

## MEMORANDUM

TO: Plan Commission

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

DATE: July 3, 2025

RE: Public Hearing on the Request for an Amendment to the Comprehensive Plan; a Rezoning of 155 Pfingsten Road from I-1 Office Research Restricted Industrial District to R-5 General Residence District; Approval of a Preliminary Development Plan for a Residential Planned Unit Development (PUD) with Necessary Exceptions to Allow a Residential Development and a Day Care Center and Nursery School; Approval of a Special Use for a Primrose Child Day Care Center and Nursery School; and Approval of a Resubdivision Into Two Lots for the Property Located at 155 Pfingsten Road



VILLAGE OF DEERFIELD

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### **Application History**

Prefiling Conference Meeting Date: August 22, 2024

Prefiling Conference Meeting Date: June 12, 2025

Public Hearing Publication Date: June 19, 2025

Public Hearing Date: July 10, 2025

### **Zoning Actions**

The Deerfield Plan Commission is conducting a public hearing to consider the request of 155 Group, LLC (property owner and developers of the proposed residential development), and Primrose Schools (business owner). The petitioners are requesting to redevelop the subject property into two lots. The first lot is proposed as a conversion of the existing 3-story, L-shaped office building into 112 loft-style apartments and proposed for the second lot is constructing a day care center and nursery school. The proposed development is located on the 7.43 acre property at 155 Pfingsten Road. The petitioners will be requesting the following actions:

1. An amendment to the Village's Comprehensive Plan to designate the subject property's land use as residential use, to be changed from its current office use designation.
2. The rezoning of the property to R-5 General Residence District. The subject property is currently zoned I-1 Office Research Restricted Industrial District.
3. Approval of a Preliminary Development Plan for a Residential Planned Unit Development in the R-5 General Residence District to allow the development of multi-family rental development and a day care center and nursery school. The applicant is proposing to develop the 7.43 acre subject property with 112 loft apartments in the existing, three-story office building. The new residential units will offer, one, two, and a three-bedroom units, and one to two car garages and surface parking spaces. Eleven of the new loft apartment units will be affordable to meet the Village's affordable housing ordinance.
4. Approval of a Special Use for a Children's Day Care Center and Nursery School Special Use for Primrose Schools or its affiliate. The proposed Primrose day care center and nursery school will be located in a new building of approximately 13,600 square at the southwest corner of the property. A fenced outdoor play area of approximately 15,000 square feet will be located on the east side of the new day care and nursery school building. The child day care center and nursery school will be designed to serve up to 195 children with a staff of approximately 30 persons.
5. The petitioners are also seeking relief from the Zoning Ordinance to allow exceptions for: (a) the total area of land required: based on the mix of units in the proposed development 7.64 acres or 333,000 square feet of land area is required and 7.43 acres or 323,650 square feet provided for the site; (b) structures to be located in the required 40-foot perimeter setbacks. The proposed day care center and nursery school building is 34 feet 8 inches from the west property line; the existing parking lot is 38 feet 5 inches from the west property line; the existing parking lot in the southeast portion of the property is 23 feet 8 inches from the south property line; the proposed garage is 14 feet 8 inches from the east property line and the existing parking lot is 28 feet 11 inches from the east property line; (c) the maximum building height of the residential development to be 45 feet and the maximum building height of the child day care center and nursery

school to be 35 feet 6 inches in lieu of the maximum allowable height of 35 feet; (d) parking space depth of 18 feet for both exterior and interior spaces in lieu of the required 19 feet; (e) several drive aisles with a width less than the required 24 feet; and (f) for the entry ground signs located within 25 feet from the property line.

6. Text Amendment to the Deerfield Zoning Ordinance for the signage for a day care center and nursery school use in the R-5 General Residence District.
7. An exception for Deerfield Zoning Ordinance for the Primrose wall signs to be located above the roof deck.
8. Approval of a combined preliminary and final plat of resubdivision to divide the property into two lots, one lot for the residential and one lot for the day care center and nursery school. The preliminary and final plat of resubdivision will be presented with the petitioner's Final Development Plan.

### **Subject Property**

The subject property consists of a three-story, L-shaped office building of approximately 119,888 square feet (approximately 40,000 square feet per floor). This property was approved as a Planned Unit Development in the I-1 Office, Research, and Restricted Industrial District in 1986 (Ordinance 0-86-50 dated October 6, 1986). The office building was constructed in 1987. The subject property is approximately 7.43 acres. The last time this development was in front of the Village for a zoning matter was in 2021 regarding a request for an amendment to the sign plan for the property to add a wall sign to the building (Ordinance 0-21-06 dated March 2, 2021).

### **Surrounding Land Use and Zoning of Parkway North PUD:**

North (across Pfingsten Road): P-1 Public Lands – Brickyards public park (13-acre public park with soccer field, playground equipment, picnic area, rental pavilion and basketball court)

Northwest (across Pfingsten Road): R-3 Single Family Residential District – single-family homes – Bristol Place subdivision and Bristol Estates subdivision

South: I-1 Office Research, and Restricted Industrial District – and two-story office buildings

East: I-2 Limited Industrial District – self-storage facility and single-story office and industrial building.

West: (across Pfingsten Road): R-3 Single Family Residential District – single-family homes, Bristol Estates subdivision.

### **Proposed Plan**

Baum Revision, LLC is proposing to redevelop the subject property into a two lots. The first lot (approximately 250,467 square feet) is proposed as a multi-family residential complex known as the Brickyards Lofts consisting of 112 loft style apartments in the existing office building. The second lot (approximately 73,144 square feet) is a proposed Primrose day care center and nursery school.

#### **Loft Apartments:**

The existing office space is proposed to be converted into 112 loft-style apartments. The units feature 10'+ ceilings, oversized windows, in-unit washer/dryer, and stainless-steel appliances. The units range in size from 629 square feet for the 1BR/1BA to 1,142 square feet for the 2BR/2BA, and a 3BR/3BA at 1,231 square feet. The developer has indicated that that majority of the units will be 885 square feet, 2BR/2BA efficient units. Building amenities include fitness and entertainment spaces.

The proposed amenities in the development include 4 electric car charging stations, private fitness center, outdoor seating and cooking grill stations, sun terrace, wi-fi throughout, business center, dog park, secure indoor bicycle storage, smoke-free community, gathering lounge and onsite day care center and nursery school. The developer will also construct 6, one-story garage buildings, 2 located on the north side and 4 located on the east side of the residential building. The garage buildings will provide 94 indoor parking spaces.

### Day Care Center and Nursery School

The petitioner is proposing to sell the smaller parcel to national day care and nursery school operator Primrose. Primrose will seek approval of a day care center and nursery school for children ages 6 weeks to 6 years old and after-school programs for children up to 12 years old. Primrose plans construct a building with 13,600 square feet of indoor space, complemented with 12,000 square feet of fenced, dedicated outdoor play areas to the east of the building and another 1,700 square play area at the northwest of the building. The center is designed to serve up to 195 children and will be staffed by approximately 30 qualified professionals. Hours of operation are 6:00 AM to 6:30 PM Monday through Friday. Morning drop off occurs between 6:00 AM to 9:30 AM with peak hour typically between 7:30 AM and 8:30 AM. Afternoon pickup is between 3:30 PM and 6:30 PM with peak hour typically between 4:30 PM and 5:30 PM. Occasionally, there will be special events held in the evenings and weekends. Primrose Schools does not offer drop off stalls or lanes and have all parents park their cars and walk their children inside and out of the building for child safety.

The petitioners have submitted building elevation drawings and building renderings in the plans. There are also a sectional elevation drawings (Sheets E.DC and E.L.1) in the plans.

### Vehicular Access

Vehicular access to the property is provided from an existing private driveway along the south end of the property that provides an access point to Pfingsten Road on the west and Deer Lake Road (a public road) on the east side of the property. The access points to the property are proposed to remain in their current locations.

### Zoning Conformance

In order to accomplish the project, the developer would need to seek approval of the following zoning actions.

## **Amend the Comprehensive Plan**

The Future Land Use (attached) plan designates the 155 Pfungsten Road property as office use. Also attached is Section 3.2 Future Land Use regarding future development/redevelopment management, and Section 3.3 Housing. For the residential lot, the Village's Comprehensive Plan future land use plan would need to be amended to allow the 155 Pfungsten Road property to be developed as multi-family residential. For the proposed day care and nursery school lot, this use doesn't fit neatly into a category in the Comprehensive Plan, and a new category will be created for the future land use map: Multi-family residential and other uses that complement the residential nature of the area.

## **Rezone Property from I-1 to R-5**

In order to accomplish the proposed residential project, the developer would need rezone the property from current I-1 Office Research and Restricted Industrial Zoning District to R-5 General Office District which allows multiple family development.

## **Rezoning Standards**

### Article 13.10-D Findings

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

1. Existing Uses - Existing uses of property within the general area of the property in question.
2. Current Zoning in Area - The Zoning classification of property within the general area of the property in question.
3. Suitability of Present Zoning - The suitability of the property in question for the uses permitted under the existing zoning classification and the proposed classification.

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

The petitioners has provided written responses to the Rezoning standards in their submittals.

### **Approval of a Residential Planned Unit Development**

The petitioner is seeking approval of a Preliminary Development Plan for a Residential Planned Unit Development (PUD), including the necessary exceptions. Planned Unit Developments are done in 2 steps, a Preliminary PUD and a Final PUD. The final PUD would come back to the Plan Commission if the petitioners receive approval of the Preliminary PUD from the Board of Trustees. A Residential PUD is only allowed in the R-5 zoning district.

### **Existing Office Use**

Currently, there are office leases in the existing office building that remain in effect until 2029. If the Plan Commission were to recommend approval of the proposed Residential Planned Unit Development (PUD), legal counsel and staff recommends the following conditions be placed on the development: 1. Office units cannot be enlarged; 2. No existing office leases can be extended; and 3. No office leases can be entered into for the office use after adoption of the approval.

### **Residential Planned Unit Development**

The Planned Unit Development (PUD) standards are below. The petitioners have provided written responses to the Planned Unit Development standards in their submittals.

### Article 12.09-D,2,c Findings

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

1. Effect on Community - That the proposed Planned Unit Development will not be significantly or materially detrimental to or endanger the public health, safety or general welfare of the community. This shall include consideration of the impact of the development upon physical development, tax base, and economic well-being of the Village.
2. Effect on the Neighborhood - That the proposed Planned Unit Development will not be injurious to the use and enjoyment of other property in the immediate vicinity for the purposes already permitted nor will it diminish or impair property values within the neighborhood.
3. Effect on Development of Surrounding Property - That the proposed Planned Unit Development will not impede the normal and orderly development and improvement of the surrounding property.
4. Adequacy of Utilities and Facilities - That the applicant has demonstrated that adequate sewer and water, access roads, drainage and other necessary facilities are present or will be provided.
5. Adequacy of Ingress and Egress - That the applicant has demonstrated that adequate means of ingress and egress designed to handle the traffic contemplated are present or will be provided.
6. Conformity to Regulations - That the proposed Planned Unit Development meets all the regulations of this Ordinance except as such regulations may in each instance be modified by the Board of Trustees.

### **Special Use for Day Care Center and Nursery School**

Primrose is seeking a Special Use for the proposed child day care center and nursery school. The Zoning Ordinance indicates that the Special Use within a Residential PUD shall be limited to those Special Uses allowed in the R-5 General Residence District. The R-5 General Residence District allows a children's day care center as a Special Use per Article 4.05-C,6.b and a nursery school as a Special Use per Article 4.05-C,2.d.

### **Below is an Analysis of How the Proposed Development Complies with the Requirements of a Residential Planned Unit Development (Article 12.02):**

### **Minimum Size of Site**

Required: A minimum gross area of one (1) acre is required for consideration of a residential PUD.

Proposed: The subject property is approximately 323,650 square feet or 7.43 acres in size.

### **Minimum Land Area Per Dwelling Unit**

Required: In a Residential PUD in the R-5 General Residence District, the following land area per dwelling unit is to be provided: 4,000 square feet for each four (4) bedroom unit in multi-family structures; 3,500 square feet for each three (3) bedroom unit in multi-family structures; 3,000 square feet for each two (2) bedroom unit in multi-family structure; 2,500 square feet for each unit with one or no bedrooms in multi-family structures.

The developers are proposing a total of 112 loft apartment when the property is completed. The bedroom count of the units will be: 7, one-bedroom units, 104, two-bedroom units, and 1, three-bedroom unit.

3 Br Multiple Family Dwellings: 1 unit x 3,500 square feet of land area for each  
3 br. unit = 3,500 square feet.

2 Br Multiple Family Dwellings: 104 units x 3,000 square feet of land area for each  
2 br. unit = 312,000 square feet.

1 Br Multiple Family Dwellings: 7 units x 2,500 square feet of land area for each  
2 br. unit = 17,500 square feet.

Total land area required based on unit bedroom mix: 333,000 square feet of land area which is 7.64 acres required.

Proposed: Multi-Family Parcel is approximately 250,467 square feet and Day Care Center Parcel is approximately 73,144 square feet for a total size of 323,650 square feet or 7.43 acre property. An exception is required for the minimum land area per dwelling unit.

### **Minimum Lot Area and Lot Width**

No minimum lot area or minimum lot width shall be required.

### **Minimum Setbacks**

The following minimum setbacks shall be provided and maintained in a Residential Planned Unit Development in the R-5 General Residence District:

#### **Between Buildings**

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

Proposed: The petitioner will need to have the Deerfield Bannockburn Fire Protection District review and approve the site plan for emergency vehicle accessibility, and a letter will need to be submitted for the public hearing.

#### **Perimeter Setback**

The petitioner is proposing to rezone the property from I-1 Office Research Restricted Industrial District to the R-5 General Residence District and obtain approval of a Residential Planned Unit Development for the entire property. The setbacks of the Residential Planned Unit Development that are explained below will have to be met unless the petitioner is granted an exception for setbacks that do not meet the requirements.

Required: A yard of not less than 25 feet, plus one (1) foot for each one (1) foot by which the building exceeds thirty (30) feet in height, shall be provided and maintained along the exterior boundaries of the Residential PUD. This perimeter yard shall be kept free of buildings and parking and shall be maintained in landscaping. The height of the existing office building is 45 feet. This height will determine the required perimeter setback. Therefore, a 40 foot minimum

perimeter setback is required (25 minimum, plus an additional 15 feet equals 40 foot required perimeter setback).

Proposed: The petitioner has provided a site plan with the measurements from exterior boundaries of the proposed Residential Planned Unit Development. The site plan shows the following setbacks will need exceptions:

West: The proposed day care and nursery school building is 34 feet 8 inches from the west property line and the existing parking lot is 38 feet 5 inches from the west property line.

South: The existing parking lot in the southeast portion of the property is 23 feet 8 inches from the south property line.

East: The proposed garage is 14 feet 8 inches from the east property line and the existing parking lot is 28 feet 11 inches from the east property line.

Exceptions are needed to allow the above structures to be located in the required 40-foot required perimeter setback of this development based on the highest building height in the development.

### **Maximum Lot Coverage**

Allowed: The total ground area occupied by all principal and accessory buildings shall not exceed thirty (30) percent of the gross area of the site.

Proposed: 22% lot coverage

### **Minimum Usable Open Space**

Allowed: Not less than 20 percent of the gross area of a Residential PUD shall be devoted to permanent usable open space. The Zoning Ordinance defines usable open space as an area of land or water or a combination of land and water, which may include complimentary structures and improvements within the site, excluding space devoted to parking, designed and intended for common use and enjoyment.

Proposed: 30% usable open space

## **Building Height**

Allowed: The maximum allowable building height is 35 feet. The Zoning Ordinance defines height as the vertical distance as measured from the pre-development grade for a property, to the highest point of the coping of a mansard roof or a flat roof, to the highest point of a hipped roof, to the highest gable of a pitched roof, to the ridge of the gable or hip roof, or to the highest point of a turret or ornamental tower, whichever point is higher.

Proposed: The existing building is 45 feet in height. The proposed day care center and nursery school building will be 35 feet 6 inches in height. An exception is needed because the existing building and the new day care center and nursery school building exceeds the maximum height allowed for a residential PUD which is 35 feet.

## **Parking**

### **Loft Apartments**

Required: Efficiency and one-bedroom units are to provide one and one-half (1.5) parking spaces for each dwelling unit, and two or more bedroom units are to provide two (2) parking spaces for each dwelling unit.

Based on 112 apartment lofts that will be built in the existing office building, a total of 221 parking spaces would be required:

7, one-bedroom units x 1.5 parking spaces = 10.5 spaces

105, two or three-bedroom units x 2 parking spaces = 210 spaces

Total Required: 220.5 or 221 spaces

Proposed: 255 total parking spaces on this lot (161 surface spaces in the parking lot and 94 garage spaces.)

### **Day Care Center and Nursery School**

Required: 50 parking spaces are required when using the parking requirement of one parking space for each 10 students and one parking space for each teacher/employee (195/10 students + 30 teacher/employees = 49.5 or 50 spaces).

Total Required: 50 parking spaces

Proposed: 51 total surface parking spaces on this lot

## **Signage**

### **Residential Signage**

One (1) identification entry sign at each entrance into the PUD. Such sign shall indicate only the name of the development and an identifying symbol of the development. The gross surface area of the sign face shall not exceed 27 square feet and the signage cannot be closer than 25 feet from any property line. Directional signage (under 2 square feet in area and non-illuminated) is also allowed.

The petitioner's signage plan repurposes the two existing double-sided, entry ground signs to identify the development and add directional signage, as needed.

A brick ground sign with the content "155 Pflingsten" currently exist at the both Pflingsten Road and Deer Lake Road entrances. The existing entry ground signs are 4 feet 10 inches tall with an 8 inch limestone base and 15.72 square feet per sign face for a total of 31.44 square feet for each entry ground sign. The petitioner will repurpose the existing ground signs and keep the content 155 Pflingsten and replace the existing metal plaque with a circular sign with the content, "Primrose Schools" with logo.

The existing entry ground sign at Pflingsten Road is approximately 19 feet from the west property line and the existing entry ground sign at Deer Lake Road is approximately 10 feet from the east property line. The existing ground signs are within 25 feet of the property line and will require exceptions to the Zoning Ordinance.

### **Day Care Center and Nursery School Signage**

A text amendment is needed to the Zoning Ordinance for the signage for a day care center and nursery school use in the R-5 General Residence District. In the R-5 Zoning District signage is currently only allowed for a child enrichment center and a day care operated at a house of worship. Therefore, Text Amendments will be needed for the child day care signage. Staff has recommended that petitioner refer to Article 9.02-C, 13 (attached) which is signage for private preschool facilities located in the I-1 Office, Research, and Restricted Industrial District as a

guideline for their signage. The signage for this development needs to reflect the high standards of visual quality and compatibility.

Primrose is proposing signage for 2 walls (south wall and west wall), and on the existing entry ground signs located at Pfingsten Road and the south drive, and Deer Lake Road and the south drive. The wall signs will be circular shaped with the name Primrose Schools and their logo. The south wall sign is 25 square feet in area and the west wall sign is 12.25 square feet in area (see Building Signage Exhibit). The LED illuminated wall signs will have an aluminum cabinet with push thru acrylic letters and a logo. The wall signs are above the roof deck of the building and that will require an exception from Article 9.01-B,2 of the Deerfield Zoning Ordinance to be above the roof deck of the new day care and nursery school building. The proposed ground signage for Primrose will consist of new round signs on the existing ground signs, below the existing wording “155 Pfingsten Road” (see Sheet E.S.1.). There are currently no regulations in Article 9 (Signage) of the zoning ordinance for day care facility in the R-5 Residential district. If the Preliminary Development Plan is approved by the Board of Trustees, the text amendment will be created for the proposed signage.

### **Traffic**

The petitioner retained KLOA to conduct a Traffic Impact Statement dated May 28, 2025 for the proposed residential development and day care center. The traffic impact statement summarizes trip generation and site access evaluation.

Trip generation for 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** on page 6. Trip generation for the existing 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**, also on page 6. Based on a review of Tables 1 and 2, the proposed

development will generate approximately 10 percent less trips compared to what the existing office building would have generated at full occupancy. The Study also indicated that proposed development will have limited impact on the operations of the adjacent roadway network and the intersections (Lake Cook and Pfingsten Road as well as Lake Cook and Deer Lake Road) will have similar, if not, less of an impact than the previous office building traffic.

The overall evaluation concluded that 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 trips estimated to be generated former office building; and 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.

It should also be noted that the Traffic Impact Statement specifically addressed the drop-off and pick-up operations for the proposed Primrose Day Care Center to be located on the subject property. 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 center 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. Also, most children will arrive and depart by vehicle and 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 a day care facility. The KLOA Study indicated that based on a survey of a similar existing facilities 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 during the weekday morning and weekday evening peak hours of traffic.

Assuming maximum capacity of the facility, the Study estimates 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 proposed 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.

Based on the analysis and evaluation of the KLOA Traffic Impact Statement, the petitioners requested a waiver of a full traffic study for the proposed residential development and day care center at the July 12, 2025 Prefiling Conference Meeting. The Plan Commission granted the request based on the residential use and day care center generating less traffic than an office building at full capacity.

### **Affordable Housing Requirement**

The proposed 112-unit residential development will require compliance with the Village's Affordable Housing Ordinance (Ord O-21-38) and 10% or 11 of the units in this development will need to be affordable as defined by the ordinance. The petitioners have submitted a Preliminary Affordable Housing Compliance Plan as required by the Ordinance at their Public Hearing for the Planned Unit Development.

### **Landscaping Plan**

The petitioner's landscape plan indicates the landscaping that will be provided for the new development. The plantings will consist of deciduous shade trees, ornamental trees, shrub, and groundcover, perennials & ornamental grasses as shown on their plans. The landscape plan indicates the locations and quantities of the plantings. The existing shade trees and evergreen trees to remain are shown on the plans. The landscaping is a combination of native and non-native plantings.

## **Tree Preservation**

The Village's tree ordinance applies to residentially zoned properties. Any tree over 8 inches in diameter at 4 ½ feet above the ground is considered to be a protected tree. The petitioners would be required to replace (mitigate) the protected trees they remove. The amount of tree replacement is dependent upon the species and condition of the trees to be removed as outlined in the Village's tree manual. The petitioner's plan shows the trees that will be removed as a result of the proposed residential development. The Village's tree ordinance is administered by the Village's Engineering and Public Works Department and they will be reviewing the landscape plan for compliance with the Village's tree ordinance. The petitioner's material estimates 75.5 inches of tree replacement will be required to be mitigated.

## **Sustainability**

The Village has an alternative energy ordinance that regulates solar, wind, and geothermal systems. The Village encourages the use of renewable energy sources including the planning for EV infrastructure as well as the use of green design elements to lessen the impact of the development on the environment. The use of sustainable practices reduces greenhouse gases and the Village has a goal to reduce greenhouse gas emissions by 45% by 2030 and become carbon neutral by 2050.

The petitioner has provided a summary of the sustainable aspects of this development, see the "Sustainability" section on page 2 of their project narrative.

## **Site Lighting**

Required: The Zoning Ordinance requires that all exterior lighting be directed away from adjoining highways, streets, and properties and not spill over the property line.

Proposed: A detailed photometric plan with fixture locations has been submitted. The photometric plan indicates higher light levels at the south property line

adjacent to the office uses to the south. The light levels along the south property line where the private east/west drive is located range from 0.4 at the east end to 3.2 at the west end. Light levels are required to approach zero (0) at the property lines. Light poles in the development are proposed at 25 feet tall.

### **Rooftop HVAC/Mechanical Screening**

Any roof or ground HVAC/mechanicals need to be screened from view. The rooftop mechanical units indicated on the Child Care Center plans will be screened as shown on the building elevation drawings Sheet E.DC. The screening will consist of metal panels painted to match the Artic White color of the building siding. The height of the roof top screen will match the equipment height. For the residential building, the petitioner's plan indicate: existing brick and cast stone screen walls around centralized MEP (mechanical, electrical, and plumbing) equipment (plans 1.4 and E.L.1).

### **Storm Water Drainage and Utilities**

The petitioners are working directly with the Village's Engineering staff for stormwater and utilities as a result of the proposed renovations to the subject property. The Deerfield Engineering Department has provided initial review and comments, and the petitioners are working with them to ensure all requirements are met.

For stormwater, the petitioners have indicated that based on their preliminary review by their civil engineer, the site will not be required to change storm water detention. They have also indicated the proposed development will not increase the impervious areas from the existing conditions. The proposed day care center will be constructed where existing parking lot pavement exists and therefore the stormwater run-off from the site is proposed to be equal or reduced from existing conditions. The existing 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 day care center. The petitioner will be increasing the water service for the Daycare Center as well as adding Fire Hydrants as required.

## **Engineering Memo**

Director of Public Works and Engineering Bob Phillips provided an overview of their preliminary review of the 155 Pflingsten Road development plans. The attached June 26, 2025 memorandum provides a summary of the Water, Sanitary Sewer, Storm Sewer systems and Traffic Review. The memo notes that the Village engaged Gewalt Hamilton Associates (GHA) to perform a review of the petitioner's traffic study. The complete GHA review of the petitioner's traffic is attached for review. The Village has further engaged GHA to complete a traffic volume and speed study. The traffic volume and speed study will be available for review in 3-4 weeks.

## **Review of Traffic Study Including Proposed Pedestrian Crosswalk**

The Village engaged Gewalt Hamilton Associates to review the KLOA Traffic Impact Statement dated, May 28, 2025, Sheet S for Brickyards Lofts prepared by Hirsch|MPG dated May 30, 2025 and the Preliminary Crosswalk Geometrics prepared by KLOA, Inc. dated October 7, 2024. (The Traffic Impact Statement, Sheet S – Site Plan and Preliminary Crosswalk Geometrics are all part of the Petitioner's submittal.) The Project Traffic Review #1, dated June 23, 2025 by GHA is attached for review. The comments for consideration and recommendations from the review can be found on pages 1 and 2 of the report.

## **Pedestrian Plan**

### **Connectivity to Brickyards Park and Village Bike Route**

Staff has asked the developer to consider how pedestrians and bicyclists from this new residential development will access Brickyards Park located to the north of the subject property, and the Village's bike route leading to Brickyards Park located on the west side of Pflingsten Road (see Figure 3.7 Comprehensive Plan Bicycle Plan). The developer is proposing a new crosswalk at the northwest corner of the subject property (as shown on the site plan) for pedestrian and bike access to Brickyards Park. To enhance safety at the crossing, the developer is suggesting the crosswalk across Pflingsten Road be equipped with Rapid Rectangular Flashing Beacons with yellow signs that has button activated

pedestrian controls. The petitioner has provided Preliminary Crosswalk Geometrics from their transportation consultant KLOA which illustrates the design and flashing rectangular rapid beacons as well as “Sight Distance” measurements.

### Pedestrian Circulation

As pedestrian circulation is an important element to any development, the petitioners have submitted a pedestrian circulation plan to show how pedestrians circulates/moves on the site and how this development integrates with the rest of surround area, and how a pedestrian accesses the Lake Cook Road train station (Note: Pedestrians can also access the Lake Cook Road train station through the 570 Lake Cook Road office building property where they can access a pedestrian overpass at the southeast corner of 570 property).

### Bike Facilities

The Zoning Ordinance requires that, where appropriate, all multi-family developments in the R-5 General Residence District have to provide for bicycle storage, safe and smooth internal circulation, and connections to adjacent developments and bike paths. The petitioner’s plans indicate that indoor (near the building entrance lobby) and exterior bike storage will be provided on the property.

### Parking Space Size

Required: 9 feet wide by 19 feet deep for both exterior and interior parking spaces.

Proposed: Surface spaces are 9 feet wide by 18 feet deep, and garage spaces appear to be 9 feet wide by 18 feet deep. An exception is required for parking space depth of 18 feet for both exterior and interior spaces in lieu of the required 19 feet.

### **Drive Aisle**

Required: 24 feet wide drive aisle

Proposed: The petitioner's plan indicate that there are several drive aisles with a width of less than the required 24 feet. Exception required for drive aisles of less than 24 feet wide.

The driveways in the development are currently private and they will remain private, and the other improvements (water mains, sanitary sewer, and storm sewer) in the proposed development are proposed to be private.

### **Loading**

Required: For a multiple family residential development, one loading area is required at least 12 feet wide by 50 feet long, but for a Special Use PUD, the Village can determine the number and size of loading facilities.

Proposed: The petitioner has identified a loading space for resident move-in and move-out. They have indicated the operations staff will coordinate dates and times with residents for their move-ins/move-outs. The plans indicate one loading area at the south end of the loft apartment building.

### **Fire District**

The petitioner has submitted their site plan to the Deerfield Bannockburn Fire Protection District and are awaiting a letter from the Fire Protection District that their site plan is approved for emergency vehicle accessibility.

### **Plat of Subdivision**

The petitioner will be requesting approval of a combined Preliminary and Final Plat of Subdivision for the 155 Pfingsten Road property. The proposed resubdivision divides the property into 2 lots. The proposed resubdivision separates the multi-family residential property and daycare property. The

Preliminary and Final Plat of Resubdivision will be presented at the same time as their Final Development Plan for this development.

### **Trash Enclosure**

A new fully screened trash enclosure is shown on the residential parcel at the south end of the property. The wood construction trash enclosure details can be found on Sheet E.S.2.

### **Community Outreach**

The petitioner has informed Deerfield School Districts 109 and 113 have been about their mixed-use development plans for the subject property and have received positive feedback. They stated that the Districts currently project a diminishing student population and welcome additional housing in the Districts.

The Developer has also solicited feedback from the surrounding homeowners' associations, holding a Zoom meeting on Wednesday, July 2, 2025 with the Executive Boards of both Bristol Place and Bristol Estates.

### **Prefiling Conference Minutes**

The July 12, 2025 prefiling conference minutes are attached.

The August 22, 2024 prefiling conference minutes from the first prefiling conference plans are also attached. The proposed plans have changed, but the minutes have been provided as background information.

**ENGINEERING DEPARTMENT**

**MEMORANDUM**



## Interoffice Memorandum

*Public Works & Engineering Department*

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**To:** Jeff Ryckaert-Principal Planner  
**From:** Robert Phillips-Director of Public Works and Engineering  
**Date:** June 26, 2025  
**Subject:** 155 Pfingsten Road

The Engineering Department has completed a preliminary review of the proposed plans for 155 Pfingsten Road. The Developer is planning to re-subdivide, splitting the lot into two separate parcels, allowing for a daycare facility to be constructed on one of the new parcels. The other parcel contains an existing office building, which will be re-zoned and rehabilitated to include 112+/- residential dwellings. Though our review is preliminary and does not include detailed comments regarding site work we offer the following:

### **Water System:**

The water system that currently supplies the building is, according to our past and current practice, inadequate for a residential development. There is existing water main along the southern side of the building that should be augmented, including a full loop of the building to the north and west. Installing a loop will provide adequate water quality, redundancy, and fire protection. In a meeting, held with the Developer and their Engineer, these items were discussed and a full explanation of the Village's requirements was conveyed.

### **Sanitary Sewer System:**

The sanitary system appears to be adequate. However, a capacity analysis of the downstream sewer service will be required, as well as full cleaning and televising. A video detailing this work shall be submitted to the Engineering Department for review. Upon completion of the Engineering Department review a determination will be made as to whether the service may remain in use, or if a replacement/repair is required.

### **Storm Sewer System:**

The Developer should plan to propose any necessary storm sewer to adequately convey flow away from the buildings and directed toward the Village system. No additional storm water storage is required per Village and SMC requirements.

### **Traffic:**

The Village has engaged Gewalt Hamilton Associates (GHA) to perform a review of the traffic study provided. They have completed the necessary review and have provided a report, see attached. Subsequently, the Engineering Department has requested that GHA complete a traffic volume and speed study, which may include a traffic signal warrant analysis. This report will be available for review in 3-4 weeks.

The Director of Public Works and Engineering, Robert Phillips, and a representative of the traffic study team GHA, Dan Brinkman, will be at the meeting to provide context to Village requirements.

**PROJECT TRAFFIC REVIEW #1**

**BY**

**GEWALT HAMILTON ASSOCIATES**

## Project Traffic Review #1

To: Mr. Robert Phillips, PE  
Village of Deerfield

From: Dan Brinkman, PE, PTOE

Date: June 23, 2025

Subject: Proposed Mixed-Use Redevelopment  
155 N Pfingsten Road  
Deerfield, Illinois

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Per your request, Gewalt Hamilton Associates, Inc. (GHA) has reviewed the following documents provided for the above referenced project related to traffic, parking, and pedestrian connectivity:

1. Memorandum to Paul Fishbein of Baum Realty Group, LLC from Brendan May and Luay Aboona of KLOA, Inc. dated May 28, 2025, regarding a proposed Mixed-Use Development in Deerfield, Illinois.
2. Sheet S for Brickyards Lofts prepared by Hirsch|MPG dated May 30, 2025.
3. Preliminary Crosswalk Geometrics (3 sheets) prepared by KLOA, Inc. dated October 7, 2024.

It is our understanding that the existing office building will be re-purposed into a multi-family residential building containing 112 units and a portion of the existing parking lot will be developed as a daycare center. We offer the following comments for your consideration:

- We generally concur with KLOA's description of the existing roadways and conditions.
- The KLOA memorandum provides a cursory review of traffic impacts relying on 2023 traffic data (referenced but not provided).
- The KLOA memo makes no effort to determine the traffic impacts of the redevelopment 5 years beyond build-out as is typical for impact studies in our area.
- We generally concur with KLOA's calculations of anticipated trips for the existing and proposed development components.
- KLOA does not provide any detailed estimates of directional distribution for future site traffic.
- KLOA does not speak to any Level of Service (LOS) calculations or operations of any turning movements at the intersections within the study limits.
- The ITE trips tabulated in KLOA's Table 1 do not agree with their statement that the day care facility "will not generate a surge of traffic".

### Access / Circulation / Parking

- The existing site access points to Pfingsten Road and Deer Lake Road are proposed to be maintained.
- The daycare center introduces parking to the west end of the east-west access drive where none currently exists, creating the potential for vehicular conflicts between residential traffic and daycare center traffic, particularly during peak hours.
- We generally concur with KLOA's calculations of required parking and anticipated peak demands for parking.

- We would suggest that a number of the spaces immediately adjacent to the entrance to the Day-Care center be marked and reserved for child drop-off and pick-up.

#### Pedestrian Crossing

- The proposed redevelopment includes a recommendation to construct a new pedestrian crossing of Pfingsten Road on the south leg of the Fountain View Drive intersection to provide future residents with access to Brickyards Park.
- IDOT uses the TRA-23 *Guidelines for Pedestrian Crossings at Uncontrolled Locations* as a basis for determining appropriate signage at crosswalks both at intersections and mid-block.
- Given the cross section of Pfingsten Road (3-lanes), the ADT (9,300 in 2023) and a posted speed limit of 30 mph, the TRA-23 guidelines recommend signage at the crossing and consideration of advance warning signs (Treatment 1). See attached excerpt from TRA-23.
- KLOA recommends pedestrian warning and advance warning signs supplemented with pedestrian activated Rectangular Rapid Flashing Beacons (RRFBs), or Treatment 3. This is likely due to higher travel speed along Pfingsten Road.
- One of the key components of the TRA-23 guidelines is the pedestrian sight distance – how far can pedestrians see oncoming traffic – which is a function of the length of the crossing.
- For the 30-mph posted speed limit, the recommended pedestrian sight distance is  $6.78 * L$  (where L is the length of the crossing). The length of the crossing measures approximately 42 feet, resulting in a pedestrian crossing sight distance requirement of approximately 285 feet. See attached excerpt from TRA-23.
- Our own measurements of the available sight distance, utilizing the KLOA exhibits, suggest that from the east side of the proposed crosswalk, the available sight distance is approximately 405 feet to the north and 392 feet to the south. This provides sight distances in excess of approximately 380 feet ( $9.046 * 42$ ) recommended for 40 mph roadways.

#### Summary and Recommendations

- KLOA has prepared a limited review of the traffic impacts of the proposed development, relying solely on a comparison between the previous office use and the proposed mixed-use's expected trip generation rates.
- We believe that parking will be sufficient for the proposed uses and do recommend that some spaces be specifically designated for daycare drop-off and pick-up.
- Based on our calculations, the proposed crosswalk location will provide sufficient sight distance for pedestrians making the key east to west crossing, for oncoming traffic travelling 40-mph or 10 mph over the posted limit.
- We concur with the proposal to put RRFBs on both the signage at the crossing and on the advanced signage.
- The Village could conduct a speed study of Pfingsten Road to determine actual travel speeds and utilize that data to determine if adequate sight distance exists for the proposed pedestrian crossing.
- We would recommend that the eastern crossing landing be lit with an additional street light as is proposed for the western crossing landing.
- An alternative would be to place the crossing on the north leg of the Fountain View intersection. This crossing location would provide similar sight distance to the south, improve the sight distance to the north (where speed of oncoming traffic is likely higher) and provide an opportunity to construct a pedestrian refuge island in the existing median, effectively shortening each crossing movement. (See attached sketch). Additionally, this crossing would put pedestrians on the same side of Fountain View Dr. as the park and not require another roadway crossing.

**Figure 1 – Base Recommendations for Legs of Intersections Without Stop, Yield, or Signal Control<sup>1</sup>, Two-Way Streets<sup>2</sup>**

Configuration, including turn and parking lanes <sup>3</sup>	ADT ≤ 9000				9000 < ADT < 15,000				15,000 < ADT < 25,000				25,000 < ADT < 35,000				ADT > 35,000		
	Posted Speed or 85 <sup>th</sup> Percentile Speed, mph																		
	≤30	35	40	≥ 45	≤30	35	40	≥ 45	≤30	35	40	≥ 45	≤30	35	40	≥ 45	All		
2 lanes or 3 with refuge	1	2	3	Site-Specific Design	1	2	3	Site-Specific Design	2	2	3	Site-Specific Design	2	3	3	Site-Specific Design	Site-Specific Design		
3 lanes no refuge	1	2	3		1	3	3		2	3	3		3	3	3			4	
4 lanes with refuge	2	2	3		2	3	3		3	3	3		3	3	3			4	4
6 lanes with refuge	2	3	3		2	3	4		3	3	4		4	4	4			4	4
> 4 lanes no refuge	Site-Specific Design								Site-Specific Design										
4 lanes, refuge not feasible	2	2	4		2	3	4		3	4	4		4	4	4				

Treatment Number	Treatment Detail
1	Two W11-2 Ped Signs, each with W16-7P Slanted Down Arrow plaques. <sup>4</sup>
2	Treatment 1 + Pedestrian-actuated warning beacons in suburban and less dense urban areas. In dense urban areas Treatment 1 alone may be considered. Continuously operated beacons are not recommended.
3	Treatment 1 + Rectangular Rapid Flashing Beacon
4	Request Traffic Signal Warrant Study

Crosswalk Pavement Marking	Application – Refer to Part 4, Guidelines for Implementation, Crosswalk Pavement Markings
Continental	Standard application
Ladder	Enhanced conspicuity application

Footnotes:	1. Base recommendations are a starting point for design. Engineering judgment must be applied to all locations.
	2. One-way streets are evaluated as one side of a multi-lane road with refuge. See Part 4 discussion of Site Specific Design for more information.
	3. Refuge is defined as a raised median or other pedestrian safety island.
	4. W16-9P (Ahead) plaques should also be considered in accordance with the MUTCD. Ahead plaques may be omitted in dense urban areas to avoid proliferation of signs.

- 9) Local pedestrian bike plans. Consult the district pedestrian and bike coordinator to determine if the proposed location agrees with future ped and bike development plans.
- 10) Presence of on-street parking and parking use levels
- 11) Sight distance (See Table A1)

Table A1 (from FHWA-ICT 17-016, Qi et al, 2017)

	Posted or 85% Speed (mph)				
	20	25	30	35	40
Stopping Sight Distance, ft	112	152	197	246	300
Pedestrian Sight Distance, ft	4.52*L	5.65*L	6.78*L	7.91*L	9.046*L

L = crossing distance, ft

Requests will be evaluated based on their location. Case 1 is for legs of intersections without stop, yield, or signal control. Case 2 is for midblock locations.

**Case 1: Legs of Intersections Without Stop, Yield, or Signal Control:**

Use the ADT, selected speed, and lane configuration to select the baseline recommendation from Figure 1, Base Recommendations for Legs of Intersections Without Stop, Yield, or Signal Control. Turn lanes and parking lanes are included in the lane configuration. Use the remaining data from the initial evaluation to determine the safety and viability of the proposed crossing.

**Case 2: Midblock Locations:**

Use the ADT, selected speed, and lane configuration to select the baseline recommendation from Figure 2, Base Recommendations for Midblock Locations, Two Way Streets Only. Turn lanes and parking lanes are included in the lane configuration. Use the remaining data from the initial evaluation to determine the safety and viability of the proposed crossing.

**B. Additional Criteria:**

**1) Site Specific Design:**

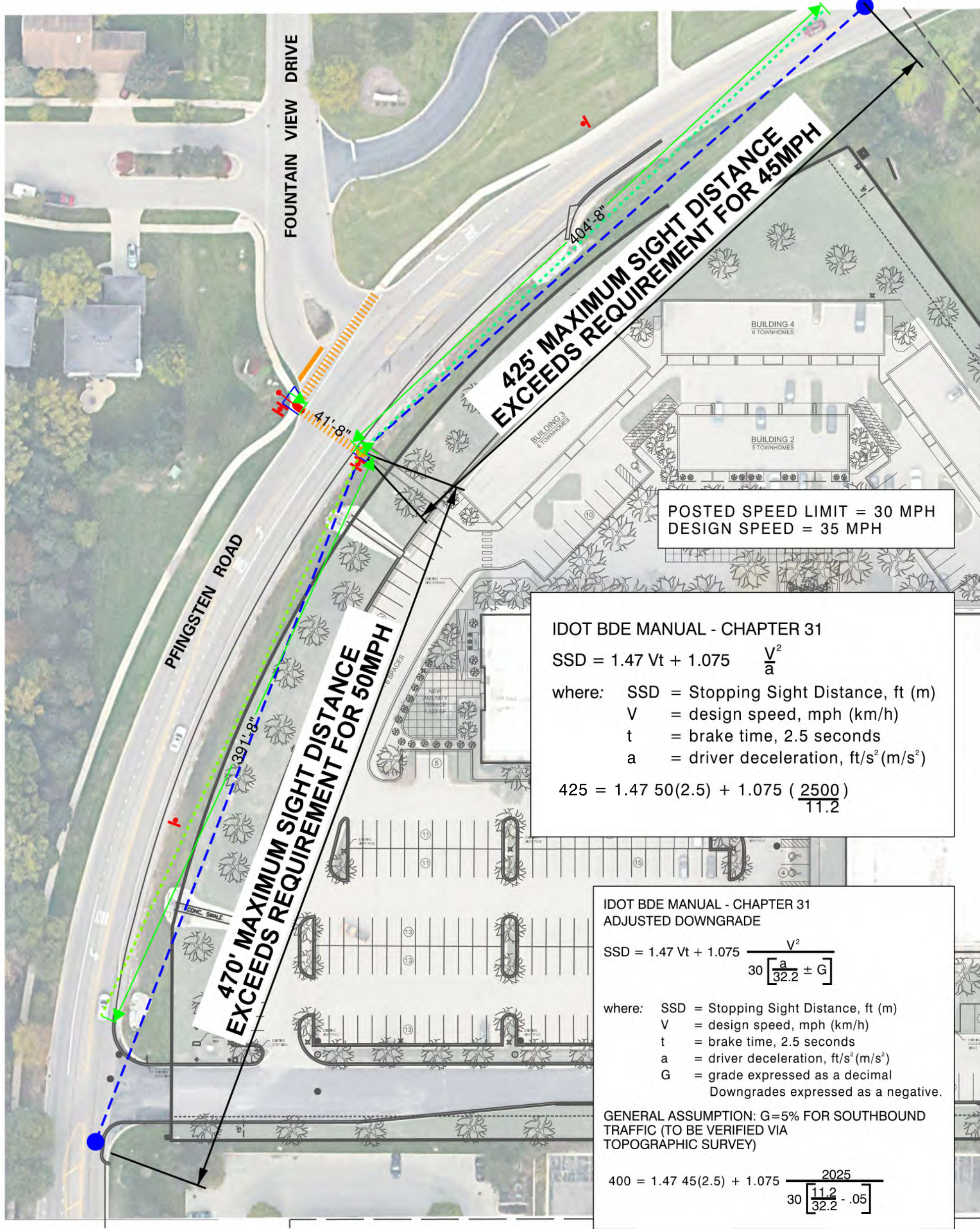
For locations where Figure 1 or 2 show a crossing should have a “site-specific design”, special design features such as pedestrian refuge islands, bump-outs, road diets, parking restrictions, lighting, and pedestrian structures may be considered. In some instances, a pedestrian accommodation may not be feasible.

Consideration should be given to the following during site specific design:

- All crossings must be fully compliant with the accessibility standards presented in the department’s [Bureau of Design and Environment Manual](#), Chapter 58.
- Pedestrian refuge islands and bump-outs should be evaluated by the District Geometrics Unit for turning movements.
- Lighting should be considered in evaluating potential crossing safety. Evaluate existing lighting for applicability to the proposed treatment.



SCALE: 1" = 60'



**425' MAXIMUM SIGHT DISTANCE  
EXCEEDS REQUIREMENT FOR 45MPH**

POSTED SPEED LIMIT = 30 MPH  
DESIGN SPEED = 35 MPH

**470' MAXIMUM SIGHT DISTANCE  
EXCEEDS REQUIREMENT FOR 50MPH**

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<sup>2</sup> (m/s<sup>2</sup>)  
 $425 = 1.47 50(2.5) + 1.075 \left( \frac{2500}{11.2} \right)$

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<sup>2</sup> (m/s<sup>2</sup>)  
G = grade expressed as a decimal  
Downgrades expressed as a negative.  
GENERAL ASSUMPTION: G=5% FOR SOUTHBOUND TRAFFIC (TO BE VERIFIED VIA TOPOGRAPHIC SURVEY)  
 $400 = 1.47 45(2.5) + 1.075 \frac{2025}{30 \left[ \frac{11.2}{32.2} - .05 \right]}$



Fountain Fivew Dr

Pedestrian Refuge Island

384'-9"

444'-5"

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1 in = 60 ft

### Alternate Crossing

Gewalt Hamilton Associates, Inc.

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Nays: None (0)

~~The recommendation will go before the Village Board of Trustees at the July 7, 2025, meeting.~~

## **WORKSHOP MEETING**

- 1) 2<sup>nd</sup> Prefiling Conference on the Request for: an Amendment to the Comprehensive Plan; a Rezoning of 155 Pflingsten Road from I-1 Office Research Restricted Industrial District to R-5 General Residence District; a Residential Planned Unit Development (PUD) with Necessary Exceptions to Allow a Residential Development and Day Care Center; and a Preliminary Plat of Subdivision for the Property Located at 155 Pflingsten Road

Andrew Scott, attorney with Dykema Gossett PLLC, on behalf of the petitioner, 155 Group LLC, gave a presentation on the proposed changes to the site plan since the August 22, 2024, prefiling conference. He noted the previous plan was to redevelop the existing office building into loft apartments with a ring of townhomes along the north and east of the subject property. Mr. Scott pointed out that, at the time of the previous prefiling conference, the property was undergoing foreclosure proceedings. He reported that the petitioner has recently gained control of the property and are now the owner. Mr. Scott detailed the new proposal which still includes the redevelopment of the office building into apartments, but now includes a day care center along the southwest portion of the property. The preliminary plat of subdivision would create a separate lot of record for the day care center. The new proposal does not include the proposed ring of townhomes. The subject property consists of 7.4 acres with an existing 120,000 square foot office building and 450 parking spaces. At the time of the previous prefiling conference, the office building was approximately 50-60 percent vacant. The petitioner expects the building to be 90 percent vacant by the end of this year with one or two tenants still occupying office space. The petitioner is pursuing efforts to relocate the existing tenants and if they are unable to do so, the existing office tenants will be consolidated to space on the first floor. The petitioner will then redevelop that office space once the tenants' leases expire. There is a private drive along the southern edge of the property that connects to Pflingsten Road on the west and Deer Lake Road on the east. Mr. Scott outlined the surrounding land uses including Brickyards Park to the north, single-family homes and townhomes to the northwest, along with self-storage facilities and light industrial properties to the east. The petitioner is seeking an amendment to the Comprehensive Plan to rezone the property to the R-5 residential zoning district classification.

Howard Hirsch, the project architect from Hirsch MPG, outlined the changes to the proposed redevelopment plan. He presented the site plan which depicts the 5.75-acre residential parcel with parking located along the north and east sides of the apartment building, along with a 1.7-acre parcel for the proposed day care center. Mr. Hirsch stated, if the project is approved,

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renovations for the apartment building will begin in early 2026 with first occupancies in early 2027. He noted the residential building will consist of 104 two-bedroom units, 7 one-bedroom unit and 1 three-bedroom unit. The size of the units will range from 629 to 1,231 square feet with the average being approximately 900 square feet. Rents will range from \$2,000 to \$3,500 with the average being approximately \$2,600. The building will include 11 affordable units in accordance with the inclusionary housing ordinance requirements. Since the existing office building will be renovated, there will be no change to the building height. Mr. Hirsch noted the site plan includes 255 parking spaces which exceeds the 221 spaces required by Village code. This includes the 161 surface level parking spaces and 94 private garage spaces. The building will feature an atrium entrance with access from the north and south, a mail room, fitness center and bike storage on the first floor. The primary entrance for visitors will be on the south side of the building and there will be steps and ramps to account for the significant grade differential. Mr. Hirsch pointed out there will be a green amenity space on the north side of the building that will feature a dog run, barbecues and significant landscape additions. The private garage buildings will be located to the north and east. The primary drive that runs north to south on the east side of the building will remain and secondary drives will be added to provide access to the parking structures.

Mr. Hirsch stated the day care center will be located to the southwest of the residential building and will be a single-story, 13,600 square foot building. The entrance to the day care center will be approximately 10 feet below the entrance to the residential building due to the grade differential. The entrance to the day care building will be located at the southwest corner of the building. There will be a 12,000 square foot children's playground on the east side that will be segmented into different play areas for different age groups. Mr. Hirsch noted the site plan also includes a smaller, 1,700 square foot playground to the north of the day care center. Village code requires 50 parking spaces and the site plan includes 51 parking spaces. Construction of the day care building will begin in 2026 and will take between 8-12 months to complete. Chairperson Bromberg asked if the petitioner will be building the day care center and selling it a day care operator. Mr. Hirsch stated that the day care operator will be constructing the building. Chairperson Bromberg asked who will own the land the day care center is located on. Mr. Scott noted the petitioner is currently in negotiations with a national day care operator. The petitioner will be responsible for providing a rough graded site that will be turned over and developed by the day care operator. Mr. Scott stated there will be two separate property owners. He noted a children's day care center is a considered a special use in the R-5 residential district and asked if the special use would have to be applied for separately by the operator or if it can be included as part of the planned unit development. Mr. Ryckaert stated that it can be done all at one time, but all of the details for the special use must be included at the time of the public hearing. He noted the child daycare special use process could be done separately if the petitioners choose to come back later. Mr. Scott stated the intention is to bring the special use at the same time as part of the same entitlement package. Chairperson Bromberg noted that the Plan Commission will have questions for the day care operator with regards to pick up and drop off, hours of operation and other operations of the day care center. Mr. Scott stated the

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operator is willing to answer those questions and provide clarity on the business plans. Commissioner Schulman asked if the approval is for the special use or the operator. He asked if the operator were to drop out and a replacement was found, would they still need a separate approval. Mr. Ryckaert noted that a special use is granted to a specific operator that petitions the Village for approval. He stated the Plan Commission examines the details of the proposal which are specific to the operator. Ms. Saed stated the ordinance granting approval would be specific to the day care applicant. Chairperson Bromberg asked if the operator were to sell the building to a new operator, would the new operator be required to come before the Plan Commission for approval. Mr. Ryckaert stated that past practice has been if the proposed use is substantially similar to the approved use, they could replace the original operator without coming before the Plan Commission to request a special use.

Mr. Hirsch presented renderings of the residential building. He noted the building will look largely similar to its current state. Some windows will be replaced and the entrance to the atrium will be significantly redesigned. Mr. Hirsch stated there will be pathways to connect the building to bike paths and walking paths that lead to the Lake Cook Road Metra station as well as Brickyards Park. He noted there were several grade differential issues and that the plan includes steps and a ramp to accommodate bike riders and provide ADA accessibility. The plan includes a proposal for a high visibility crosswalk on Pfingsten Road to provide a safe access point. The crosswalk was designed to provide visibility for drivers and includes an on-demand traffic signal to alert drivers of pedestrians using the crosswalk. Chairperson Bromberg asked if the pedestrian signal will be installed at the petitioner's cost. Mr. Hirsch stated the petitioner will pay for the improvement. He noted the walkway on the southeast portion of the property will connect to the existing sidewalk along Deer Lake Road which further connects to Lake Cook Road. Mr. Hirsch presented the landscape plan which includes maintaining a number of existing trees. Shade and flowering trees will be added to the perimeter of the site, around the garages and in the amenity areas. He noted there will be a substantial increase in the amount of landscaping on the site. The south entryway will be flanked by ornamental trees, evergreen shrubs and a mix of flowering perennials and ornamental grasses. The large honey locust trees along the north entryway will be retained and a mix of flowering perennials and ornamental grasses will also be added. The amenity area will be a garden-like setting and will allow for a variety of outdoor activities. Mr. Hirsch showed a slide depicting the grade differentials on the site. He noted there will be retaining walls to allow the parking lot to stay at a level suitable for entrance to the building and to accommodate the children's playground at the day care center. Chairperson Bromberg asked if there are any concerns that rainfall will result in flooding at the day care center. Mr. Hirsch stated the water will drain through the parking lots in the same way it currently does and that the day care center site will not receive any additional water from the residential building site. He displayed some depictions of the proposed signage and stated that there are no plans to add additional sign or to erect a monument sign. Chairperson Bromberg asked if balconies were going to be added to the building. Mr. Hirsch stated that it would be difficult to add balconies to the existing building and the large outdoor amenity space was specifically added to provide a benefit for residents. Commissioner Keefe asked if the exterior

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windows can be opened. Mr. Hirsch stated that once they have been retrofitted, the windows will be able to be opened.

Mr. Scott stated the petitioners are seeking an amendment to the Comprehensive Plan; a rezoning from I-1 Office Research Restricted Industrial District to R-5 General Residence District; a Residential Planned Unit Development (PUD) with necessary exceptions to allow a residential development and day care center; and a preliminary plat of subdivision. He noted they will also be seeking a number of exceptions. Village Code would require a lot size of 7.64 acres for a 120-unit residential structure. The proposed lot size is 5.75 acres and would require density relief. Mr. Scott noted the plan includes portions of the existing drive aisles and parking spaces. He stated the plan also includes a couple of 22-foot drive aisles and 9 by 18-foot parking spaces which would require exceptions as well. The height of the building requires a 40-foot perimeter setback and the plan includes a variety of areas that encroach into the setback. He noted a text amendment will be required for signage on the day care center due to its location in an R-5 residential district. Mr. Scott stated that they reached out to both of the school districts regarding the generation of school-aged children in this development. He stated that the school districts indicated that enrollment was on the decline and that they were enthusiastic about the development. The petitioners also contacted the homeowners' association of Bristol Estates to inform them about the proposal. Mr. Scott outlined the public benefit of the planned unit development and the new type of housing stock included in the proposal and a reduction in the impervious surface currently on the site. He noted repurposing the site provides a better use and helps to stabilize the Village's tax base.

Mr. Scott stated the petitioners are seeking a waiver of a full traffic impact study and market study. Chairperson Bromberg asked if specific units will be identified as the affordable units and if they would be substantially different than the market-rate units. Mr. Scott stated that the affordable units will be substantially the same, as per Village ordinance. He stated he was unsure of the designation of affordable units in a multifamily residential building. He noted it can be a challenge if affordable renters leave a unit and limited options to fill that unit. He stated he will speak with staff and the Village Attorney to make sure they are following the ordinance. Chairperson Bromberg asked why the townhomes were removed from the original proposal. Mr. Scott stated that the townhomes were removed because they offer limited returns. They are more expensive to build and provide diminishing returns with larger footprints. Mr. Scott noted the day care center sought out the petitioner and the inclusion of that business use reduces the risk and helps in financing the project. Chairperson Bromberg asked if allowing the number of exceptions will set a precedent for future petitioners. Mr. Ryckaert stated he believes proposals are examined on a case-by-case basis and does not see granting these exceptions as setting a precedent for other developments. Paul Fishbein, principal with 155 Group LLC, stated that the exceptions for the setback requirements are due to one small existing portion of the roof on the top of the atrium that reaches 45 feet and that the majority of the roof height is 37 feet. He noted that the nose-in parking spaces allow for vehicles to park over the curb which provides extra length to the 9- by 18-foot parking spaces.

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Mr. Fishbein stated that there is a drive aisle located to the north of the amenity area that is 22 feet wide and that, if requested, they would be amenable to altering the plan so that it meets the 24-foot requirement.

Mr. Nakahara stated the Village appreciates the open space included in the plan and believes the overhang component is an important distinction to take into consideration when looking at the parking space exceptions. Commissioner Schulman asked about the eight parking spaces located to the north of the day care center and why they were included for the residential building rather than for the day care center. Mr. Fishbein noted those parking spaces are seven feet above the day care center and they were included as extra visitor parking for the residential building. He stated the path from those parking spaces to the day care center entrance would require walking almost all the way around the building which is not ideal for security purposes. He also stated that the day care center operator did not want to pay for more land. Commissioner Schulman asked if there will be signage indicating those parking spaces are reserved for guests and visitors. Mr. Fishbein stated signage will be included designating those parking spaces are reserved for guests and visitors. Commissioner Schulman asked if the parking spaces east of the children's playground will be designated for day care center staff. Mr. Fishbein stated that those parking spaces will be for employees of the day care center and that he has worked with the operator to include parking for parents near the entrance. The operator's policies do not allow children to enter or exit the facility without being accompanied by an adult. Every child is escorted by a parent or guardian for safety purposes. Commissioner Schulman asked why the playground is located on the east side of the building, rather than to the west of the day care center. Mr. Fishbein noted that the playground was originally located on the western portion of the day care center parcel, but that was modified at the request of Village Staff. He outlined the advantages to having the playground located on the east. The children's activities are totally screened from the street, the retaining walls create a significant barrier to the north and east, and it does not create a distraction for drivers at the corner of the site. It also provides visibility for the day care center to passersby. Mr. Hirsch noted that if the day care center were examined on its own, it would meet the setback requirement for a building with its height. Commissioner Keefe asked if there would be a barrier to prevent vehicles from entering the children's playground. Mr. Fishbein stated there would be barriers and the retaining wall will be built to a height that will prevent crashes and there will be a metal fence to prevent people from entering.

Mr. Fishbein stated this proposed housing type is unique and all the units will feature 10-foot ceilings. He also noted there will be large windows and unobstructed views from every unit. The petitioners feel they will be able to offer a superior product than most housing types being offered today. Mr. Fishbein stated that the HVAC and heat pump systems will be energy efficient and reusing the existing building further exemplifies their sustainability efforts in this project. He noted they are evaluating using solar power applications, but that may not be economically viable due to the cancellation of green energy credits on the federal level. Commissioner Schulman asked if the private garages will be offered to specific unit owners or

**APPROVED**

to all residents of the building. Mr. Fishbein stated they will be offered to all residents of the building not to specific unit owners. Commissioner Rauen asked if the petitioners anticipate residents using the southwest entrance or using the entrance from Deer Lake Road when driving to the property. Mr. Fishbein stated he believes residents will use whichever entrance is closer to the direction they are travelling from. Javier Millan, principal with KLOA Inc., stated the accessibility of the site provides two options that both lead to traffic signals which will spread out the traffic load. Commissioner Lubezny asked if traffic data included in the plan accounted for the inclusion of the day care center or if it was for the previous proposal which did not have a day care center and included townhomes. Mr. Millan stated the traffic data was included for the residential and day care center uses. He noted that residential developments are not generating as much traffic as they did prior to the pandemic due to the rise of hybrid/remote work schedules. He stated that the site is likely to experience 10 percent less traffic than when it was used as an office building. Commissioner Rauen asked if the Village is responsible for reviewing the signage for the proposed traffic signal and crosswalk. Mr. Ryckaert stated the Village has retained an outside consultant, Gewalt Hamilton Associates Inc., to conduct an independent review of the crosswalk and traffic signal. He noted a representative from the consultant will be attending the July 10th Public Hearing to answer questions related to the review of the crosswalk and traffic signal. Mr. Fishbein stated that the inclusion of the crosswalk and traffic signal was done at the request of the Village to address concerns that pedestrians would rather cross as close to Brickyards Park as possible but could result in dangerous pedestrian crossings. Mr. Fishbein stated the traffic study was done to examine trip generation and traffic for a residential housing development and a day care center. Commissioner Keefe asked if a complete traffic study would generate additional data. Mr. Millan stated that it would not create significant additional data and would largely be composed of the information already included in the proposal. Commissioner Keefe asked if the EV chargers would be located in the surface level parking or if they would be located in garages. Mr. Fishbein noted the superchargers can charge an electric vehicle to 80 percent in 15-20 minutes. The plans call for installing two superchargers accessed by 4 parking spaces, one of which will be an ADA space. He commented that superchargers require a significant amount of power. Commissioner Keefe asked if there are EV charging station requirements for residential developments. Mr. Ryckaert stated that the State has passed an EV Charger Act that requires new construction to be wired for EV chargers to be installed, but he is not aware of any requirement for a development of this type. Mr. Nakahara stated this project is not considered new construction and that the Village does not have an EV charging station requirement. Mr. Fishbein stated that he believes the inclusion of the superchargers makes this development more appealing to potential residents. Commissioner Keefe asked if there are concerns about the slope along the parking aisle and traffic aisle to the east of the playground. Mr. Fishbein stated that the slope will remain exactly how it is currently graded. Chairperson Bromberg asked if there were any objections to waiving the marketing and traffic studies to which there were none. Commissioner Crist asked if the results of the outside consultant's review of the traffic signal and crosswalk would necessitate the inclusion of a traffic study. Mr. Ryckaert stated he does not believe the results will affect the traffic study and that the Village consultant

**APPROVED**

review is more about pedestrians than additional traffic to the site. Chairperson Bromberg thanked the petitioners for their detailed presentation and confirmed the waiver of the marketability and traffic studies. Mr. Ryckaert reported the Public Hearing on this proposal will be held on July 10, 2025.

### **DOCUMENT APPROVAL**

1. May 8, 2025 Plan Commission Minutes

Mr. Ryckaert provided two corrections to the minutes. Commissioner Lubezny moved, seconded by Commissioner Rauen, to approve the minutes with the proposed corrections. 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 meeting will be held on June 26, 2025, at 5:30 p.m. for document approval.

### **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 Keefe, to adjourn the meeting at 9:05 p.m. The motion passed with a unanimous voice vote.













Respectfully Submitted  
Daniel Van Dusen, Deputy Village Clerk

**APPROVED**

# Village of Deerfield 2025 Zoning Ordinance Map

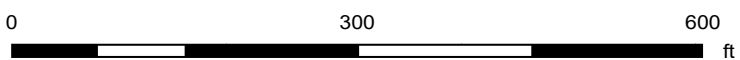


Subject Property

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



Subject Property



Print Date: 8/16/2024

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.

## **COMPREHENSIVE PLAN**

1. Future Land Use Map – Figure 3.1
2. Section 3.2 Future Land Use
3. Section 3.3 Housing
4. Bike Plan – Figure 3.7



# Deerfield Comprehensive Plan

## FUTURE LAND USE CATEGORIES

(MAP INDICATES UPDATES THROUGH FEBRUARY 3, 2025)

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

### VILLAGE CENTER

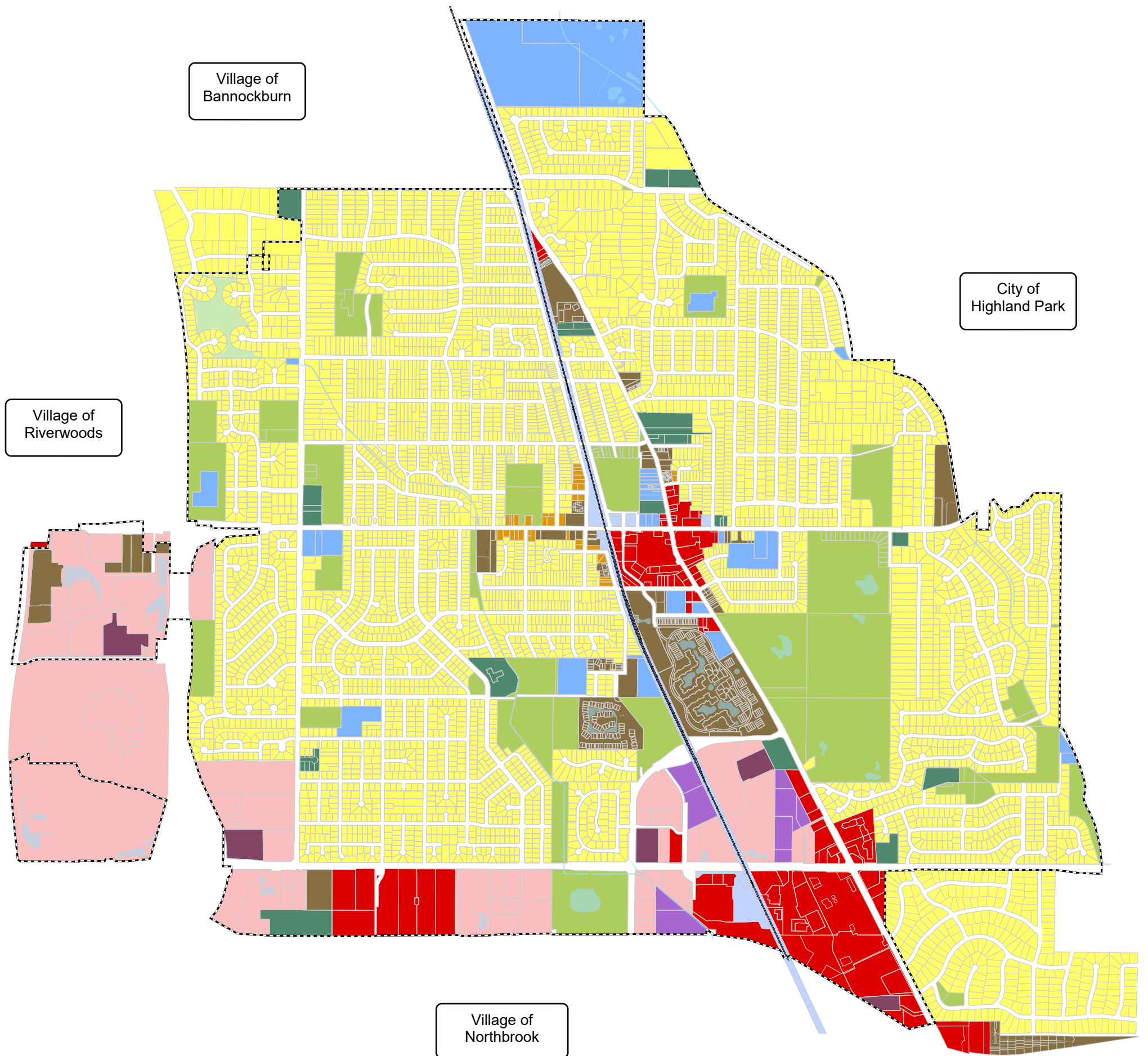
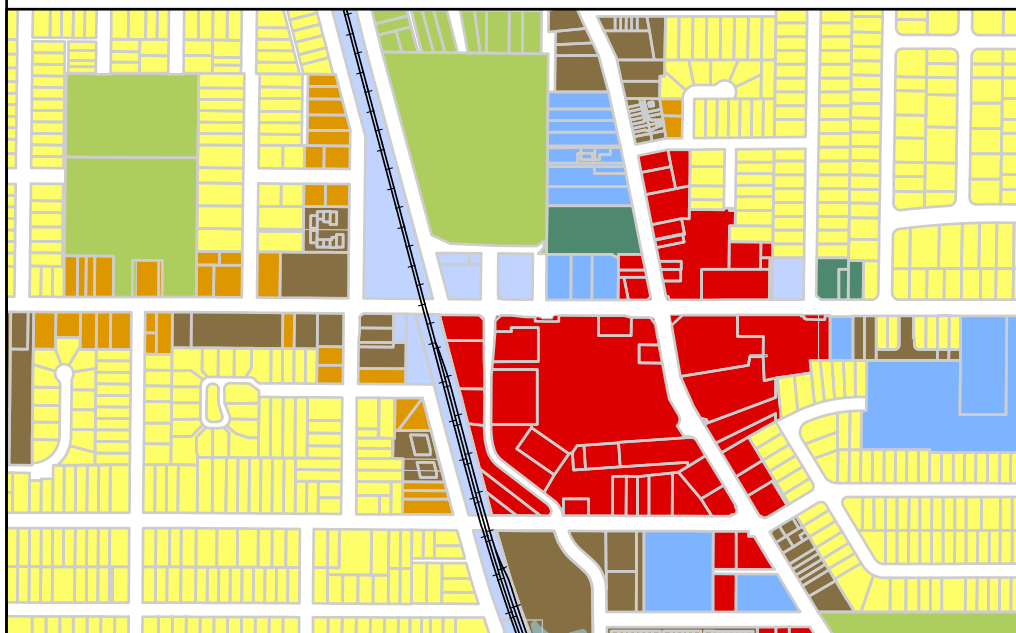


FIGURE 3.1: FUTURE LAND USE MAP

<b>V</b> ISION STATEMENT	Deerfield strives to be a community with pride in its past and an eye toward thoughtful evolution.
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### 3.2 FUTURE LAND USE

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

#### ***FUTURE DEVELOPMENT/REDEVELOPMENT MANAGEMENT***

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

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

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

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

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

### 3.3 HOUSING

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The purpose of this element of Deerfield's Comprehensive Plan is to document the present and future housing needs within the Village of Deerfield, including affordable and special needs housing. The condition of the local housing stock has been considered in developing the strategies, programs, and other actions to address Deerfield's housing needs, and provide current and future residents with a range of housing options.

#### ***AFFORDABLE HOUSING***

Given the full development of the Village and the derogation of local land use planning and zoning powers provided by the Affordable Housing Planning and Appeal Act, 310 ILCS 67/1, *et seq.* (the "Act"), it is determined that compliance with the Act is impractical and not in the best interests of the Village; therefore, pursuant to its home rule powers, the Affordable Housing Planning and Appeal Act, 310 ILCS 67/1, *et seq.*, will not apply within the Village of Deerfield and shall be superseded within the Village by the Zoning Ordinance and Comprehensive Plan of the Village of Deerfield.

The Village recognizes the need for affordable housing within the Village and the region in which the Village is located and will give due consideration to those needs and to the opportunity to accommodate new affordable housing options within the Village when opportunities are presented to develop or redevelop significant parcels for residential uses in the Village of Deerfield. The enforcement of federal and state fair housing laws shall be and remain a priority for the Village.

**Goal:** *Maintain the variety of the existing housing stock and supplement it in suitable locations with safe, well-constructed housing of a density\*, scale\* and character compatible with adjacent housing.*

Objectives	Policies
<p>Help maintain the desirability of Village neighborhoods.</p>	<p>Encourage maintenance of the existing housing stock.</p> <p>Endeavor to increase the variety in the housing stock, so that there will be types and prices of housing to satisfy the needs and preferences of a wider variety of residents, while maintaining the single-family dwelling as the basic form of housing unit in the Village.</p> <p>Protect residential areas from incompatible uses through effective land use controls, proper screening and buffering.</p> <p>Maintain streets, parkway trees, sidewalks, street lighting and other community facilities in good condition.</p> <p>Encourage good architectural and site design, individuality and character in new housing.</p>
<p>Accommodate new housing in a manner that does not adversely impact the residential character of the Village.</p>	<p>Encourage only those developments which conform to the Land Use Map and which are thoughtfully designed with respect to traffic generation, traffic patterns, topographical and drainage conditions and small scale* of existing developments.</p> <p>Apply Deerfield's impact fee ordinance to residential development.</p> <p>Encourage redevelopment that is designed to be compatible with adjacent developments.</p>

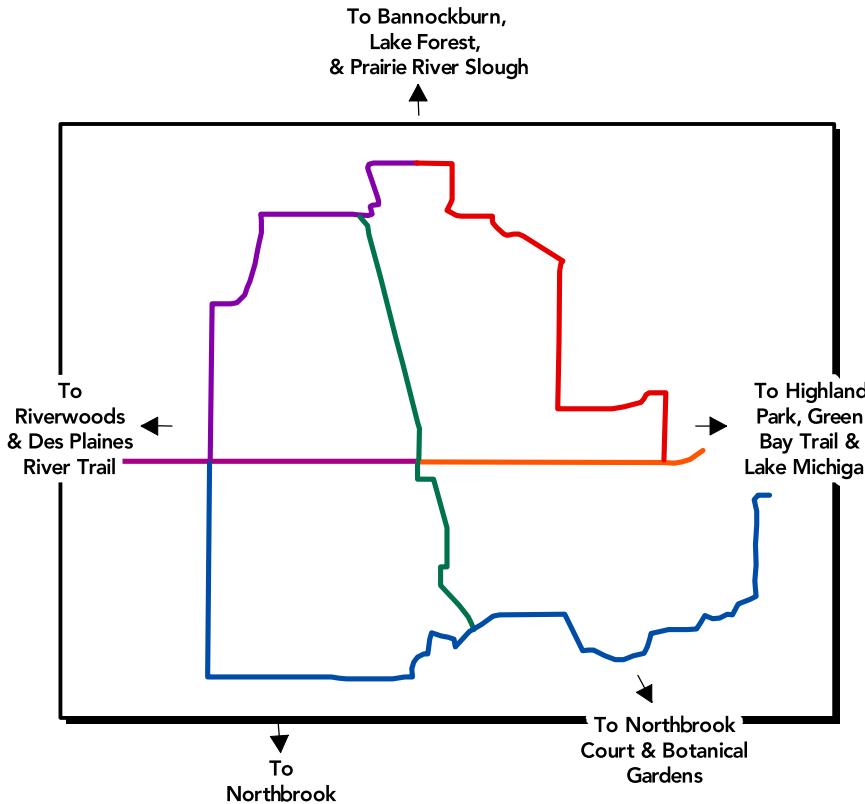
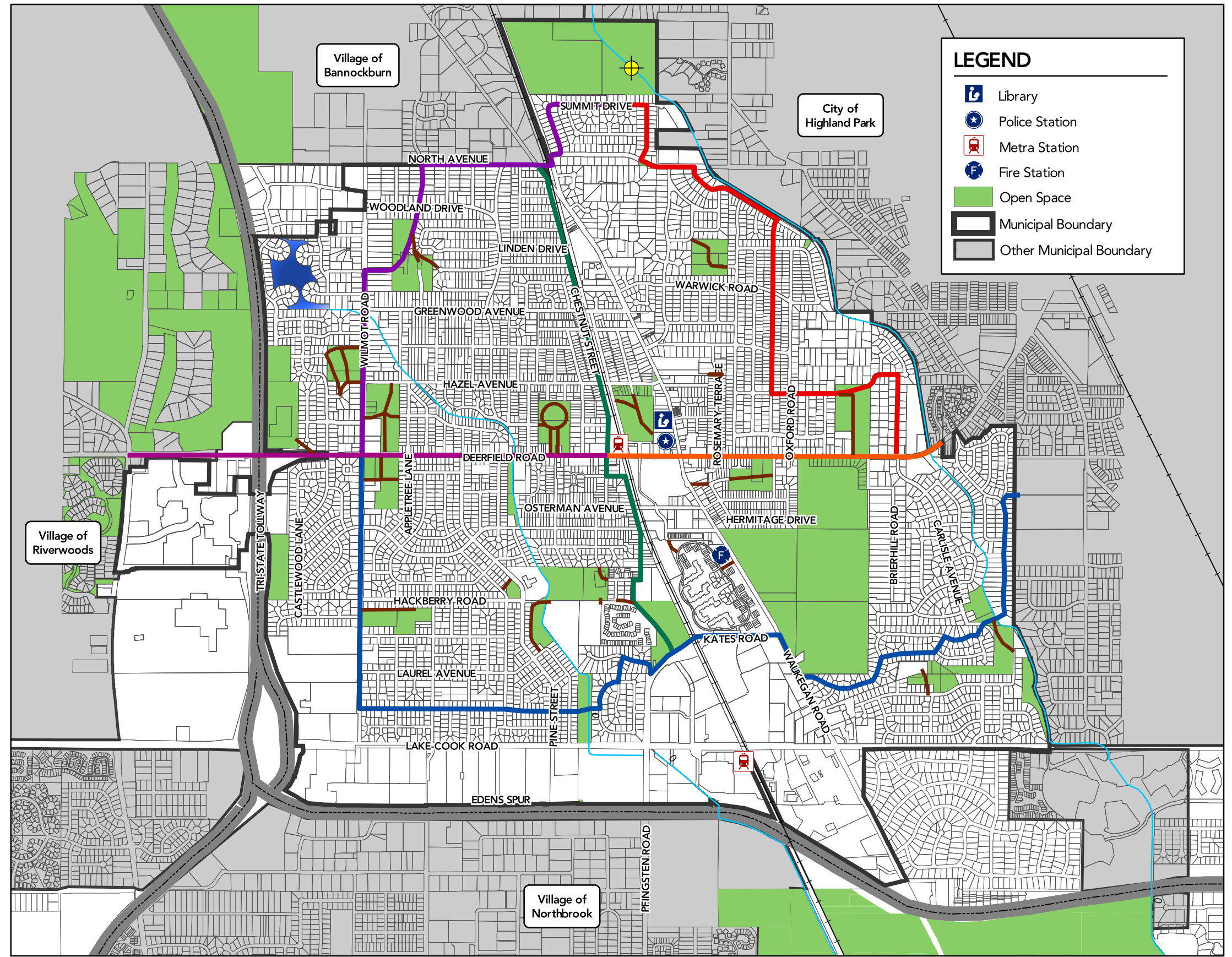
\* - Term defined in the Glossary.

**BIKE ROUTES**

- East to North Route - 3 Miles
- West to North Route - 2.5 Miles
- Southern East/West Route - 4.6 Miles
- North/South Route - 2.4 Miles
- East/West Route: North Side of Deerfield Road
- East West Route: South Side of Deerfield Road
- Total East/West Route - 3 Miles
- Internal Connections
- Pedestrian and Bicycle Bridge

**LEGEND**

- Library
- Police Station
- Metra Station
- Fire Station
- Open Space
- Municipal Boundary
- Other Municipal Boundary



**FIGURE 3.7: BICYCLE PLAN**

DEERFIELD COMPREHENSIVE PLAN

**Staff has referred the Day Care Center to these Text Amendments for their Signage:**

**9.02-C PUD I-1 Office, Research, Restricted Industrial District, Planned Unit Development**

13. Signage for private preschool facilities located in the I-1 Office, Research, and Restricted Industrial District. (Ord. O-20-5)

a. Number and Content

(1) Wall Sign

Not more than two wall signs shall be permitted for a private preschool. Wall signs shall only contain the name and logo of the school.

(2) Ground Sign

Not more than one on-site ground sign shall be permitted for a private preschool. Ground signs shall only contain the name, logo, and address of the school.

b. Area

(1) Wall Sign

The maximum surface area of each wall sign shall not exceed 21 square feet in area.

(2) Ground Sign

The maximum surface area of each ground sign shall not exceed 33 square feet in area.

c. Location

(1) Wall Sign

A wall signs shall be located only on the wall of the principle building that fronts on a private road or on a wall with an entranceway to the private preschool.

(2) Ground Sign

An on-site ground sign may be located in a required front yard only if the location of the ground sign does not obstruct the sight line or other safety risks for entering and exiting vehicles and pedestrians.

d. Height

(1) Wall Sign

A wall sign shall not project higher than the roof deck or 16 feet from grade on the wall of the building on which it is placed, whichever is lesser.

(2) Ground Sign

An on-site ground sign shall project no higher than 5' 5-1/2" feet above grade.

e. Illumination

(1) Wall Sign

A wall sign may be illuminated.

(2) Ground Sign

An on-site ground sign may be illuminated.

**FOR BACKGROUND**  
**INFORMATION ONLY**

how and when that property will be vacated. Mr. Getz stated that a separate document will be needed to vacate that portion of the property, and it was not on the plat due to the Village not being a party to the easement.

There were no public comments on this matter.

Chairperson Pro Tem Schulman stated that the Plan Commission has concluded public testimony and will deliberate on their recommendation on this matter. He stated that this portion of the meeting is open to the public, but no new testimony will be taken unless requested by the Commission. He stated that the Plan Commission is a recommending body, a written recommendation will be forwarded to the Village Board of Trustees for final action on this matter.

Commissioner Keefe, seconded by Commissioner Crist, moved to approve the request for a finding of substantial conformance and approval of a Final Development Plan for a Residential Planned Unit Development (PUD) at 300, 302 and 304 Wilmot Road and the Walgreens daycare building at 202 Wilmot Road for Pulte Home Company LLC and a Final Plat of Subdivision for the Residential Planned Unit Development. The motion passed on the following vote:

Ayes: Crist, Keefe, Rauen, Schulman, Stolman (5)

Nays: None (0)

- 2) Prefiling Conference on the Request for a Residential Planned Unit Development (PUD) with Necessary Exceptions; a Rezoning of 155 Pfungsten Road from I-1 Office Research Restricted Industrial District to R-5 General Residence District; and an Amendment to the Comprehensive Plan to Allow the Residential Development of the 155 Pfungsten Road Property

Mr. Scott, attorney with Dykema Gossett, representing the petitioner Baum Realty, presented on the subject property at 155 Pfungsten Road. The subject property consists of 7.3 acres and is bordered on the north by Brickyards Park, to the west are single-family homes, and on the south and east are a mix of one- and two-story commercial/industrial buildings, as well as a self-storage facility. The subject property consists of a 120,000 square foot, three-story commercial office building with roughly 150 parking spaces. The building was constructed in 1987. At this point, the office building is nearly 60% vacant and is anticipated to be 75% vacant by the end of next year. The office building consists of an east wing and a west wing. There is a driveway along the southern end of the property that provides access to Pfungsten and Deer Lake Roads. The property is currently zoned I-1 Office, Research, Restricted Industrial and is overlaid with the planned unit development that was approved in 1986. The Comprehensive Plan designates this property for office and research uses which will need to be amended to designate it for the appropriate residential use. Mr. Scott noted the property is currently in foreclosure, a Lis Pendens has been placed on it and a receiver was just appointed. The petitioner is under contract with the lender to acquire the property for redevelopment. Mr.

Scott stated the property is currently underwater, meaning the remaining mortgage balance is higher than the value of the property and that it will be an uncontested foreclosure. He noted the petitioner is currently working with the bank and ownership to provide for a smooth transition. Mr. Scott stated the petitioner is here to present their plans and are looking for honest feedback on the proposal.

Howard Hirsch, the project architect from Hirsch MPG, outlined the site plan, amenities and sustainable features. They propose to redevelop the existing office building into one- and two-bedroom residential units. Additionally, their plan is to add three-story townhomes along the north and east sides of the property. The existing building will be renovated in two phases. The first floor east wing will remain office space during the first phase, due to the fact there are existing long-term leases. The west wing of the first floor, along with the second and third floors of both wings will be converted to 93 residential units. Phase one will include 87 two-bedroom units and 6 one-bedroom units. Phase two will consist of converting the remainder of the first floor into 19 residential units and additional amenities, for a total of 112 units. The two-bedroom units will be 800-1,000 square feet, and the two-bedroom units will feature a rear, borrowed-light bedroom. The depth of the existing building provides the opportunity to design smaller square footage units with more affordable rents, which would be a unique product for Deerfield. The Lake Cook Road Metra station is nearby to provide public transportation.

The townhomes will be three-bedroom units with various designs and sizes based on their location on the site. Most will feature two-car garages and a multi-purpose space on the ground floor. The second floor will feature the living room, dining room and kitchen. The three bedrooms, including the primary suite, will be located on the third floor. Balconies will be provided on the second floor level.

The parking to the north and east of the existing office building will be converted to streets lined by buildings to create the feel of a residential development. The proposal includes a large landscaped area to the north that will connect to the first row of townhomes to compliment a patio/gazebo and activity space. An additional landscaped plaza is proposed for the area to the south of the east wing of the building. The landscaped areas will be connected by walkways and a possible connection to the bike lanes across Pfingsten Road is under consideration. The petitioners are exploring different options to create a safe crosswalk. The existing loading dock on the west side of the building will remain as the primary loading position for the loft building. For the townhomes, areas have been identified for temporary loading purposes and trash collection. Curb cuts will be included for residents to place their refuse and recycling bins out for collection.

Elliott Haffarnan-Buck, landscape architect with Daniel Weinbach and Partners Ltd., stated the site has a number of large trees and they plan to preserve as many as possible. The current proposal includes the removal of four trees, one of which is in poor shape and one of which is already dead. The landscape plan includes adding trees to fill in areas along Pfingsten Road to increase the density for additional screening of the roadway. New hedges will continue along

Pfingsten and Deer lake Roads. The entrances to the development will feature ornamental shrubs, perennials and different grasses. The overgrown shrubs currently located along the southern entrance will be cleared out and replaced with ornamental shrubs and trees to create a vertical element for the southern plaza.

Mr. Scott discussed the timeline for the project. Their plan is to complete the entitlements process in early 2025 and begin demolition of the interior of the office building in late 2025. The construction of the townhomes would take place in late 2025, with delivery of the first units in late 2026. Phase two of the office building redevelopment would take place after the termination of the existing office space leases in 2031. The expected full buildout and delivery of Phase two units would take approximately nine months. The petitioner will be seeking a rezoning from I-1 zoning district to R-5 designation for a residential PUD. They will be seeking a number of exceptions, including one for the lot area per dwelling unit requirement. A strict application of the Village's zoning code would require the property to be 10.7 acres, rather than the 7.4 Acres on the site. An exception to the required 30-foot boundary to the setback will be required for the southern portion of the property. During Phase one, the 20,000 square feet of office space, combined with the residential use, would require 344 parking spaces, but only 326 spaces will be provided at that time. The office space will not be occupied continuously throughout the day, so they believe there will be a suitable amount of parking for the residential use. The full buildout will eventually result in a surplus of parking. The petitioner will be seeking an amendment to the Comprehensive Plan to allow a residential use in this location as well as a waiver of the required traffic study. Their traffic consultant has reviewed trip generation from a residential development compared to the existing office use and has concluded there will be a substantial reduction in trips generated. The traffic impact will decrease further after phasing out the commercial uses. Mr. Scott stated that they would like to use in-house resources for a market study to show the demand for this type of residential product. Mr. Scott stated the office building will be developed into apartments for rent, and that the townhomes could be rentals or a for sale product. The public benefits are a new diverse type of housing for Deerfield. There will be a reduction in the area of impervious surface at the site by adding additional landscaping in place of the existing parking. Sustainability features will include EV charging stations on site, energy-efficient appliances and outdoor amenity areas. The redevelopment will also increase the taxes generated from the site. Another feature is the proposed pedestrian crosswalk that will provide connectivity to bike paths.

Commissioner Rauen asked which features will be included in the crosswalk. Mr. Scott responded there will be signage to the north and south of the crosswalk, as well as flashing beacon lights to alert drivers. Commissioner Keefe asked about the demographic information regarding potential residents and how the development will affect the surrounding school districts. Mr. Scott stated they intend to reach out to the surrounding school districts to have discussions about potential impacts. Paul Fishbein, managing director with Baum Realty, pointed out the location of the proposed crosswalk will allow residents to access Brickyards Park to the north and will improve connectivity in the region for existing residents living to the

west. The crosswalk was placed on the site plan to provide a realistic, safe location for residents to cross Pfingsten Road. Mr. Fishbein noted that the main demographic for the apartments will be single adults and couples looking to downsize while still living in the area. The townhomes may appeal to young families which will result in an increase to the number of school-aged children. Mr. Fishbein stated that the site is appropriate for the number of units. He noted the townhomes have a larger footprint, but this type of housing product is in high demand. Commissioner Stolman asked if there is an affordable housing component to the development plan. Mr. Fishbein confirmed there will be an affordable housing component. Commissioner Stolman asked about the demolition during Phase two of the development plan in respect to impact on the existing residents. Mr. Fishbein stated that the buildout is similar to what would occur during the renovation of an existing office building. The demolition and subsequent renovation would take place while the remainder of the building is occupied. The renovation of the building will take place on different floors. Phase two construction will occur on the first floor, while residents will be living on the second and third floors, so construction will take place below their living spaces. The construction hours will be staggered to lessen the impact to residents above the construction space. Commissioner Stolman asked if the shell of the building will be maintained. Mr. Fishbein confirmed the shell will remain in place during the renovation. Chairperson Pro Tem Schulman asked about the HVAC and plumbing renovations. Mr. Fishbein reported the structure is a heat-pump building which allows for each unit to be controlled individually and is more energy efficient than a building-wide system. The cooling tower and boiler are already in place. The increased number of bathrooms will require a new water main for the apartment building and townhomes. There will also be a new sewer, water system loop and fire hydrants to achieve code compliance. Mr. Fishbein noted they have taken a thorough approach, and that the existing building is well-suited for an adaptive reuse.

Commissioner Stolman asked if they will be constructing a new pedestrian path to reach the Lake Cook Road Metra station. Mr. Fishbein reported there will be sidewalks connecting to Deer Lake Road, which has limited traffic and is easily walkable. He noted there is a signalized interchange to cross Lake Cook Road to access the Metra station. A crosswalk was considered for the southern edge of the property. The proposed crosswalk north of the Bristol Estates entrance was preferred. Commissioner Keefe asked about the sidewalk on the west side of Deer Lake Road. Mr. Fishbein reported that the sidewalk is set back and is nicely landscaped. It is a comfortable, safe sidewalk. Commissioner Crist asked how the rezoning will work with having residential and commercial uses in the same building at the same time. Mr. Ryckaert noted that the existing office use will become a nonconforming use, and a condition requiring the office leases to end at a certain date will be included in any development agreement. Mr. Schuster added that a condition of the development agreement would require the office leases not be renewed at the end of the current leases. He noted the Village has the ability to rezone the property, and that the office use would remain for the short term as a legal nonconforming use. Mr. Schuster reported that any zoning ordinance for this property would include a contingency that requires the building fully convert to residential use. Commissioner Crist asked if similar relief to the lot area per dwelling unit requirement has been given to other applicants. Mr. Ryckaert reported that similar reductions for land area per dwelling unit have been given to

other developers in the past. Chairperson Pro Tem Schulman asked if any of the current office leases have options to renew. Mr. Fishbein reported there is one tenant on the first floor that does have an option to renew. He noted that due to the legal status of the building they are unable to engage in conversations with the tenants. They would prefer to not have a phased development, but they are taking a realistic approach. He noted the renewal option would allow the tenant to remain until 2031.

Chairperson Pro Tem Schulman asked if there will be any zoning restrictions on the townhomes being rentals. Mr. Schuster reported there are no such restrictions. Mr. Ryckaert noted that the applicant's traffic consultant will have to demonstrate that the proposed crosswalk is viable, and that the Public Works and Police Departments may have issues that will need to be addressed. He noted that the Village may have to hire a consultant to further study the viability and design of the proposed crosswalk. Mr. Fishbein agreed that the crosswalk will need to be studied and they are willing to pay for a consultant to work with the Village in order to ensure the safety and traffic concerns. Commissioner Keefe asked about the sidewalk along the north side of the entrance located in the southeast corner of the property. He suggested making it a more accessible connection to the sidewalk on Deer Lake Road. Mr. Fishbein stated they will adjust the plan and incorporate that change in the next round of drawings.

Mr. Nakahara asked if there will be dumpsters on the property. Mr. Fishbein reported there will be dumpsters located near the southern end of the southernmost townhomes. There is currently a fenced area with dumpsters in that location, but they may be relocated to better serve the apartment building. The townhomes will have curb cuts for residents to place their bins out for collection and for the waste haulers to effectively service them. Mr. Nakahara asked how they will address snow accumulation in the parking areas. Mr. Fishbein noted they will have more than the required amount of parking following the Phase two renovations. He reported the western edge of the property has a wide band of area between the street and parking which could be used to store accumulated snow. Mr. Nakahara asked if the site's prior use as a landfill will create any concerns for the construction of the townhomes. Mr. Fishbein reported they have engaged geotechnical engineers and that borings have been done to analyze the site. They are aware of the conditions and are still working through their options. He noted the parking lot and existing building have held up extremely well, and that the landfill was a construction fill, not a garbage dump, so there should be fewer compaction issues.

Chairperson Pro Tem Schulman stated the Plan Commission will discuss the application. Commissioner Crist stated she is in favor of the reuse and her only concern is making sure that similar relief to the lot size per dwelling unit has been given to other applicants in the past. Commissioner Keefe has a similar concern about the density, but he added that the plan seems to make sense. Commissioner Stolman stated it is a well-thought out plan, and that he wants the project to be successful and see that the market study supports their plan. Chairperson Pro Tem Schulman agreed that it is a good plan for the location. He does not believe the proposal is overly dense and does not believe the requested exceptions will create any issues. Mr. Ryckaert noted there is an additional exception being sought regarding the height of the existing

building. The maximum height for a residential PUD is 35 feet, and the existing building has a height of 46 feet. Mr. Schuster noted granting the height exception is a technical aspect and that the exception is not substantive, since the building already exists at that height. Mr. Fishbein reported there are two other aspects to consider in regards to height. He noted the majority of the building is under 40 feet tall, and that tallest portions of the building are the roof of the atrium and the screening for the HVAC. He also noted there is a height exception included in the affordable housing ordinance. The townhomes will not exceed the maximum height limit. Chairperson Pro Tem Schulman noted there will be four exceptions and that the traffic study requirement will be waived. Commissioner Keefe asked about the price range for the apartment rentals. Mr. Fishbein reported the current market rent average for a one-bedroom unit is \$2,400, their one-bedroom units are tentatively priced at \$1,850. The current market rent average for two-bedroom units is \$3,050, their two-bedroom units are tentatively priced at \$2,600. He noted those are current projections and that the proposed units will likely not be available until 2026. Mr. Fishbein reported this property will be a market leader in terms of affordability. Mr. Scott sought clarification on the market study. He asked if a third-party report would be required, or if the petitioners could provide an internal market study. Mr. Ryckaert stated that a third-party market study is not required, unless the Plan Commission decided to require one, which they did not. Commissioner Crist asked if the second bedroom in the two-bedroom units will have a window. Mr. Hirsch reported that the walls separating the second bedroom from the rest of the unit will not reach the ceiling. The partial wall will provide borrowed light and additional ventilation, and is customary for loft-style units. He noted that specific design is not common in new construction, but is a practical solution in renovating existing structures. The Commission agreed to waive the traffic study regarding trip generation, but will require a study of the proposed crosswalk.

## **DOCUMENT APPROVAL**

1. August 8, 2024, Plan Commission Minutes

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

### **Items from the Commission**

No items from the Commission.

### **Items from the Staff**

Mr. Ryckaert noted the upcoming items for the September 12, 2024, Plan Commission Meeting.

Mr. Schuster addressed an issue that came up during the meeting regarding whether or not the Zoning Code distinguishes between rental and ownership of residences. He noted there is no difference in the Zoning Code between rental and ownership due to Illinois case law. Several cases dealing with zoning restrictions on rentals from the 1960s and 1970s were struck down. It was determined that those restrictions were in place in an effort to cut down on diversity. The

# **PUBLIC COMMENT**

## Daniel Nakahara, AICP

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**From:** Zach Lindon <zach.t.lindon@gmail.com>  
**Sent:** Thursday, June 26, 2025 8:49 AM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP; Jeffery Ryckaert, AICP  
**Subject:** [PUBLIC COMMENT] 155 Pfingsten Rd

[EXTERNAL EMAIL]

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Hi. I hope you are doing well. I recently spoke with Dan Nakahara and he suggesting I email the village with my inquiries regarding the potential development of 155 Pfingsten.

Per my conversation with Dan the following items were confirmed and asked on my behalf:

1. Will this development effect the village Comprehensive Plan?-As a result of the requested zoning change yes.
2. How will this effect the schools?-District 109 has been involved in and would encourage this project. The schools are showing lower enrollment and it would not result in modifying the schools to accommodate additional capacity?
3. How would this effect police and fire?-This has yet to be determined.
4. Traffic-I expressed my personal concern to this. Currently traffic is an issue along the Kates/Pfingsten corridor. During morning and afternoon rush hours, cars going Southbound towards Lake Cook can be backed up all the way towards Fountain View. In addition cars going East towards Waukegan can be backed up to the middle of the bridge. The traffic study was performed by KLOA and utilized the ITE Trip Manual as a basis for the office vehicle trips. However, it could be argued since the hybrid/work from home model has taken hold, office buildings are less occupied. This table maybe based on full occupancy while today the vacancy rate of the suburbs hovers in the high 20%. As a result, should the base be reconsidered? The study showed a 10% reduction, but this development may result in an increase. If there could be an increase in traffic, could there be infrastructure changes to reduce traffic
5. Tax-It was stated the development would increase real estate taxes by approximately 200% from the current RE Taxes. However is the current RE Tax based on a stabilized occupied building or has the owner filed an appeal based on vacancy? Though I do not know for sure, the building will be 92% vacant by the end of the year, it would acceptable to assume the building assessed valuation is based on vacancy which would lower the RE Taxes substantially.

Thank you for your time. If I have stated any items incorrectly or you have additional information, feel free to le meknow.

Zach