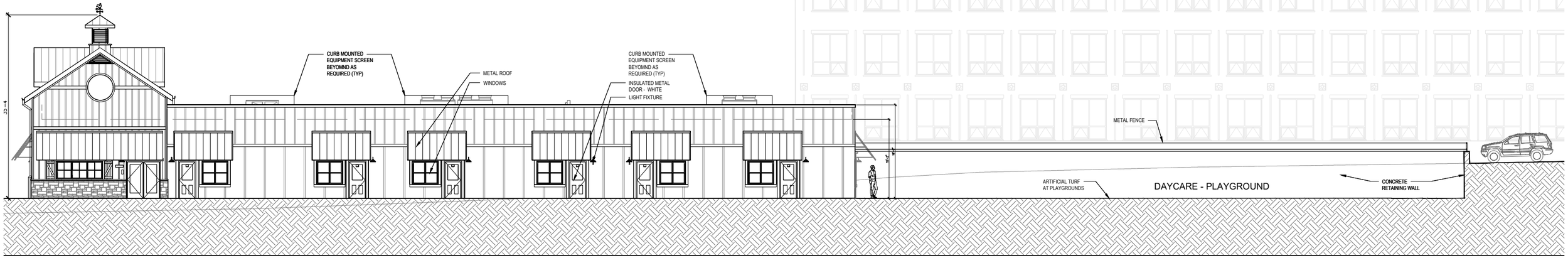
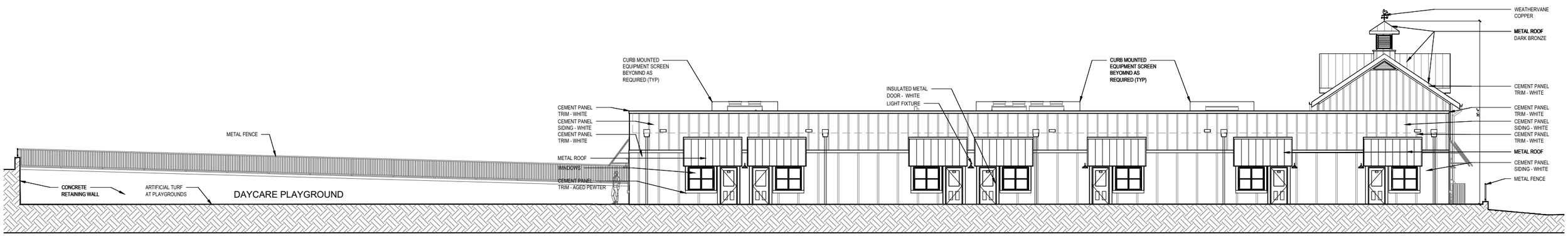


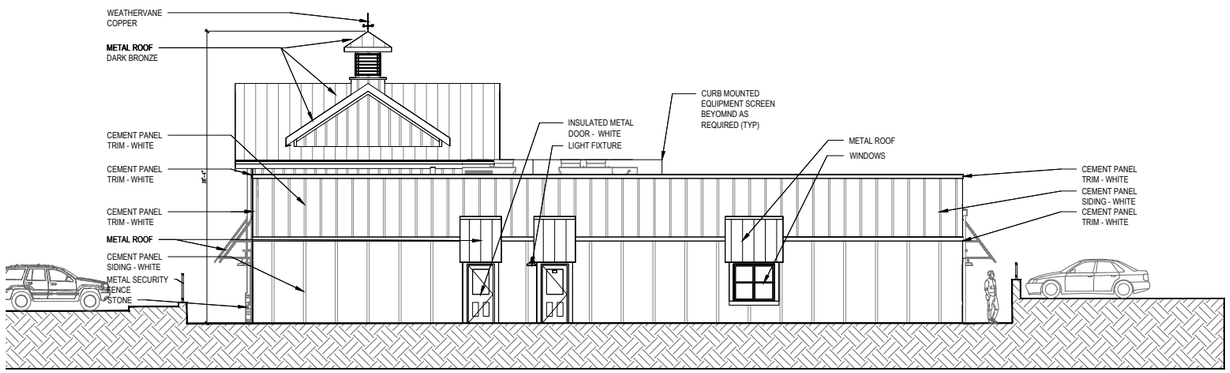
DAYCARE - SOUTH ELEVATION

0 3' 5' 10' 20'



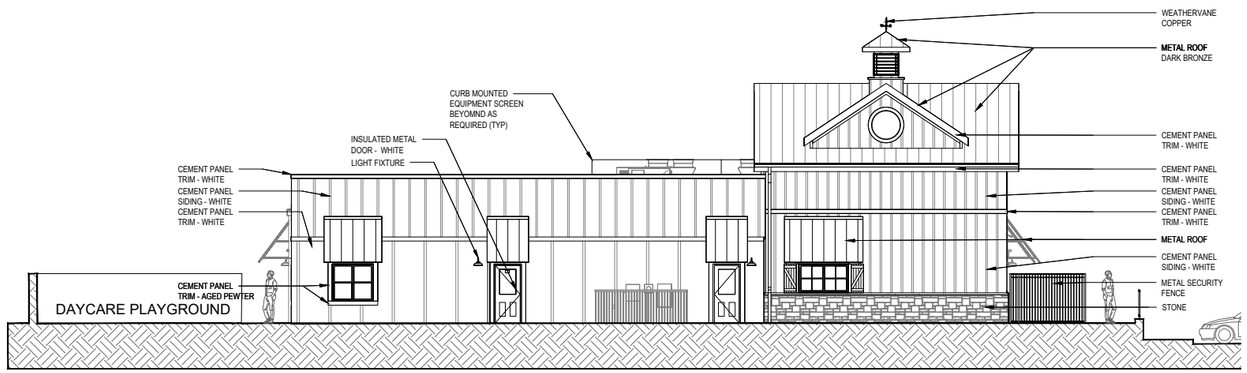
DAYCARE - NORTH ELEVATION

0 3' 5' 10' 20'



DAYCARE - EAST ELEVATION

0 3' 5' 10' 20'



DAYCARE - WEST ELEVATION

0 3' 5' 10' 20'

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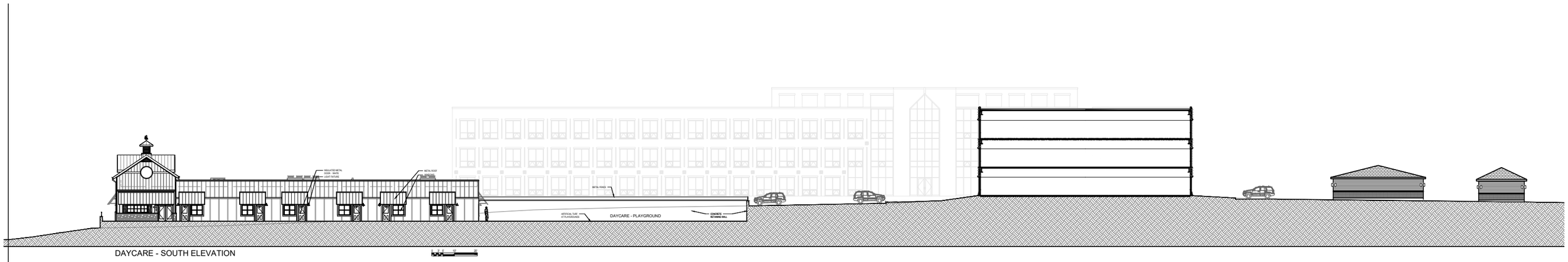
real estate development

BRICKYARDS
LOFTS

28 May 2025
24013
AJM

Hirsch|MPG
ARCHITECTURE + PLANNING

E.DC



DAYCARE - SOUTH ELEVATION

Site Section Elevation

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E.L.1

PROPOSED STREET LIGHT

PROPOSED NEW HIGH VISIBILITY CROSSWALK

661

NEW SLOPED SIDEWALKS

PROPERTY LINE

CROSSWALK SIGN

NEW HIGH VISIBILITY CROSSWALK

NEW SIDEWALK

CROSSWALK SIGN

NEW STAIRS

NEW LINK TO EXISTING SIDEWALK NETWORK

EL. + 660.50

EL. + 660.75

EL. + 660.75

EL. + 663.25

EL. + 663.75

EL. + 666.25

EL. + 666.25

EL. + 667.5

9'-0"

9'-0"

9'-0"

9'-0"

N

0 3' 5' 10' 20'

Crosswalk Diagram - North West

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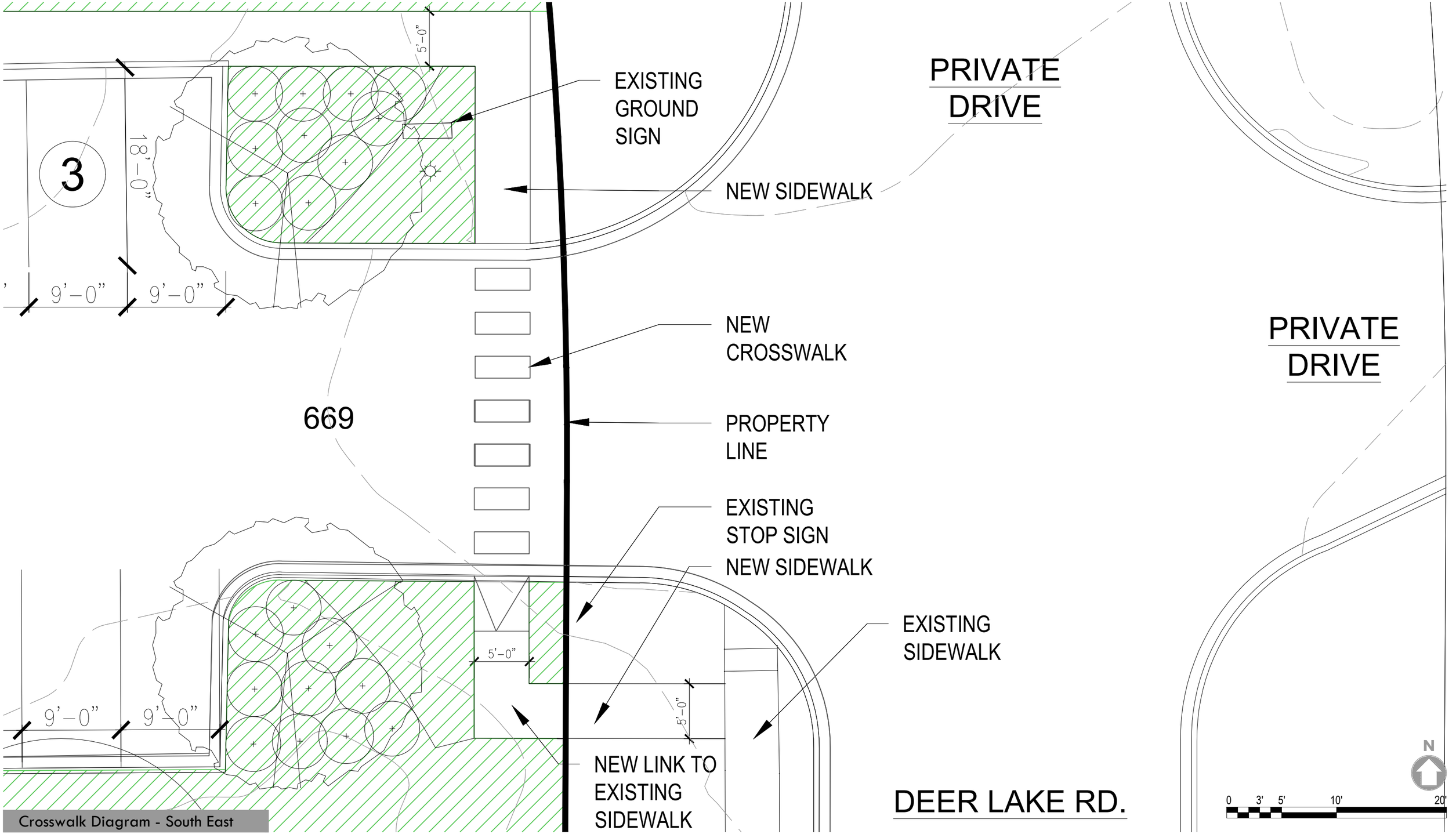
S.c2



Crosswalk Diagram - South East

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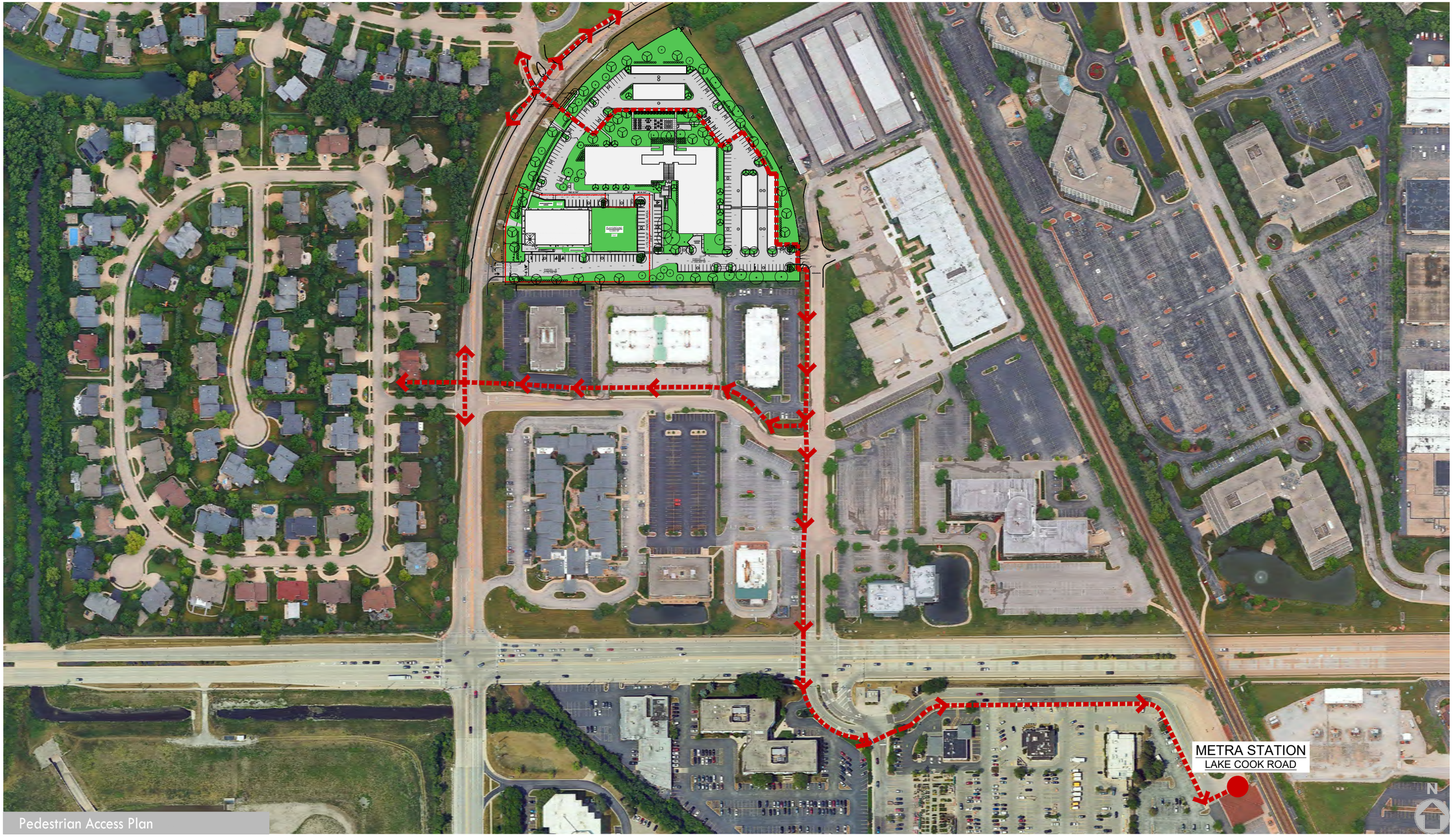
S.c1



Pedestrian Access Plan

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30 May 2025
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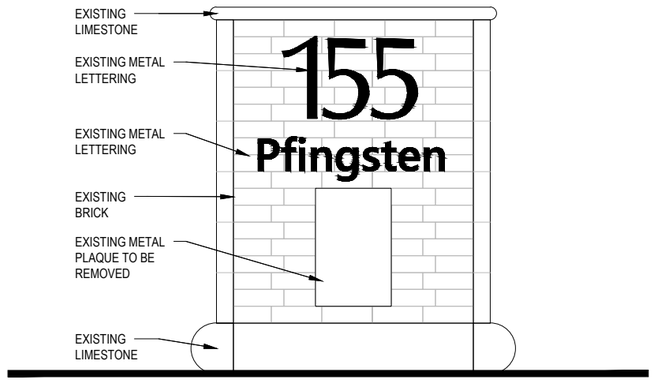
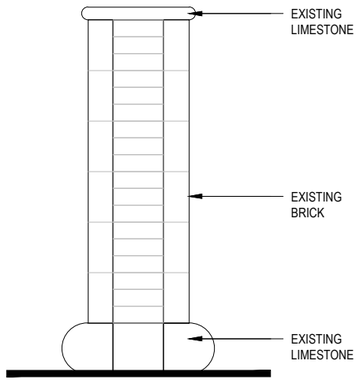
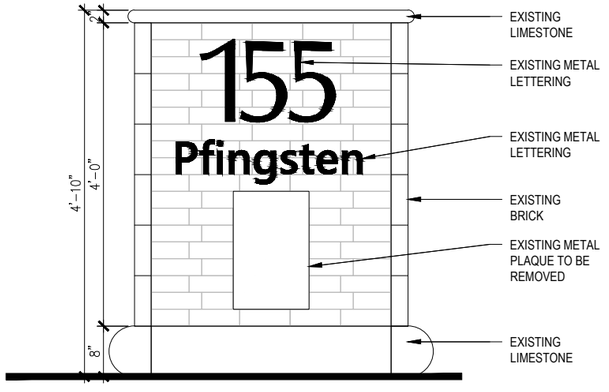
P



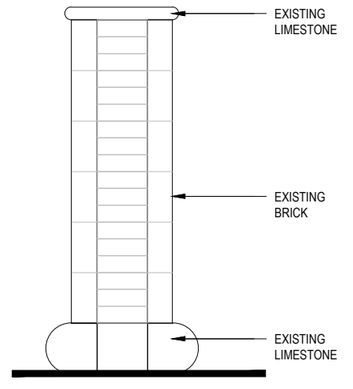
SITE ENTRY SIGN - BACK ELEVATION



SIDE ELEVATION

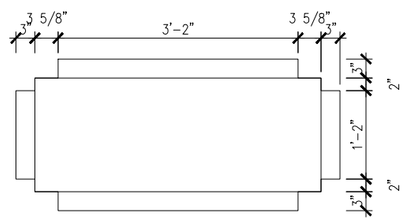


SITE ENTRY SIGN - FRONT ELEVATION



SIDE ELEVATION

SITE ENTRY SIGN - RENDERED VIEW



SITE ENTRY SIGN - PLAN

SITE SIGNAGE DRAWING

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real estate development

BRICKYARDS
LOFTS

21 May 2025
24013
SCALE: 1/2"-1'-0"

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E.S.1

SITE PLAN

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LOFTS

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V.1

DAYCARE - AERIAL FROM SOUTHWEST

DAYCARE - AERIAL FROM SOUTH

DAYCARE - FROM SOUTHWEST

DAYCARE - FROM SOUTHEAST

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BRICKYARDS
LOFTS

DAYCARE
RENDERINGS

29 May 2025
24013
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V.2

CROSSWALK FROM NORTH

CROSSWALK FROM SOUTH

CROSS WALK FROM WEST

CROSSWALK PLAN

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real estate development

BRICKYARDS
LOFTS

CROSSWALK
RENDERINGS

21 May 2025
24013
AJM

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V.3

LOFTS - SOUTH ENTRANCE

LOFTS - NORTHWEST

LOFTS - NORTHEAST

LOFTS - AMENITY TERRACE

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BRICKYARDS
LOFTS

RESIDENTIAL BUILDING RENDERINGS

21 May 2025
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AJM

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V.4

GARAGES - AERIAL FROM NORTH

GARAGES - NORTH

GARAGES - NORTH

GARAGES - EAST

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real estate development

BRICKYARDS
LOFTS

PARKING	21 May 2025
GARAGES	24013
RENDERINGS	AJM

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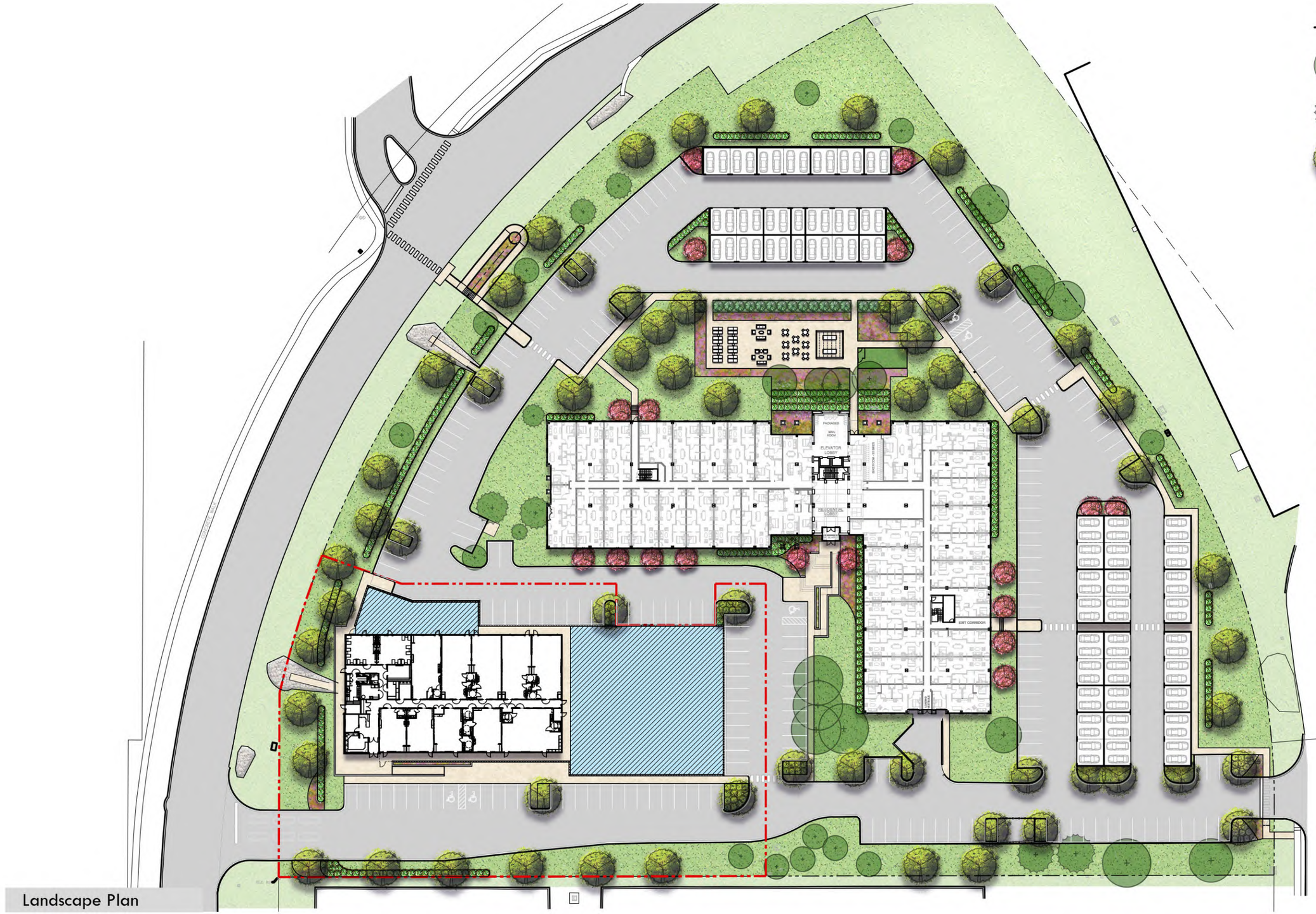
ARCHITECTURE + PLANNING

V.5



KEY

- EX. SHADE TREE TO REMAIN
- EX. EVERGREEN TREE TO REMAIN
- PROPOSED SHADE TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED EVERGREEN
- PROPOSED SHRUBS
- PROPOSED GROUNDCOVER, PERENNIALS, & ORN. GRASSES
- DOG AREA
- LAWN
- PARKWAY
- DAYCARE PLAYGROUND (AREA TO BE DETERMINED)

NOTES:

- SEE SHEET L2 FOR THE PROPOSED PLANT PALETTE.
- AN IRRIGATION SYSTEM WILL BE PROVIDED FOR A MAJORITY OF THE PLANT MATERIAL.

0 10 20 35 70 140

N

Landscape Plan

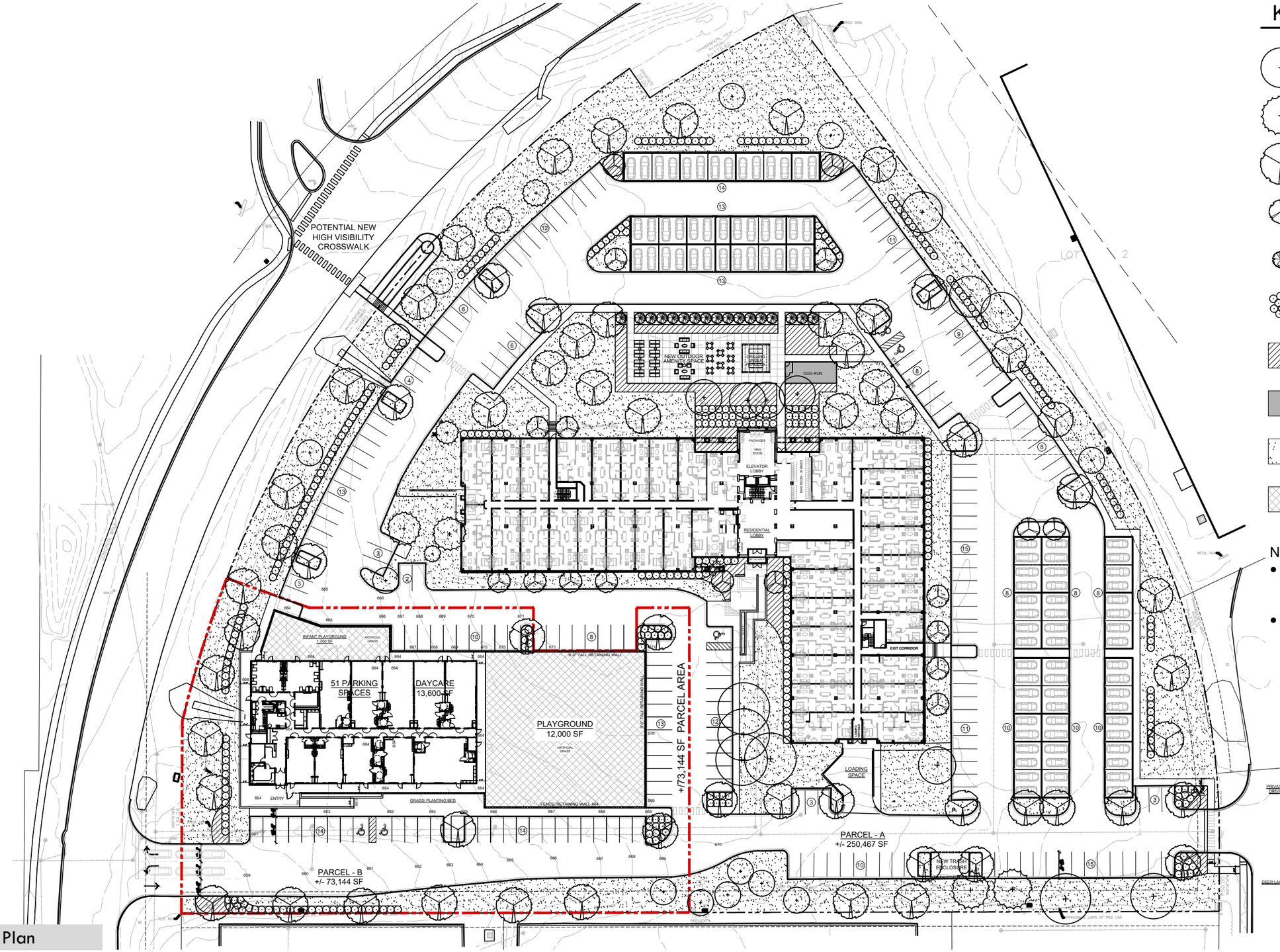
BAUM REVISION
real estate development

BRICKYARDS
LOFTS & TOWNHOMES

21 May 2025
24013
EHB

Hirsch|MPG
ARCHITECTURE + PLANNING

L1



KEY

- EX. SHADE TREE TO REMAIN
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- PROPOSED SHADE TREE
- PROPOSED ORNAMENTAL TREE
- PROPOSED EVERGREEN
- PROPOSED SHRUBS
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- DOG AREA
- LAWN
- DAYCARE PLAYGROUND (AREA TO BE DETERMINED)

NOTES:

- SEE SHEET L2 FOR THE PROPOSED PLANT PALETTE.
- AN IRRIGATION SYSTEM WILL BE PROVIDED FOR A MAJORITY OF THE PLANT MATERIAL.

Landscape Plan

BAUM REVISION
real estate development

BRICKYARDS
LOFTS & TOWNHOMES

21 May 2025
24013
EHB

Hirsch|MPG
ARCHITECTURE + PLANNING

L1

BRICKYARD LOFTS & TOWNHOMES PLANT PALETTE

(SIZES AT INSTALLATION ARE NOTED)

	SHADE TREES (3" CALIPER)	
NATIVE:	CELTIS OCCIDENTALIS	COMMON HACKBERRY
	GYMNOCLADUS DIOSCUS	KENTUCKY COFFEETREE
	PLATANUS OCCIDENTALIS	SYCAMORE
	POPULUS TREMULOIDES	QUAKING ASPEN
	QUERCUS BICOLOR	SWAMP WHITE OAK
	QUERCUS RUBRA	RED OAK
NON-NATIVE:	ACER X FREEMANII	AUTUMN BLAZE MAPLE
	GLEDITSIA TRICANTHOS INERMIS	SKYLINE HONEYLOCUST

	ORNAMENTAL TREES (3" CALIPER OR 7' HEIGHT)	
NATIVE:	AMELANCHIER X GRANDIFLORA	AUTUMN BRILLIANCE SERVICEBERRY
	CERCIS CANADENSIS	EASTERN REDBUD
NON-NATIVE:	AMELANCHIER CANADENSIS	SHADBLOW SERVICEBERRY
	SYRINGA RETICULATA	JAPANESE TREE LILAC

	EVERGREEN TREES (6' HEIGHT)	
NATIVE:	THUJA OCCIDENTALIS	ARBORVITAE

	LARGE DECIDUOUS SHRUBS (24"-36" HEIGHT AT INSTALLATION)	
NATIVE:	ARONIA ARBUTIFOLIA	BRILLIANT RED CHOKEBERRY
	CORNUS STOLONIFERA OR SERICEA	REDTWIG DOGWOOD
	VIBURNUM PRUNIFOLIUM	BLACKHAW VIBURNUM
	VIBURNUM TRILOBUM	HIGHBUSH CRANBERRY VIBURNUM
NON-NATIVE:	FORSYTHIA SP.	FORSYTHIA
	HYDRANGEA PANICULATA	HYDRANGEA
	SYRINGA SP.	LILAC
	VIBURNUM SP.	VIBURNUM

	SMALL DECIDUOUS SHRUBS (12”-18” HEIGHT AT INSTALLATION)	
NATIVE:	ARONIA MELANOCARPA	BLACK CHOKEBERRY
	CEANOTHUS AMERICANUS	NEW JERSEY TEA PLANTS
	DIERVILLA LONICERA	DWARF BUSH HONEYSUCKLE
	HYDRANGEA ARBORESCENS	ANNABELLE HYDRANGEA
	RHUS AROMATICA	FRAGRANT SUMAC
NON-NATIVE:	COTONEASTER SP.	COTONEASTER
	HYDRANGEA PANICULATA AND QUERCIFOLIA	HYDRANGEA
	SPIRAEA SP.	SPIREA

	EVERGREEN SHRUBS (24" SPREAD AT INSTALLATION)	
NATIVE:	JUNIPERUS COMMUNIS	COMMON JUNIPER

	PERENNIALS (1 GALLON CONTAINER)	
NATIVE:	ASCLEPIAS SP.	MILKWEED
	ASTER SP.	ASTER
	COREOPSIS GRANDIFLORA	TICKWEED
	ECHINACEA PURPUREA	PURPLE CONEFLOWER
	HEUCHERA	CORAL BELLS
	HIBISCUS	ROSE MALLOW
	LIATRIS KOBOLD	GAYFEATHER
	MONARDA SP.	BEE BALM
	RUDBECKIA SP.	BLACK EYED SUSAN
NON-NATIVE:	ALLIUM SP.	ORNAMENTAL ONION
	GERANIUM SP.	CRANESBILL
	HEMEROCALLIS SP.	DAYLILY
	NEPETA SP.	CATMINT
	PERVOSKIA SP.	RUSSIAN SAGE
	SALVIA SP.	SAGE

	GRASSES (1 GALLON CONTAINER)	
NATIVE:	BOUTELOUA CURTIPENDULA	SIDE OATS GRAMA
	DESCHAMPSIA CEPITOSA	TUFTED HAIR GRASS
	PANICUM SP.	SWITCH GRASS
	SPOROBOLIUS HETEROLEPIS	PRAIRIE DROPSEED
NON-NATIVE:	CALAMAGROSTIS SP.	FEATHER REED GRASS
	MISCANTHUS SP.	MAIDEN GRASS

Plant Palette

SCALE: 1" = 60'

PROPOSED HIGH-VISIBILITY CROSSWALK REALIGNED TO REPLACE EXISTING CROSSWALK

EXISTING STREET LIGHT

PROPOSED STREET LIGHT

PROPOSED SIDEWALK RAMPS TO BE DESIGNED BY OTHERS TO MEET ADA REQUIREMENTS

PROPOSED HIGH-VISIBILITY CROSSWALK

FOUNTAIN VIEW DRIVE

PFINGSTEN ROAD

250'

250'

A

B

BUILDING 4
6 TOWNHOMES

BUILDING 3
6 TOWNHOMES

BUILDING 2
5 TOWNHOMES

BUILDING 1
EXISTING

NEW OUTDOOR AMENITY SPACE

GRILLING UNDER PERGOLA

NEW AMENITY TERRACE
± 323 SF

- 6 SPACES

CONC. SWALE

EXISTING FIRE HYDRANT

EXISTING LIGHT POLE

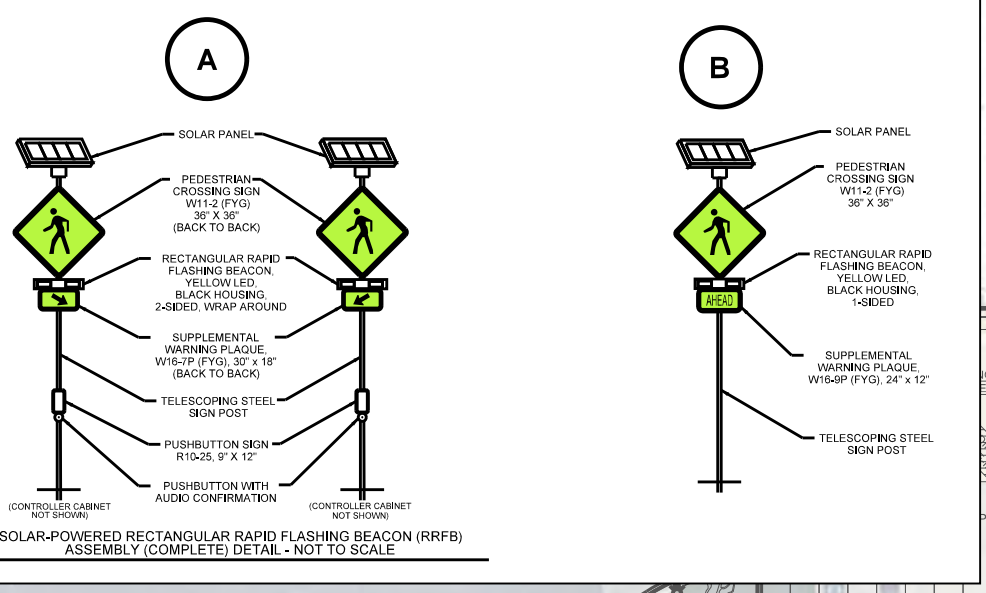
EXISTING GROUND SIGN

EXISTING STOP SIGN

BIKE PARKING

SKYLIGHT

COMMONWEALTH EDISON CO. EASEMENT PER DOC. NO. 2999914 REC. AUG. 10, 1982



SOLAR-POWERED RECTANGULAR RAPID FLASHING BEACON (RRFB) ASSEMBLY (COMPLETE) DETAIL - NOT TO SCALE

RESIDENTIAL DEVELOPMENT
DEERFIELD, ILLINOIS

PRELIMINARY CROSSWALK GEOMETRICS WITH RECTANGULAR RAPID FLASHING BEACON (RRFB) (PFINGSTEN ROAD)

DRAWN: DS
CHECKED: LA
DATE: 10-07-24
REV:
PROJECT #: 24-201
EXHIBIT: A

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

SCALE: 1" = 60'

FOUNTAIN VIEW DRIVE

PFINGSTEN ROAD

270' STOPPING SIGHT DISTANCE

250' STOPPING SIGHT DISTANCE

BUILDING 4
6 TOWNHOMES

BUILDING 3
6 TOWNHOMES

BUILDING 2
5 TOWNHOMES

NEW AMENITY TERRACE 1,323 SF

6 SPACES

CONC. SWALE

EXISTING GROUND SIGN

EXISTING STOP SIGN

EXISTING LIGHT POLE

EXISTING FIRE HYDRANT

POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED = 35 MPH

IDOT BDE MANUAL - CHAPTER 31

$SSD = 1.47\ Vt + 1.075\ \frac{V^2}{a}$

where: SSD = Stopping Sight Distance, ft (m)
V = design speed, mph (km/h)
t = brake time, 2.5 seconds
a = driver deceleration, ft/s^2 (m/s^2)

$250 = 1.47\ 35(2.5) + 1.075\ (\frac{1225}{11.2})$

IDOT BDE MANUAL - CHAPTER 31
ADJUSTED DOWNGRADE

$SSD = 1.47\ Vt + 1.075\ \frac{V^2}{30\left[\frac{a}{32.2} \pm G\right]}$

where: SSD = Stopping Sight Distance, ft (m)
V = design speed, mph (km/h)
t = brake time, 2.5 seconds
a = driver deceleration, ft/s^2 (m/s^2)
G = grade expressed as a decimal
Downgrades expressed as a negative.

GENERAL ASSUMPTION: G=5% FOR SOUTHBOUND TRAFFIC (TO BE VERIFIED VIA TOPOGRAPHIC SURVEY)

$270 = 1.47\ 35(2.5) + 1.075\ \frac{1225}{30\left[\frac{11.2}{32.2} - .05\right]}$

RESIDENTIAL DEVELOPMENT
DEERFIELD, ILLINOIS

STOPPING SIGHT DISTANCE FOR CROSSWALK (PFINGSTEN ROAD)

DRAWN: DS CHECKED: LA
DATE: 10-07-24 REV:
PROJECT #: 24-201
EXHIBIT: B

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

SCALE: 1" = 60'

FOUNTAIN VIEW DRIVE

PFINGSTEN ROAD

425' MAXIMUM SIGHT DISTANCE EXCEEDS REQUIREMENT FOR 45MPH

470' MAXIMUM SIGHT DISTANCE EXCEEDS REQUIREMENT FOR 50MPH

BUILDING 4
6 TOWNHOMES

BUILDING 3
6 TOWNHOMES

BUILDING 2
5 TOWNHOMES

NEW AMENITY TERRACE 1,323 SF

POSTED SPEED LIMIT = 30 MPH
DESIGN SPEED = 35 MPH

IDOT BDE MANUAL - CHAPTER 31

$SSD = 1.47\ Vt + 1.075\ \frac{V^2}{a}$

where: SSD = Stopping Sight Distance, ft (m)
V = design speed, mph (km/h)
t = brake time, 2.5 seconds
a = driver deceleration, ft/s^2 (m/s^2)

$425 = 1.47\ 50(2.5) + 1.075\ (\frac{2500}{11.2})$

IDOT BDE MANUAL - CHAPTER 31
ADJUSTED DOWNGRADE

$SSD = 1.47\ Vt + 1.075\ \frac{V^2}{30\left[\frac{a}{32.2} \pm G\right]}$

where: SSD = Stopping Sight Distance, ft (m)
V = design speed, mph (km/h)
t = brake time, 2.5 seconds
a = driver deceleration, ft/s^2 (m/s^2)
G = grade expressed as a decimal
Downgrades expressed as a negative.

GENERAL ASSUMPTION: G=5% FOR SOUTHBOUND TRAFFIC (TO BE VERIFIED VIA TOPOGRAPHIC SURVEY)

$400 = 1.47\ 45(2.5) + 1.075\ \frac{2025}{30\left[\frac{11.2}{32.2} - .05\right]}$

RESIDENTIAL DEVELOPMENT
DEERFIELD, ILLINOIS

MAXIMUM AVAILABLE STOPPING SIGHT DISTANCE FOR CROSSWALK (PFINGSTEN ROAD)

DRAWN: DS CHECKED: LA
DATE: 10-07-24 REV:
PROJECT #: 24-201
EXHIBIT: C

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

Utility Narratives
Brickyards Lofts & Daycare
Deerfield, IL

Stormwater:

Stormwater detention is not proposed with this redevelopment project because it meets the requirements of Section 300.06 of the Lake County Watershed Development Ordinance. This development will decrease the imperious areas from the current existing conditions. The proposed Daycare will be built where existing parking lot pavements exist. Therefore, stormwater run-off from this site is proposed to be equal to or reduced from existing conditions.

The existing on-site storm sewer system will continue to be used to adequately drain the existing site along with the portions of the site being redeveloped with the proposed garages and Daycare facility.

Sanitary:

The existing on-site sanitary sewer system will remain to service the existing building and will also be used for the service connection to the proposed Daycare.

Water:

The existing on-site watermain system will remain to service the existing building and will also be used for the service connection to the proposed Daycare.

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

9575 West Higgins Road, Suite 400 | Rosemont, Illinois 60018
p: 847-518-9990 | f: 847-518-9987

MEMORANDUM TO: Paul Fishbein
Baum Realty Group, LLC

FROM: Brendan S. May, PE, PTOE
Principal

Luay R. Aboona, PE, PTOE
Principal

DATE: May 28, 2025

SUBJECT: Traffic Impact Statement
Proposed Mixed-Use Development
Deerfield, Illinois

This memorandum summarizes a trip generation and site access evaluation conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for the proposed mixed-use development to be located in Deerfield, Illinois. The site, which currently contains an office building, is located at 155 N. Pfingsten Road.

The plans call for repurposing the building to provide 112 apartments. Furthermore, the southwest corner of the site will be developed to provide an approximately 13,600 square-foot day care center with a maximum of 195 students and 30 employees. A total of 306 parking spaces will be provided. Access will continue to be provided via the east-west access road that extends along the south side of the site between Pfingsten Road and Deer Lake Road. **Figure 1** shows an aerial view of the site. The site plan is included in the Appendix.

Existing Traffic Conditions

Pfingsten Road is a north-south major collector roadway north of Lake Cook Road and a minor arterial roadway south of Lake Cook Road. Within the vicinity of the site, the roadway provides one travel lane in each direction. At its unsignalized intersection with Estate Drive, Pfingsten Road provides an exclusive left-turn lane, exclusive through lane, and an exclusive right-turn lane on the northbound and southbound approaches. At its unsignalized intersection with Fountain View Drive, Pfingsten Road provides an exclusive left-turn lane and an exclusive through lane on the northbound approach and an exclusive through lane and exclusive right-turn lane on the southbound approach. At its unsignalized intersection with the east-west access road, Pfingsten Road provides a shared through/right-turn lane on the northbound approach and an exclusive left-turn lane and exclusive through lane on the southbound approach. Pfingsten Road is under the jurisdiction of the Village of Deerfield north of Lake Cook Road and under the jurisdiction of the Illinois Department of Transportation (IDOT) south of Lake Cook Road. Pfingsten Road carries an annual average daily traffic (AADT) of 9,300 vehicles (IDOT 2023) and has a posted speed limit of 30 miles per hour.

Aerial View of Site **Figure 1**

Deer Lake Road is a north-south local roadway that provides one travel lane in each direction. At its unsignalized intersection with the east-west access road, Deer Lake Road provides a shared left-turn/through/right-turn lane on the northbound and southbound approaches. Deer Lake Road is under the jurisdiction of the Village of Deerfield.

Estate Drive is an east-west local roadway that provides one travel lane in each direction. At its unsignalized intersection with Pfingsten Road, Estate Drive provides a shared left-turn/through/right-turn lane on the eastbound approach and a shared left-turn/through lane and an exclusive right-turn lane on the westbound approach. Both approaches are under stop sign control. Estate Drive is under the jurisdiction of the Village of Deerfield.

Fountain View Drive is a north-south local roadway that provides one travel lane in each direction. At its unsignalized intersection with Pfingsten Road, Fountain View Drive provides a single lane approach that is wide enough to accommodate left and right-turning movements simultaneously. Fountain View Drive is under the jurisdiction of the Village of Deerfield.

Traffic Count Data

The following summarizes previous daily and peak hour traffic volumes performed in the study area:

- Based on available daily traffic volumes from IDOT, Pfingsten Road carries an AADT volume of 9,300 vehicles.

- Based on traffic count data collected by KLOA, Inc. at the intersection of Lake Cook Road with Pfingsten Road in 2023 the following is determined:

    - During the weekday morning peak hour, the intersection carries a total of 2,976 vehicles

    - During the weekday evening peak hour, the intersection carries a total of 4,221 vehicles

    - During the weekday morning peak hour, Pfingsten Road north of Lake Cook Road carries a two-way traffic volume of 725 vehicles

    - During the weekday evening peak hour, Pfingsten Road north of Lake Cook Road carries a two-way traffic volume of 902 vehicles

- Based on traffic count data collected by KLOA, Inc. at the intersection of Lake Cook Road with Deer Lake Road in 2023 the following is determined:

    - During the weekday morning peak hour, the intersection carries a total of 3,507 vehicles

    - During the weekday evening peak hour, the intersection carries a total of 3,843 vehicles

Development Vehicular Access

The site, as previously indicated, is located at 155 N. Pfingsten Road. Access to the site will continue to be provided via the east-west access road that extends along the south side of the site between Pfingsten Road and Deer Lake Road as summarized below:

- At its full movement intersection with Pfingsten Road, the east-west access road provides a shared left-turn/right-turn lane on the westbound approach and is under stop sign control. Left-turn movements to the access drive from Pfingsten Road are accommodated via an exclusive southbound left-turn lane providing approximately 120 feet of storage and approximately 200 feet of taper. As part of the proposed development, the access road's approach will be restriped to provide an exclusive left-turn lane and an exclusive right-turn lane.

- At its full movement intersection with Deer Lake Road, the east-west access road provides a shared left-turn/through/right-turn lane on the eastbound approach that is under stop-sign control. It should be noted that Deer Lake Road has a signalized intersection with Lake Cook Road located approximately 950 feet south of the site.

Overall, the site will have a total of 306 parking spaces, which meets the Village Code requirements as discussed later. The residential portion of the development will be served by 255 parking spaces of which 94 spaces will be garage spaces and 161 will be surface parking spaces. The day care will be served by a surface parking lot providing 51 parking spaces. The parking fields serving the site will have three connections to the east-west access roadway that connects Pfingsten Road to Deer Lake Road.

Day Care Center Drop-Off/Pick-Up Operations

The proposed day care center will generally be open between 6:30 A.M. and 6:00 P.M. on weekdays. The drop-off and pick-up of children will generally occur over a two to three hour period in the morning and afternoon/evening. Therefore, the day care facility will not generate a surge or peak queue of traffic that is typically seen at a traditional school with a fixed start and end time.

The proposed day care center children will be transported to the facility by their parents or other adult guardians, and most will arrive via personal vehicle. Given the location of the center, very few children (if at all) are expected to arrive at this center by bicycle or walking. Parents and guardians will be required to sign a child in and out and therefore, will park their vehicle and walk the child to/from the building. Drop-off/pick-up for the day care will occur within the vicinity of the main entrance on the south side of the day care building.

Based on KLOA, Inc.'s experience with day care centers, the typical vehicle occupancy is one to two children and it typically takes three to five minutes to drop off/pick up a child from the facility. Furthermore, based on a survey of a similar existing 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. Therefore, assuming the maximum capacity of the facility, it can be estimated that this facility will experience a peak of 13 children being dropped off at the same time. Conservatively assuming that all 30 employees will be at the center at one time, the 51 parking spaces to be provided by the day care center (resulting in a minimum of 21 parking spaces available for drop-off and pick-up) will be sufficient to accommodate the parking for the employees and the drop-off/pick-up operation.

Development Traffic Generation

The estimates of traffic to be generated by the proposed development were based on the proposed land use, number of units, and trip generation rates published by the Institute of Transportation Engineers (ITE) in its 11th Edition of the *Trip Generation Manual*. The total trips anticipated by the development for the weekday morning and evening peak hours as well as the weekday daily traffic volumes are shown in **Table 1**.

Trip Generation Comparison

As previously indicated, the site was previously occupied by an approximately 119,265 square foot office space. The estimate of traffic generated by the office building was estimated using data published in the ITE *Trip Generation Manual*, 11th Edition. The estimated trips generated by the existing land use for the weekday morning and evening peak hours as well as the weekday daily traffic volumes are summarized in **Table 2**. Based on a review of Tables 1 and 2, the proposed development will generate approximately 10 percent less trips compared to what the exiting office building would have generated at full occupancy.

Traffic Evaluation

When the estimated peak hour traffic volumes anticipated to be generated by the proposed development are compared to the existing traffic volumes on the surrounding roadway network, the following was determined:

- The development is projected to increase the peak hour traffic volumes at the intersection of Lake Cook Road with Pfingsten Road by approximately three percent, and less than what the previous office development generated.

- The development is projected to increase the peak hour traffic volumes at the intersection of Lake Cook Road with Deer Lake Road by approximately three percent, and less than what the previous office development generated.

As such, the proposed development will have a limited impact on the operations of the adjacent roadway network and intersections will have a similar, if not, less of an impact than the previous office building.

Table 1
ESTIMATED DEVELOPMENT-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
221	Multifamily Housing (112 units)	9	29	38	27	17	44	488
565	Day Care (195 Students)	73	64	137	62	69	131	741
	Total	82	93	175	89	86	175	1189

Table 2
ESTIMATED PREVIOUS DEVELOPMENT-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Weekday Daily Trips
		In	Out	Total	In	Out	Total	
710	General Office Building 119,265 s.f.	171	24	195	33	159	192	1,350

Parking Evaluation

As previously stated, the proposed development will have approximately 112 apartment units and an approximately 13,600 square foot day care with a maximum of 195 students and 30 employees. Parking for the residential units will be accommodated by 255 parking spaces and parking for the day care will be accommodated by 51 parking spaces.

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*, 6*th* Edition. Based on the two methodologies, the parking demand for the proposed development is as follows:

Parking Requirements per Village Code

- Multifamily Housing (112 units)
  - 1 Bedroom (6 units) – 1.5 parking spaces per unit
  - 2 Bedroom (106 units) – 2 parking spaces per unit
  - 3 Bedroom (1 unit) – 3 parking spaces per unit

- Day Care Center (195 students and 30 employees)
  - 1 space per employee and 1 space for every 10 students.

Based on the above and the requirements of the Village of Deerfield, the apartment building will be required to provide 224 parking spaces and the day care is required to provide 50 parking spaces. As such, the proposed parking supply for each of the proposed land-uses meet the Village's parking requirements.

ITE Parking Generation Manual

- Multifamily Housing – 2+ BR (Mid-Rise) – Land Use Code 221 (112 units)
  - 1.23 parking spaces per unit – 138 parking spaces (Weekday Monday-Friday)
  - 1.04 parking spaces per unit – 116 parking spaces (Saturday)

- Day Care Center – Land Use Code 565 (195 students)
  - 0.25 parking spaces per student – 49 parking spaces (Weekday Monday-Friday)

Based on the above, the proposed residential development will have an estimated peak parking demand of 138 parking spaces occurring on a weekday. Similarly, the proposed day care center is projected to have a peak parking demand of 49 parking spaces.

As such, the proposed 225 residential parking spaces and 51 day care parking spaces will be adequate in accommodating the estimated peak parking demands generated by the proposed development.

Conclusion

Based on the preceding evaluation, the following is concluded:

- The proposed development will have excellent accessibility to the adjacent area roadways given the direct access to Pfingsten Road and Deer Lake Road, which has a signalized intersection with Lake Cook Road.

- The estimated number of trips generated by the proposed development will be less than the trip estimated to be generated former office building.

- The proposed parking supply will be adequate in meeting the parking needs of the proposed development under both Village of Deerfield and ITE parking requirements.

Appendix

PARKING CALCULATIONS				
RESIDENTIAL	# UNITS	PER UNIT	PARKING REQUIRED	PARKING PROVIDED
1 BEDROOM	6	1.5	9	
2 BEDROOM	106	2	212	
3 BEDROOM	1	3	3	
TOTAL RES.			224	255
Daycare	GSF	BY AREA	PARKING	PARKING
USEABLE SF	13,600 SF	Per 8.02.E	50	51
(1 space/employee + 1 space/ 10 students)				
TOTAL PARKING SPACES			REQUIRED	PROVIDED
			271	306

0 20' 40' 60' 80' 100' 200'

SITE AREA: 7.43 ACRES, (323,650.8 SF)
SITE COVERAGE: 72,266 SF - 22.33%
GREEN SPACE: 111,592 SF - 34.48%
(All Planting and Landscape Areas Shown in Green on the Plans)

USEABLE OPEN SPACE - INTERIOR: 20,881 SF - 6.45%
(North Amenity Areae)

USEABLE OPEN SPACE - PLAYGROUND: 12,250 SF - 3.78%
(Daycare Playground)

USEABLE OPEN SPACE - PERIMETER: 65,768 SF - 20.3%
(Landscape Site Edge East, North, West, South)

TOTAL USEABLE OPEN SPACE: 98,899 SF - 30.56%
(Interior + Perimeter + Daycare Playground)

FLR #	USE	# OF UNITS	1 BR + 1 BA	2 BR + 2 BA	3 BR + 3 BA
	UPPER ROOF				
R	ROOF/ PENTHOUSE				
3	APARTMENTS/ AMENITY	38	2	36	0
2	APARTMENTS/ AMENITY	38	2	36	0
1	APARTMENTS/ AMENITY/ LOBBY	36	3	32	1
		112	7	104	1
		100.00%	6.25%	92.86%	0.89%

POTENTIAL NEW HIGH VISIBILITY CROSSWALK

NEW OUTDOOR AMENITY SPACE

DOG RUN

PLAYGROUND ^ 12,250 SF

DAYCARE 13,600 SF

51 PARKING SPACES

+/-73,144 SF PARCEL AREA

PARCEL - B +/- 73,144 SF

PARCEL - A +/- 250,467 SF

LOADING SPACE

NEW TRASH ENCLOSURE

ELEVATOR LOBBY

EXIT CORRIDOR

DEER LAKE RD.

Site Plan

BAUM REVISION
real estate development

BRICKYARDS
LOFTS

8 May 2025
24013
AJM

Hirsch|MPG
ARCHITECTURE + PLANNING

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