

## MEMORANDUM

TO: Plan Commission

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

DATE: July 3, 2026

RE: Public Hearing on the Request for an amendment to a Special Use to Permit the Establishment of a New School Building and Other Site Improvements for Deerfield Public Schools District 109 at Walden Elementary School at 630 Essex Court in the P-1 Public Lands District and Approval of a Preliminary and Final Plat of Subdivision– Deerfield School District 109 and Deerfield Park District



VILLAGE OF DEERFIELD

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### **Application History**

Prefiling Conference Meeting Date: April 23, 2026

Public Hearing Publication Date: June 18, 2026

Public Hearing Date: July 9, 2026

### **Subject Property**

The subject property consists of Walden School at 630 Essex Court. The subject property is 435,949 square feet or 10.008 acres in size and is zoned P-1 Public Lands District. The subject property is improved with a 57,550 square foot, one-story public elementary school for School District 109 with 58 parking spaces. The remainder of the parcel consists of a large paved play area, two soccer fields, two playgrounds and a T-ball field. The school building and the immediate area (approximately 116,042 square feet or 2.664 acres) is owned by Deerfield Public Schools District 109 (“School District”) and the land surrounding the school building parcel is owned by the Deerfield Park District (“Park District”). The Park District is a co-applicant with the School District on this zoning petition.

### **Surrounding Land Use and Zoning**

North: R-2 Single Family Residential District – single family homes

South: R-3 Single Family Residential District – single family homes

East: R-3 Single Family Residential District– single family homes

West: R-2/R-1 Single Family Residential District– single family homes

### **Proposed Plans**

The School District is proposing to amend their Special Use to allow the construction on the property of a new school building and other site improvements. According to the petitioners' plan, the proposed project is not expected to increase student enrollment or staffing numbers and instead focuses on improving the quality of experience for students and staff.

The new two-story school building is proposed to be 88,303 square feet (first floor: 64,301 square feet; second floor 24,002 square feet) and located on the property just north of the existing school. The new building will be approximately 32 feet in height, with mechanical screening extending to 39 feet 3 5/32 inches in height. The highest point of the structure is 44 feet 8 inches, which is the top of the stairwell tower as reflected on the Building Elevations, Sheet A100 of the petitioners' submittals. The building exterior will consist of face brick, fiber cement board, and metal composite paneling. The new school building is proposed to have 26 classrooms, an art room, two band/music rooms, a gymnasium, a multi-purpose room (MPR), a cafeteria with stage, a library, a teacher's lounge, administrative offices, resource rooms/offices, and associated toilet rooms.

The southeast wing of the new building includes dedicated Park District storage and exterior access to a portion of the new school building that can be utilized for camps and other programs. Restrooms are located in this area and are accessible from the exterior, serving the adjacent playgrounds and athletic fields.

The existing vehicular circulation is mostly a one-way drive aisle that enters from Essex Court via Warrington Road and exits onto Warwick Road. Buses have their own loop, but also utilize the same entrance and exit. There is a substantial amount of pedestrian activity, with students walking to the school from the north, east, and south, as well as parents parking their vehicles in the surrounding area and walking students to the property from nearby streets.

## **Alternative Location Consideration**

The School District submitted documents demonstrating that it conducted a search for a potential temporary "swing site" location that could house students during construction, as an alternative to having two schools on one campus for one school year. The School District explored alternatives, including existing school facilities that might be suitable and available, commercial properties and phased on-site construction scenarios.

The School District also engaged a commercial real estate professional from Savills to identify and evaluate potential properties for a "swing site." School District administrators toured multiple sites with the School District's architect to assess these locations': educational suitability, student safety, transportation logistics, building readiness, site infrastructure, required renovations and compliance with Illinois School Code requirements. From this process, the School District determined that establishing an off-site swing school would likely add between approximately \$10-\$20+ million in additional project costs, depending on the selected location and scope of required improvements.

The School District also evaluated a phased construction approach that would allow portions of their schools to remain operational while construction occurs. This scenario consisted of students and staff having to be relocated multiple times throughout the construction process, with instructional programs housed in temporary mobile classrooms while different sections of the building are demolished and rebuilt or renovated. Each mobile classroom carries an estimated cost of approximately \$350,000 and must comply with Regional Office of Education and Illinois School Code requirements and applicable safety and accessibility standards. This phased construction approach would significantly reduce the overall quality of the finished elementary campuses and increase the time students would need to spend learning on an active construction site and transitioning between permanent and temporary learning environments.

The School District concluded that the explored alternatives would not represent the most responsible use of taxpayer resources and selected a construction approach that minimizes disruption to the students, shortens the overall

construction duration, and maximizes the District's ability to deliver a high-quality educational facility that would best serve students and the community.

### **Phasing Plan**

The School District proposes to implement the project to reconstruct Walden School in four phases:

#### **Phase 1 – Late Winter/Spring 2027 – August 2027**

Phase 1 includes the site preparation required for the construction of the new Walden Elementary School. During this phase, work will include utility relocations and improvements, site preparation, installation of construction fencing, implementation of traffic management measures, and establishment of construction staging areas.

In the spring, excavation, forming, and construction of the building footings and foundations will begin, allowing the new school's footprint to be completed by early summer. Throughout this portion of the project, the existing Walden School will remain fully operational. During the summer months, no school or public activities will be permitted on subject property. At that time, existing playground equipment will be relocated in preparation for the new school year, underground stormwater detention systems will be installed at the north and south ends of the property, and construction of the new building's structural frame and exterior shell will commence.

#### **Phase 2 – August 2027 – August 2028**

Phase 2 focuses on the continued exterior and interior construction of the new Walden School building while the existing Walden building remains in operation. New temporary playgrounds and green space on the south end of the site will allow for outside student activities to continue throughout the year. Construction activities will be separated from school operations through fencing, controlled access points, safety protocols and ongoing coordination with school personnel.

#### **Phase 3 – August 2028 – June 2029**

No active construction will occur at the Walden site during this phase.

During this phase, both Walden and Kipling Schools will operate on the Walden campus while renovation and addition work is completed at Kipling. Walden staff and students will utilize the new Walden school building and Kipling staff and students will utilize the existing Walden school building. Operational plans during this phase include staggered school schedules, transportation accommodations, traffic management measures and adjusted parking operations. The School District notes that this temporary arrangement allows students to learn in completed school facilities rather than temporary mobile classrooms or active construction zones. It also substantially reduces the overall project timeline, enables a higher-quality renovation of Kipling, and ensures that funds are utilized for permanent improvements to community facilities instead of temporary conditions.

#### Phase 4 – June 2029 – 2030

Following completion of Phase 3 and the occupancy of the renovated Kipling School, the existing Walden building will be demolished. Final site improvements will then be completed, including parking lots, landscaping, playgrounds, circulation improvements and site restoration.

#### **Construction Management Conditions**

Village Staff and the Village Attorney are recommending that, if the Village approves the amendment to the Special Use, the approval be conditioned on the School District's several construction management conditions to minimize safety, traffic, and other concerns related to the construction and "swing site" phase of the project. It is common for the Village to impose conditions on Special Uses. The recommended conditions and School District's responses are attached as Exhibit A.

#### **Traffic Study**

The School District retained TYLin to conduct a traffic impact study for the redevelopment of Walden Elementary School. The traffic impact study, dated June 12, 2026, analyzes TYLin's methodology regarding data collection, traffic forecasting, and analyses performed for this study. TYLin also submitted a

memorandum dated June 5, 2026 with recommendations to mitigate vehicular and pedestrian circulation and safety during Phase 3 of the Walden redevelopment project. Field observations were performed on Thursday, December 4, 2025 and Tuesday, May 12, 2026 during typical arrival and dismissal periods (8:40AM start time and 3:25PM dismissal time) at Walden school. Figure 2 on page 6 details the circulation patterns for vehicular and on-foot pick-up/drop-off operations. Arrival observations began at approximately 8:20AM, leading up to the school's scheduled 8:40AM start time. During observations, queued vehicles were observed as early as 8:25AM, though students were not seen entering the school until 8:35AM when doors were opened. On-campus queuing peaked at approximately 8:35AM. Student drop-off locations varied depending on the student's grade, with younger students generally being dropped off near the middle of the school and older students being dropped off nearer the east end of the school. Passenger unloading was facilitated by school volunteers and staff. The Traffic Study noted that during the May observation with warmer weather than the December observation, some additional parents chose to park on Warwick Road during drop-off and walk their students to school.

Afternoon observations began before 3:00PM and between 3:00PM and 3:25PM, vehicles were observed staging both on the Walden campus and on the nearby streets. Approximately 30 vehicles were observed queuing on campus, with approximately 10 additional vehicles queuing on Warrington Road. At the time of dismissal, 25 to 30 vehicles were observed parked on Warwick Road and Walden Lane. Parents parked on nearby streets were observed leaving their vehicles and accessing the school doors via the coned off pedestrian access on the west side of Essex Court. The arrival and dismissal observations can be found on pages 5-8. Traffic counts at each intersection were performed during the morning and afternoon periods (7:00-9:00AM and 2:00-6:00PM) to coincide with the peak activity of the school and on the area roadway network. Based on the resulting count data, peak hours occurred from 7:45-8:45AM during the morning arrival period, from 3:00-4:00PM during the afternoon dismissal period, and from 4:30-5:30PM during the evening peak period, respectively. The resulting traffic volumes at each intersection during the morning, midday, and evening peak hours are shown on Figure 3 on page 9.

A summary of parking capacity and demand is shown below in Table 1 on page 11. The on-campus parking lot reached a peak occupancy of 61 vehicles (out of the total 66 spaces supplied) or 92% during the post-arrival period. Parking occupancy remained consistently above 90 percent during both pre-arrival and pre-dismissal periods, indicating that the count is representative of peak staff parking demand. Additional parking supply is available on nearby streets for parents and guardians during drop-off and pick-up activities. Also as previously mentioned in the Study, during the dismissal period, approximately 25 to 30 vehicles were observed parked along Warwick Road and Walden Lane.

### Phase 3

As previously mentioned, Phase 3 of the Walden School reconstruction consists a period (expected for one academic year) when Walden Elementary School (440 students) is fully operational in its new school building while Kipling Elementary School (460 students) is operating out of the former Walden building. In the memorandum dated, June 5, 2026, TYLin evaluated the vehicular and pedestrian circulation during this interim condition when two schools are co-located and operating on the same site. Traffic management recommendations highlighted in the TYLin June 5, 2026 memorandum are identified to mitigate excessive delay and provide safe options for vehicles and pedestrians on the school campus and at nearby intersections. A diagram of the site's proposed vehicular and pedestrian circulation is shown in Figure 1 of memorandum. The recommendations can be found on pages in detail on pages 1, 3 and 4 of the memorandum. A summary of the recommendation consists of: implementing staggered scheduling, remote staff parking, circulation strategies, and proactive communication plans. These measures aim to manage congestion, protect pedestrians, and encourage adaptive strategies during the interim co-location phase of the project. The interim traffic recommendations made in the June 5, 2026 TyLin memorandum along with the Village's suggested changes (attached as Exhibit B) to these recommendations can be made part of the Special Use conditions. The School District's response to the Village's recommendations are included in Exhibit B.

#### Phase 4

The proposed plan under Phase 4 is the completion of the Walden Elementary School reconstruction project. The completed project is not expected to increase enrollment or staffing at the school and the reconfiguration of the site's internal layout and parking lot is expected to have positive impacts on vehicular as described in pages 12-21 and pedestrian circulation patterns, as shown in Figure 4 on page 13. Recommendation and conclusions for the final conditions can be found in Figure 7 on page 21 and summarized on pages 22 and 23.

#### **Zoning Conformance – P-1 Public Land District**

The petitioners have to amend their Special Use in order to allow the renovations to the property. There are no Permitted Uses in the P-1 Public Lands District. All uses allowed in the P-1 Public Lands District are Special Uses. Attached are the Special Use standards. In the P-1 Public Lands District, there is a provision in the Zoning Ordinance that allows flexibility in the regulations for public facilities. Article 7.06-B Modification of Regulations states, "Because of the difficulties involved in balancing the need for control of land development impacts and the need for provision of public facilities, such uses may depart from the strict conformance with bulk standards and other requirements of this ordinance. Departure from any requirement specified in this Ordinance shall be granted only upon approval of the Village Board subject to the procedural requirements for Special Uses set forth in Article 13."

#### **Minimum Yards**

Front Yard (along Essex Court to south) – Buildings must be set back from the front lot line a distance at least equal to that of the adjacent zoning district. If a property is adjacent to more than one zoning district, the front yard shall be at least equal to that of the district requiring the greatest front yard. The adjacent R-2 Residential District requires a 35' front yard setback and the R-3 Residential District requires a 25' front yard setback. A 35' minimum front yard setback is required since it is the greater of the two adjoining residential districts.

Proposed Phase 1, 2, and 3: The existing front yard setback will not be impacted during Phase 1, 2 or 3.

Proposed Phase 4: The proposed school building is 280.32' from the south property line in Phase 4.

Side Yards (to the east and west) – A 10' side yard setback adjoining a residential district is required.

#### East Side Yard Setback

Proposed Phase 1, 2, and 3 : The existing side yard setback will not be impacted from the east property line during Phase 1, 2, or 3.

Proposed Phase 4: The new building will be approximately 209.42' from the east property line .

#### West Side Yard Setback

Proposed Phase 1 and 2 : The existing side yard setback will not be impacted during Phase 1 or 2.

Proposed Phase 3 and 4: The new building will be approximately 45.91' from the west property line.

#### Rear Yard Setback

Rear Yard: A 25' rear yard setback adjoining a residential district is required.

Proposed Phase 1 and 2: The existing side rear yard setback will not be impacted during Phase 1 or 2.

Proposed Phase 3 and 4: The new building will be approximately 96.95' from the rear (north) property line.

#### **Maximum Lot Coverage**

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

Proposed Phase 1 and 2: The total ground area occupied by the principal and accessory buildings is 12.3%.

Proposed Phase 3: The total ground area occupied by the principal and accessory buildings in Phase 3 is 27%.

Proposed Phase 4: The total ground area occupied by the principal and accessory buildings in Phase 4 is 14.8%.

### **Maximum Building Height**

The maximum building height allowed in the P-1 Public Lands District is 35' to the top of the roof. 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. The petitioners are seeking a modification to go beyond the 35-foot allowable height to 44 feet 8 inches in height for a stairwell tower which is the tallest portion of the proposed school building.

There is another portion of the proposed school building that is over the maximum 35 feet. Sheet A100 Building Elevation indicates the rooftop mechanical screening is 38 feet 8 inches. The rooftop mechanical screening is a structure designed to conceal rooftop mechanical units from ground level view. Article 2.01-D.,1. allows certain building appurtenances such as mechanical appurtenances, parapet walls, and skylights to exceed the maximum building height by not more than 12 feet. The height of the rooftop mechanical unit and its screening structure is covered under this section.

Proposed Phase 1 and 2: The building height will not be impacted during Phase 1 and 2.

Proposed Phase 3 and 4: The highest point of the proposed school building is 44 feet 8 inches and will require a height modification from the maximum height of 35 feet.

### **Signage**

The Zoning Ordinance requires signage in the P-1 Public Lands District to the minimum necessary to adequately identify the use. Signs may be either ground signs or wall signs and ground signs cannot exceed 6 feet in height and may not extend over the lot line. P-1 signage is not to be illuminated unless the public health, safety, or welfare indicates it should be illuminated. The petitioners' plans indicate that a new single-sided monument sign will be located at the parking lot entrance in southeast corner of the new parking lot. The east facing monument sign will have the text, "Walden Elementary School" with the school logo. In smaller text is the wording "Parent Drop Off & Visitor Parking" with a directional arrow. The sign is 4 feet tall by 9 feet 8 inches long (4'tall x 9.67' long = 38.68 square feet) with a 39 square foot sign area.

Directional (wayfinding) signage is also proposed with the text "Bus Lane", "Parent Drop Off", and "Visitor Parking". The informational text will also have the District 109 logo. All proposed directional signs are approximately 4 square feet and non-illuminated.

### **Lighting**

A detailed photometric plan with fixture locations has been submitted. Light levels approach zero (0) at the property lines.

New exterior building lighting and exterior LED lighting for the new driveways and parking lot are proposed. Exterior building night lights will be on a photocell (dusk to dawn) and all other lights will be on a time clock (dusk to a selected time). Exterior building lighting and parking lot lighting will be down facing. Exterior lighting specifications and projected output is shown in Section 11 of the petitioners' material. No lighting is proposed for the playing fields.

## **Landscaping**

The petitioners' plans indicate that property is surrounded almost entirely by the adjoining neighbors' opaque fencing or dense landscaping. The proposed landscaping will be based on existing landscape in place and where deficiencies are identified to buffer the side and rear yards. Generally, the petitioners will propose deficiencies to be filled with 2.5" caliper shade trees. The proposed landscape plan indicates ornamental shade trees, no less than 7' in height will be clustered adjacent to existing fencing or existing hedges and 7' tall evergreen trees to fill in deficiencies in perimeter screening. Where no screening exists 36" high shrubs will be proposed along with taller plantings materials mentioned to screen views from all heights. The petitioners plan multiple layers of plantings will be utilized to ensure proper screening with visual appeal. The parking lot design will also implement landscape islands. The petitioners have submitted a detailed landscape plan which includes a site buffering plan, tree survey, tree protection and removal plan, and the plantings proposed for the site.

## **Screening/Buffering**

The Zoning Ordinance requires, where a non-residential use abuts (lies immediately next to) property in a residential district at a side or rear lot line, non-residential uses to be effectively screened along such lot line(s) by a screening fence or landscaped screening as defined in the ordinance not less than seven feet (7') in height. A landscaped screen is defined as a dense non-deciduous planting of a thickness sufficient to form a visual barrier between the properties. As mentioned in the Landscaping Section, the proposed landscape plan indicates ornamental shade trees, no less than 7' in height will be clustered adjacent to existing fencing or existing hedges and 7' tall evergreen trees to fill in deficiencies in perimeter screening. Where no screening exists, 36" high shrubs are proposed along with taller plantings materials mentioned to screen views from all heights. The petitioners plan multiple layers of plantings will be utilized to ensure proper screening with visual appeal. The petitioners have included an Existing Site Buffering Plan (Sheet L1.3) and a Proposed Site Buffering Plan (Sheet L1.4).

## **Parking**

The Zoning Ordinance requires elementary and junior high schools to provide 2 parking spaces for every 3 teachers and employees. The petitioners anticipate a staff of 60 (teachers and staff) employees, requiring 40 parking spaces ( $60/3 = 20 \times 2 = 40$ ). The Zoning Ordinance requires non-commercial public parks to provide 1 parking space for each 5,000 square feet of gross land area. The park area is approximately 348,480 square feet, requiring 70 parking spaces ( $348,480/5,000 = 69.69 = 70$ ).

Currently the property has a total of 58 parking spaces which includes 3 ADA parking spaces. The proposed plan will provide 86 parking spaces, including 4 ADA parking spaces.

The petitioners' Phase 4 Detailed Site Plan (Sheet 4) show the perpendicular parking spaces will be 9 feet wide by 19 feet and the angled parking spaces will be 9 feet wide by 21 feet in depth with 24-foot drive aisles in the parking lot. The parking spaces and drive aisles in the new parking lot will comply with the Zoning Ordinance.

## **Storm Water Drainage and Utilities**

The petitioners have submitted preliminary engineering plans to the Village Engineering Department for the storm water drainage requirements for the new building and will be working with the Village Engineers on compliance. Also, underground detention will be installed at the northeast and southeast corner of the site to meet stormwater requirements.

## **Fire Department Review**

The petitioners have submitted their site plan to the Deerfield-Bannockburn Fire Protection District and has received approval of the site plan for emergency vehicle accessibility. The approval letter is included in the petitioners' submittal.

## **Sustainability**

The petitioners have designed the proposed Walden School with sustainability, energy efficiency, and long-term environmental stewardship as guiding principles. Key sustainable design strategies incorporated into the project include a strategically oriented building to maximize beneficial solar exposure throughout the year, incorporating a geothermal ground-source heat pump system that utilizes the stable temperature of the earth to provide highly efficient heating and cooling, building materials are selected for durability, longevity, and reduced environmental impact, and designed, equipped and ready to receive solar panels at some point in the future. A detailed list of the sustainable features of the building and site can be found in Section 3 – Sustainable Practices of the petitioners’ material.

## **Bike Facilities**

The Zoning Ordinance requires that where appropriate, all developments in the P-1 Public Lands District (as well as the C-1, C-2, and I-1 District), must provide bicycle storage, safe and smooth internal circulation, and connections to adjacent developments and bike paths.

## **Trash Enclosure**

A new fully screened trash enclosure is shown at the southeast corner of the school building. The trash enclosure details can be found on Sheet A100.

## **Plat of Subdivision**

The petitioners are requesting approval of a combined Preliminary and Final Plat of Subdivision for the 630 Essex Court property. The proposed resubdivision reallocates the property between the Deerfield Park District and School District 109 into 2 lots.

## **Prefiling Conference Minutes**

The April 23, 2026, prefiling conference minutes are attached.

## **REVISION TO CONDITIONS**

### **New Walden Elementary School – Project Timeline**

Phase 1: March 2027 through June 2027

- Mobilization of construction to construct the new Walden School. Work will include earthwork, foundations, steel erection, and the start of getting the building enclosed.

Phase 2: August 2027 through July 2028

- Work continues as the existing Walden School opens for the 2027-2028 school year.
- Continuation of work to get the building enclosed and weathertight for the winter months, MEPs, interior finishes, and site restoration.
- Complete the construction of the New Walden School.

Phase 3: August 2028 through May 2029

- Existing Walden and New Walden will both be operating during this time.
- **There will be no construction activity happening on site during Phase 3 while both buildings are active.**

Phase 4: June 2029 through July 2029

- Demolition of existing Walden School, parking lot construction, site restoration and landscaping.

### **Additional Questions / Confirmations requested 6/2/2026 by Village** **(Additional revisions based on 6/30/26 Comments)**

*Can the school district commit to the following:*

#### **1) No trucks idling on local streets when waiting to make deliveries to the property.**

Construction vehicles will not be permitted to idle on local streets while waiting to access the site. To support this:

- Deliveries will be scheduled and coordinated in advance to prevent early arrival and queuing off-site
- Designated delivery windows will be established to align with site capacity and minimize disruption
- Requirements prohibiting truck staging or idling on adjacent streets will be clearly outlined in the project's bid documents and subcontractor agreements

For larger deliveries or increased traffic activity:

- Flaggers will be used to safely manage truck access and movement
- Site personnel will actively coordinate entry to ensure trucks can proceed directly onto the site without waiting in the public right-of-way

***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): No trucks idling and parking on local streets when waiting to make deliveries to the property.***

*RESPONSE: District 109 is committed to no trucks idling and/or parking on local streets.*

**2) Construction deliveries to the property only occurring between certain hours (please indicate what those hours will) and not during the school’s main drop-off and pick-up times.**

Deliveries will be handled outside of drop-off and pick up times for students as outlined below.

- No deliveries from 7am to 8:30am, Monday through Friday.
- No deliveries from 3pm to 4pm, Monday, Tuesday, Thursday, Friday.
  - o No deliveries 2-3p on Wednesday (early release day)

For larger deliveries, such as steel and equipment, flaggers will be stationed at the entrance and exit to assist in traffic and pedestrian control.

When needed, “no parking permitted” will be obtained along Warrington Rd, Warwick Rd and Essex Ct for large truck access. This will be scheduled and communicated within 48 hours in advance.

***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Construction deliveries to the property only occurring between certain hours but in no case before 8:30 a.m. or later than 7pm (please indicate what those hours will) and not during the school’s main drop-off and pick-up times.***

*RESPONSE: Committed. There will be no deliveries before 8:30 a.m. or later than 7 p.m.*

**3) Construction traffic following a specific route when entering and exiting the site - and what that route will be. Please show this route on a map.**

Traffic in and out of the construction site will be seen on the Logistics Plan to be included in the formal submittal.

Construction traffic will be directed to and from the site using the following route:

- Out route: Warwick Road → Waukegan Road → north to Half Day Road → access to I-94  
This route will be communicated to all contractors and included within project logistics planning to discourage use of local residential streets.
- In route: I94 --> Half Day Road east--> Waukegan Rd south --> Warwick Rd east --> Warrington north

- See attached "Truck Routing Plan"

***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Construction traffic following a specific route when entering and exiting the site - and what that route will be. Please show this route on a map. When a violation of the construction traffic route occurs, the School District agrees to pay the Village a fine (to be determined by the Village) for each occurrence.***

*RESPONSE: District 109 will commit to a fine for traffic route violations. The Village shall provide the fine amount as well as Village enforcement protocol. District 109 shall incorporate these measures into Trade Packages contracts to hold contractors accountable.*

**4) Maintaining the route for construction traffic in a safe condition that is clear of mud, dirt, and debris.**

Prior to leaving the site, we will have a truck washing station that will mitigate mud, dirt and debris from leaving the site. Additionally, we will run street sweepers on Essex Ct and Warwick Rd as needed.

***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Prior to leaving the site's fenced off areas, we will have a truck washing station that will mitigate mud, dirt and debris from leaving the site. Additionally, we will run street sweepers on Essex Ct and Warwick Rd as needed.***

*RESPONSE: Committed.*

**5) Dust control provided as needed.**

Dust control measures will be implemented as needed based on site conditions and activities. These measures include, but are not limited to:

- Use of water for dust suppression during earthwork and exterior operations
- Street sweeping, truck wash stations, and site cleaning to minimize debris tracking onto adjacent roads
- Operational adjustments if concerns arise, including pausing or modifying work activities

***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Dust control provided as needed. Contractor to provide street sweeper, street sweep daily, and also sweep upon request by the Village.***

*RESPONSE: District 109 will provide street sweeping during work events that generate significant dust/dirt associated with site excavation and additional street sweeping upon Village request.*

## **6) Maintaining the site in a safe and clean condition.**

BEAR Construction has an extensive safety plan that is in accordance with OSHA Standards and is committed to maintaining the project site in a safe, orderly, and clean condition at all times.

This includes:

- Daily removal of debris and maintaining clear, hazard-free work areas and walkways
- Organized material storage within designated areas to prevent clutter and unsafe conditions
- Ongoing monitoring and enforcement by BEAR supervision, with subcontractors held accountable for maintaining required housekeeping standards
- Immediate correction of any identified safety, cleanliness, or dust-related concerns

## **7) Security fencing provided with an access gate which that is securely locked at the end of each workday and at all times when work is not being done on the construction site.**

The construction area will be surrounded by a 6' driven construction fence with windscreen and jersey barrier, with access gates that will be locked at all times when work is not being done.

**REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Security fencing provided with an access gate which that is securely locked at the end of each workday and at all times when work is not being done on the construction site. Construction sign board to be located at a prominent location at the entrance to the site with a telephone number for 24-hour emergency contact. No construction marketing or advertising on site fencing or construction sign board.**

*RESPONSE: Committed.*

## **8) Security fencing to be chain-link or solid fencing with a height of not less than six feet (6').**

A six-foot tall chain-link fence with windscreen and driven posts to ensure fence remains stable will surround the site.

**REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Security fencing to be chain-link or solid fencing with a height of not less than six feet (6'). Windscreen on the fence must be cleaned and maintained as needed.**

*RESPONSE: Committed.*

**9) A plan showing the proposed location of construction dumpsters and portable toilets, from all property lines.**

The dumpster and portable toilets will be a minimum 6' from property lines.  
A logistics plan will be included in the formal submittal.

***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): A site plan showing the proposed location and indicate the minimum distance of construction dumpsters, construction equipment, and portable toilets from all property lines.***

*RESPONSE: Dimensions for construction dumpsters & portable toilets are shown on the updated drawing PH-2 (Phase 2 Site & Logistics Plan). Construction equipment to be no closer than 50' from a property line when not in use.*

**10) Refuse and debris to be picked up from the grounds of the construction site not less often than at the end of each workday.**

Construction site will be cleaned on a daily basis per OSHA guidelines and best construction practices.

**11) Sidewalks shall be maintained and kept available, clean, and unobstructed to provide a safe pedestrian walkways at all times during construction.**

Sidewalks will be maintained in a clean, safe, and unobstructed condition at all times to provide continuous pedestrian access during construction.

Sidewalks are anticipated to remain open during student drop-off and pick-up periods. Temporary closures may be required to accommodate deliveries; during these times, access will be monitored and safely managed by flaggers.

***REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Sidewalks shall be maintained and kept available, clean, and unobstructed to provide a safe pedestrian walkways at all times during construction. A Maintenance of Traffic Plan (MOT) for pedestrian access will need to be submitted for safe, accessible, continuous pedestrian access around the construction work zone. Additionally, a snow fence will be required to be installed that delineates the location of the temporary sidewalk.***

*RESPONSE: District 109 is committed to maintaining safe, continuous, and accessible pedestrian access to the school throughout construction. Safe pedestrian routes will remain available from Essex Court, Walden Drive, and Ambleside Drive. A temporary sidewalk will be installed along the west side of the property, providing a protected connection from Ambleside Drive to the existing parking lot and school entrance. These accessible routes have been designed to maintain continuous pedestrian circulation around the construction area while providing safe connections to the surrounding public sidewalks and roadways adjacent to the school property.*

*To prioritize the safety of students, families, staff, and the community, pedestrian circulation has been intentionally directed away from the active construction zone. As a result, pedestrian access will not be provided along the north and east property lines adjacent to construction activities. This approach follows established construction safety best practices*

*by minimizing potential conflicts between pedestrians, construction vehicles, and ongoing site operations, while ensuring the existing school remains safely and conveniently accessible throughout the duration of construction.*

**12) Commit to Village construction hours of Monday through Friday 7:30 a.m. to 7 p.m., Saturdays, and no construction on Sundays and the following holidays: January 1, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas.**

Confirmed.

It is not our intent to work on Sundays throughout the course of this project. If there are significant delays due to weather, we will request authorization to work on select Sundays in order stay on schedule and get the school(s) open for the start of the year.

**REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Commit to Village construction hours of Monday through Friday 7:30 a.m. to 7 p.m., Saturdays 9:00 a.m. to 4:00 p.m. with the exception of interior construction work from 8:30 a.m. to 5 p.m., and no construction on Sundays and the following holidays: January 1, Memorial Day, Fourth of July, Labor Day, Thanksgiving, and Christmas, Yom Kippur and 1st and 2nd day of Rosh Hashanah, and the first night of Hanukkah.**

*RESPONSE: Committed.*

**13) Providing crossing guards at key locations during drop-off and pick-up.**

Yes, crossing guards are proposed at key intersections (including Warrington Road/Essex Court and Warwick Road/Walden Lane) and traffic control staff would be on-site to support safe loading and traffic flow. More information is provided in the TYLin Traffic Management memo.

For larger deliveries, such as steel and equipment, flaggers will be stationed at the entrance and exit to assist in traffic and pedestrian control.

**REVISION TO CONDITIONS COMMENT (RECEIVED ON 6/30/26): Providing crossing guards at key locations during drop-off and pick-up. Provide additional crossing guards at Village's request.**

*RESPONSE: District 109 is committed to working collaboratively with the Village to determine the most appropriate measures for maintaining safe pedestrian conditions during construction. This may include additional crossing guards, or other traffic control measures deemed appropriate. District 109 remains flexible and welcomes continued coordination with the Village to develop and implement strategies that prioritize pedestrian safety while accommodating changing site conditions throughout construction.*

# EXHIBIT B

REVISION – JULY 2, 2026

## Comments Regarding Changes to the Conditions in the June 5, 2026 TYLin Traffic Management Recommendations for Interim Plan of 2 Schools Operating on the Walden Campus

### Conditions:

1. Third party professional traffic management company (at School District expense) should provide the traffic control at Essex/Warrington and Essex/Warwick, not crossing guards.
  - District 109 accepts this recommendation and will work with the Police Department to identify an acceptable third-party traffic management company.
2. Due to the increase in pedestrians utilizing Warwick Rd sidewalks for pickup and drop offs, the Village will seek to improve sidewalks on both sides of Warwick Rd from Wincanton to Warrington. The widening of the sidewalks needs to be made prior to the 2 schools operating on the property to provide adequate access for the increase in pedestrian activity. The Village would perform and coordinate the construction of the new wider sidewalks and will engage D109 regarding cost sharing for this endeavor.
  - District 109 agrees to collaborate with the Village on this matter.
3. More information on parking during the construction and simultaneous operation of schools is needed such as exhibits showing construction equipment/material staging, parking counts for school staff, etc.
  - District 109 accepts this recommendation and will work with TYLin and Bear Construction to provide additional exhibits to detail equipment/material staging and parking counts.
4. Due to the increase in pedestrians, the Village will work with the School District to hire a sub-contractor to be responsible for snow removal on

area sidewalks after 2” of snow until all construction is completed including demolition. The Village will provide map of locations.

- District 109 agrees.

5. Weekly meetings with the Village will be held to discuss construction management and traffic management, with the possibility of transitioning to monthly meetings, in coordination with the Village, if appropriate.

- District 109 agrees.

6. The Village recommends meeting with neighbors on a regular basis and providing direct access to the school’s construction staff throughout the project.

- District 109 agrees.

7. The Village and School District will work collaboratively to address neighborhood concerns and may adjust the conditions as needed.

- District 109 agrees.

8. The Village will work with the School District to refine construction management or traffic management conditions as needed, in coordination with the Village Manager.

- District 109 agrees.

To be discussed further: Turning restrictions and possible one-ways. Also, on-street parking restrictions are being considered for streets to the north of the Walden site. Restricting parking on streets to the south, east, and west of the school should also be considered. An ordinance approved by the Board of Trustees for on-street parking restrictions will be needed.

- District 109 agrees.

# PUBLIC COMMENT

**Daniel Nakahara, AICP**

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**From:** Elizabeth Eisenhauer <smitheisen@gmail.com>  
**Sent:** Thursday, April 23, 2026 7:45 PM  
**To:** Plan Commission Comment  
**Cc:** Daniel Nakahara, AICP; Jeffery Ryckaert, AICP  
**Subject:** [PUBLIC COMMENT] New Walden School plan

[EXTERNAL EMAIL]

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Dear Plan Commission Members:

It has come to my attention that there have been changes made since the referendum passage to the plan for the Walden School property. There are also areas of concern that have not been well addressed.

I do not believe that the current plan is "compatible with the existing development," particularly on the north side of the property. The addition of a 2-foot retaining wall with a fence on top of unspecified height will extend **only** 11 feet from three Ambleside properties. (Frankly, that would look pretty ugly, and I promise you that children would love to climb that fence.) If you are concerned with flooding, adding the wall will not improve drainage. The water will pool and find its way around the corners of the wall. A naturally landscaped ditch similar to that along Woodvale would be better. What is more important is leaving undisturbed the current oak trees along with their extensive root systems. If those roots are disturbed by digging that close to lot lines, the oaks will certainly die and necessitate removal by the owners of those properties to great expense, not to mention the loss of a natural sight line. This would be a risk detrimental to the property value of the homes to the north and thus have a negative effect on the surrounding neighborhood.

There are areas that concern me, namely, the fact that the new building will move closer to contiguous properties causing problems that did not exist with the current Walden School. The addition of LED lights in the parking lots will surely increase the "light pollution" in our neighborhood and change its desirability from a visual perspective.

I live at 1410 Woodridge Court, and I can report that mitigating flooding on my property as well as the Woodridge cul-de-sac has been difficult at best, and we have had to invest thousands of dollars due to water pooling. I wouldn't wish that on my neighbors. Natural flood control similar to what has been done on the Zion Church property or along Woodvale Avenue is the best control.

I hope you can revisit the plan again and consider improvements.

Sincerely,  
Elizabeth Smith-Eisenhauer

**PLAN COMMISSION  
VILLAGE OF DEERFIELD  
April 23, 2026  
Minutes**

The Plan Commission of the Village of Deerfield called to order a meeting at 7:30 P.M. on April 23, 2026, at Deerfield Village Hall.

Present were: Al Bromberg, Chair  
Lisa Crist  
Sara Lubezny  
David Rauen  
Blake Schulman  
Ken Stolman

Absent was: Bill Keefe

Also Present: Jeff Ryckaert, Principal Planner  
Dan Nakahara, Planner II  
Justin Keenan, Assistant Village Manager  
Ben Schuster, Village Attorney

**Public Comment on a Non-Agenda Item**

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

**WORKSHOP MEETING**

- 1) Prefiling Conference on the Request for a Special Use Amendment to Permit the establishment of a New School Building and Other Site Improvements for Deerfield School District 109 at Walden Elementary School at 630 Essex Court in the P-1 Public Lands District – Deerfield School District 109 and Deerfield Park District

Those who wish to speak on this petition were sworn in. Chair Bromberg explained the purpose of a prefiling conference is to provide the petitioner with comments and concerns before a Public Hearing. The Plan Commission will neither vote nor make any decisions this evening.

Commissioner Schulman reported he lives just north of Walden Park but stated that he can be impartial and feels that it is unnecessary for him to recuse himself from this petition and the zoning process.

Cathy Kedjidjian, Chief Communications Officer with District 109 and Director of Buildings and Grounds, Tim Ryan, were present. They have held a numerous public engagement meetings to listen to the community and get feedback on the Walden School redevelopment project. They are looking forward to working together and collaborating on this project.

Jeff Huff, Architect, explained the proposed replacement school for the currently undersized Walden Elementary School. He explained they have held meetings with the entire Walden community, including those directly around the Walden school property. He noted that they have also held 1:1 Zoom meetings to discuss the project and receive feedback. Mr. Huff believes the only area to build a new school is on the northeast portion of the property while

keeping the existing building. Mr. Huff noted that the proposed new building tucks around closely to the existing building pulling it as far from the north and west property lines as possible. The second floor of the building was stepped back to also maximize the distance from the adjacent neighbors.

Claudia Welp, Cage Engineering discussed the interim condition plan and commented that their team is working to ensure both schools (existing and proposed) will work operationally and provide safe conditions during the time that both buildings will be in use on the property at the same time. Ms. Welp explained that the drop-off locations will not change and the access to the buildings were shown. She noted that the stormwater management currently has a lot of problems which they are looking to improve with underground stormwater basins.

Ms. Welp stated that once the original school building comes down, there will be a lot more room to drop-off students onsite and the drop-off will remain on the east side of the property. She commented that the parking lot has been expanded to meet Village code for the required parking while also adding a bus loop on the west side of the property that will exit to the south. There are additional sidewalks and play areas on the east side of the building as well as two sport fields. The west side of the property has a larger path for emergency use. There are also additional stormwater facilities on the final plan and a second stormwater basin will be installed on the southeast corner of the site. No stormwater will drain from the site to the nearest properties.

The petitioner is working with the traffic consultant, TYLin on the site plan. Kelly Conley, TYLin, is in process of conducting a traffic impact study. Ms. Conley stated that the site will continue to operate with a one-way circulation pattern and there will be an increase in the number of onsite parking spaces.

Ch. Bromberg noted there were some recommendations in the traffic analysis, including considerations for safety during construction, in the packet. Ms. Conley explained some of the recommendations are for traffic management and are not shown on the site plan.

Commissioner Lubezny noticed the packet did not analyze Ambleside Drive. Ms. Conley noted they are working with Cage Engineering on the site's pedestrian circulation plan. The pedestrian path will remain open during construction. Ms. Welp explained the pathways will be installed early in the construction process to keep the pedestrian circulation open.

Commissioner Schulman asked how the pedestrian path would remain open. Ms. Welp explained that their team is still working out the logistics keeping the path open during construction. The construction areas will be fenced off. Mr. Huff explained the construction team is working with the schools and the safety of students and community is a primary focus.

Commissioner Stolman asked about access from Essex Court off of Warrington Road. Ms. Welp explained one way construction is planned. Her team is putting together engineering sets for both the interim and final plans.

Mr. Huff explained they are proposing a 2-story building with first floor height just over 16 feet, and the top of the second floor at 34 feet and 38 feet with the screening. The screened area will be about 8 feet higher than the existing building while other areas will only be a couple feet higher. Some elevations are still being worked on so the building heights may be slightly lower. There is also a stairwell, which is the highest point of the building, to get onto the roof for

maintenance. The stairwell on the roof is in the front of the building and far from the adjacent neighbors. The second story will be set back from the north and west property lines, which are closest to the neighbors. On the west of the main entry will be classrooms. The cafeteria, gyms, band and art rooms will also be on the west end, far from the neighbors, to minimize noise. The library and stem labs will be on the second level and there will be a screened area where learning activities can occur. The shared spaces and playgrounds will be located away from neighbors.

Commissioner Lubezny asked if they are proposing two stories due to the lack of space. Mr. Huff explained the existing building is slightly over 57,000 square feet which is about 20,000-25,000 square feet smaller than other schools in the district. The proposed 82,000 square foot building would have approximately 60,000 square feet on the first level and approximately 20,000 square feet on the second floor. If the building were one level at 82,000 square feet, the play area and parking would be reduced. Mr. Huff noted the play area is important for the Park District.

Ch. Bromberg explained the applicants will need to provide a number of things before the Public Hearing including the amount of lot coverage, signage, lighting, the landscape plan (especially the screening to the surrounding neighbors). Ch. Bromberg added the Commission will also need information on how bicycles will be handled and refuse receptacles stored.

Ms. Welp explained they are proposing a retaining wall on north side of the site, around 2 feet at largest point and decreasing to zero at east and west ends. This area represents the lowest part of the site and is a natural, depressed area. The goal of this low area is to significantly reduce the water and allow a larger detention area on the north side. They are trying to keep the area as flat as possible, to provide more play space. They propose installing a fence with landscape on both sides as well as a fence.

Ch. Bromberg questioned whether the stormwater control would be sufficient during the construction to ensure the neighbor's properties do not flood. Ms. Welp explained there is currently no stormwater management on the property. Ch. Bromberg added the Commission will also need information on how recess will be handled during construction. Ms. Kedjidjian explained they have committed to ensure a playground will be available during construction and are working on that plan and will either repurpose current playground equipment elsewhere or purchase the new equipment. Commissioner Schulman asked about Phase 1. Ms. Welp explained they are currently working on staging the playground and would have more information for the public hearing.

Commissioner Stolman would like to see a construction schedule for everything including the demolition while students are attending school. He urged the applicants to consider the comments and conversations with the neighbors. Ms. Welp explained they have received the public comment and will cater the next presentation to address the public concerns. Ms. Kedjidjian explained they started gathering feedback from the community in September of 2025 and convened a task force and steering committee. The School District has held information sessions with the community to get feedback on what the task force vetted and came up with the 2 plus 2 plan to renovate two schools and build two schools. She noted there was some discussion about putting Walden back on their original location as well as a swing location at Holy Cross. Ms. Kedjidjian explained there are a lot of requirements from the Regional Board of Education (ROE) including security and air quality standards that would have to be met. The School District did their due diligence and brought their construction team and owners

representatives together and asked what it would cost to provide a temporary school. The best case to provide a temporary school was approximately \$10 million but more likely be more than \$20 million for a temporary site they would not use again. After the community engagement in the fall, the School District held public opinion polls in November 2025. One important piece was that the original 2+2 proposal cost of \$121 million was too high. The proposal on the March 17th ballot reduced the tax impact by 33 percent. A discussion on the viability and decision making of having a swing site ensued. Ch. Bromberg summarized that the school district considered swing sites and found they were not sufficient or cost too high to make swing sites sufficient options; therefore, they were not a viable option. In addition, building the swing sites would add a year onto the construction timeline and each year would cost an additional \$9 million.

Commissioner Crist noted there was discussion that Kipling students would move into the existing Walden building once the new Walden School building was completed. Ms. Kedjidjian confirmed that after the Spring of 2027 when students leave school for the summer heavy construction work will begin (digging, footings etc.) and when the Walden students come back in August 2027, they will watch their school being built. In fall of 2028, Walden students will move into the new building and Kipling students will move to the current Walden school building. Ms. Crist noted the construction schedule for the new school would be 15 months. Mr. Huff explained the project will begin in Spring of 2027 and go the full year. In summer of 2028, the punch list will be finalized. As it get closer to the beginning of the school year, furniture will be moved in and teachers will begin occupying their spaces. Work will start on the renovations at Kipling over the summer. Students would move into both Walden schools. Beginning of 2029, Kipling students will move into the newly renovated Kipling building. Ch. Bromberg noted that leaving out that both schools buildings will be operational for a school year is a large omission from the submitted materials and creates the need for a lot more information before the public hearing as there will now be two sets of students, parents and busses on the site. The Commission will need to see additional traffic information for these conditions.

Commissioner Crist would like to know how construction traffic will be routed, the hours of construction, weekend hours, and whether there will be a construction bonus. She also questioned why the building exterior is so articulated on the north side. Mr. Huff explained everything they did from a design standpoint was dictated by programmatic needs of the school. They are creating widened corridors to be used as teaming spaces for speech pathologists and other clinical specialists to work with students. Students requiring special help will be able to stay close to their classrooms. Currently, the clinical specialists are working with students in hallways or former storage rooms. There will be tailored spaces for special services. Mr. Huff explained his firm only works on schools and they try to avoid putting fancy into the building. There may be some more expensive pieces, but they are in the right spots.

Commissioner Crist asked about the rationale for the courtyards. Mr. Huff explained courtyards in schools serve one purpose--to get natural light into classrooms. He noted they are looking into making the courtyard a year-round space. There is a need for mobility and older schools do not have that. There is an opportunity to support all students and be inclusive to everyone. Mr. Huff noted the expensive part of the courtyard is the exterior walls.

Commissioner Rauen would like to ensure the petitioner is meeting the seven standards for a Special Use. He would also like to know more about the swing site and the impact on neighboring real estate. He believes it would be interesting to see a clear analysis of the swing site alternatives and would like to know what professionals were in the working group and how

they looked at the alternatives to come to this plan conclusion. Commissioner Rauen noted there has been a lot of public comment about the impact on real estate values and believes the property values needs to be addressed. Ms. Kedjidjian explained they held a session with realtors but do not have a definitive answer how the proposed school will affect property values. She will look to other communities and will provide anecdotal information. Schools are a big draw to the community and the impact on taxes should also be considered. Commissioner Rauen asked about the sight lines. He believes the intensity during construction and having two schools on the site at one time needs to be addressed. Ch. Bromberg explained when two schools are in session at Walden, the construction will be at Kipling. The demolition of the existing Walden School would not start until the Kipling students are back at Kipling. Ms. Kedjidjian noted Kipling students will have free bus transportation to and from the current Walden school. It will be challenging for all school staff and they are working on shuttle and parking plans for school staff. She also noted that there is an intergovernmental agreement with the Park District that requires the school district to allow them to use the schools for summer camps and before and after school care.

Commissioner Schulman asked about the hours of construction. Ms. Kedjidjian explained they would follow the Deerfield codes and ordinances. Mr. Huff added there would be no construction traffic or deliveries during school drop-off or pick-up. The contractors would be onsite to start work at 7:00 am and would park on the gravel area. There will be no construction parking or equipment outside the construction area.

Commissioner Schulman asked about the air quality during construction. The excavation will be the dustiest part during construction and they will utilize water and dust control measures to help mitigate air quality. During the masonry work, they do not anticipate a lot of air quality issues.

Commissioner Schulman requested additional information on the economics of the swing site. Ms. Kedjidjian explained they spoke with the real estate company and did not go further after receiving the rent estimates from the owner's representative and the real estate agent the school was working with.

Commissioner Schulman questioned whether the shape of the building drives up costs. Mr. Huff explained the building shape is not adding to the cost. A blank slate would still add cost because of the needs of the schools. He explained they are trying to provide schools that can support what learning looks like today.

Commissioner Schulman asked about drainage. Ms. Welp explained the site is currently split around the property mid-point so the property will need detention on the north and south sides of the property. Commissioner Schulman asked why the petitioner is getting rid of the existing swale. Mr. Schuster explained there were no stormwater regulations in the 1940s and 1950s. When you build today, there are a lot of regulations requiring stormwater management. Under the current building standards, any construction projects, aside from single-family homes, must improve the stormwater conditions. The proposed stormwater management will be an improvement over what is existing.

Commissioner Lubezny noted tonight's submission did not mention the swing site and how it will be handled. She asked the applicants to make sure they are meeting the Special Use criteria. Commissioner Lubezny asked how having two buildings in operation on the same site would affect the drainage on the property. One of the criteria for a Special Use is to ensure the lot is of sufficient size. She questioned if there is enough space for two buildings. She also asked

about the two schools, and whether parking and access would affect the neighborhood. Commissioner Lubezny asked for the plan to address the drainage issues.

Commissioner Stolman was led to believe existing Walden School building was at the critical end of its functional life, and now the School District is proposing having two schools operating on the site and the existing Walden School building will be kept open another year to handle the students from Kipling. He asked about the risk of keeping the existing Walden School building open another year. Mr. Ryan explained they would keep Walden open another year and would have to react if necessary, which is what they currently do.

Commissioner Stolman asked how far along construction would be when school starts in August, 2027. The petitioner's construction manager explained that they would enclose the building between August and December so the building is water-tight. The digging and laying of steel would be completed before school begins in August, 2027.

Commissioner Rauhen asked about the specific challenges encountered when they discussed relocating the Walden school to Holy Cross. Ms. Kedjidjian explained private schools are not required to meet the same standards as public schools. The Holy Cross school building would have to be completely upgraded to meet the standards. Mr. Huff will provide more detail on those studies, but noted Holy Cross did not meet the ROE Codes without investing a significant amount of money into the building. It also does not meet ADA standards. Mr. Schuster added there are a number of standards that have to be met for public schools. Commissioner Schulman suggested temporary use for public schools are a little laxer, but the safety concerns must be met. Ms. Kedjidjian explained in addition to the ROE Codes, there are IT standards that would need to be met as well.

Commissioner Schulman believes the parking improvements look nice and there are crosswalks for school access but not for park access. Ms. Kedjidjian explained they would be willing to meet the recommendations of three crossing guards for drop-off and pickup hours. Commissioner Schulman asked the petitioner to take into consideration that the younger kid's playground is to the south.

Commissioner Schulman questioned if there are contingencies built-in and what would happen if construction takes longer. Ms. Kedjidjian explained they are discussing it and planning for the worst. Mr. Huff explained if something is delayed, they would work with the school district to shift the start dates, but do not anticipate that. He noted that their timeline is conservative.

Commissioner Schulman noted the School District and Park District would need to guarantee the areas surrounding the school perimeter would not be improved. Ms. Kedjidjian explained the property around the school is Park District property. Laura McCarty, Executive Director of the Deerfield Park District, explained they would have to appear before the Plan Commission to discuss any amenities or any changes to their property and right now there are no plans for any changes.

Commissioner Schulman noted safety is a huge concern. He questioned if there would be fencing installed to protect students, staff and the public. They need to figure out access points, restrictions for trucks, pedestrians, cars, and busses, how recess will occur, public access to the fields during Phase 1, drainage, air quality, the walking paths and how far each pathway would be from construction and how emergency vehicles access the site.

Ch. Bromberg reiterated the Commission would not make any decisions tonight and opened the meeting for public comment.

Carrie Kirchen lives to the north on Ambleside Drive. She is in favor of the schools but concerned about the Special Use, drainage while two schools are operating on the site, having a school on a construction site, the amount of pervious surface being taken away, the effect on the neighborhood, taking away the only park in the area and replacing it with a large building. Ms. Kirchen expressed concern about the impact on the neighborhood and access for emergency vehicles.

Rob Winn lives on Ambleside Drive, north of the site. He explained the topography of the site is one of the biggest challenges. There is an embankment from the north side to the rear of their yards. He questioned how the embankment would be graded. There is a lot of work regarding topography and grading and there does not seem to be a lot of thought put into it. The north elevation of the building is articulated, but it is not clear how the setbacks will work. The roof plan is not shown. Mr. Winn would like more information on the rooftop units and would like clarity on the noise. He noted the fence and retaining wall are in a straight line and would prefer something more organic with additional landscaping added and believes that would be a benefit for everyone.

Jason Wright lives on west side of Ambleside Drive. He is concerned about how the construction will impact students, security, and lack of green space. He expressed concern on how the large workforce would impact the safety and mental health of the students. Mr. Wright asked about the safety plans. He believes everyone should be shocked with the construction being so close to neighboring houses, which will have a negative impact on property values. Mr. Wright suggested reusing an existing space would be a better option and brought up Wilmot as a possible swing site. He believes Wilmot would be a better option for student security and mental health. The district has secured the funding and now they need to address the issues for Walden students.

George Klauke explained the neighbors have been working with the School District and they have accommodated some things they requested. Now, the School District is asking for a Special Use. Mr. Klauke has some issues with the proposed layout. There is a 2 foot wall and fence outside his property on the northeast corner of Ambleside Drive making his property lower than the field. There was a berm and drains put in to direct the stormwater. The current system works. With the property proposed to be higher, his property will be lower and his property will be devalued. There are 100-year-old Oak trees that will be destroyed. Mr. Klauke believes safety will be an issue because students will be going to school in a construction zone. Mr. Klauke suggested Wilmot, being more open, would be a better swing site and would keep students out of the construction zone.

Stuart Coke lives at Warrington Road and Essex Court which is the driveway of Walden. He is very supportive of the community investing in the schools but is concerned about the stormwater. Homes along Warrington Road currently have lakes in their backyards. The residents made large investments in landscaping. Mr. Coke questioned how this would impact their landscaping. Mr. Coke questioned how snow would be managed during and after construction. He is also concerned about access to his home and believes it will be challenging. Mr. Coke noted pedestrian access has not been discussed. The primary pedestrian access will be Essex Court south of Walden Lane and noted that sidewalk is very narrow. He asked if the

sidewalk could be widened. Mr. Coke suggested utilizing school breaks and allowing construction during that time to accelerate the construction schedule.

Michael Gendell, purchased his home on Ambleside in June of 2025. He has a 2 ½ year-old child and an 8-month-old child. Their home currently backs up to the park. The school will be 25 feet from his lot line. He tried to work with Mr. Simick and was promised a swing site would be given a real effort. Mr. Gendell suggested it could take months or even a year for a swing space to be found, not just weeks. He suggested the school district hire a reputable firm to help achieve alternate swing site results.

Emily Mason lives on Ambleside Drive. She is supportive of new schools, but is concerned about the proposed swing site in a small location and the issues of moving through the site. She asked if there is an opportunity to keep Walden in the current footprint and doing construction in a phased approach. She asked that other options be considered and communicated (to the public) as well as why those options are not suitable.

Mark Freeman is concerned about the lack of communication. He is not convinced the public knows about this meeting. He was not contacted. If the Village does not get more transparent about bond issues, dollar amounts and communication, there will be lawsuits. He noted no letters of support for any of this were received. The only letters received were from those that have challenges. When looking at the plan, he believes the green space at Walden are unique and should be kept. There will be a lot of asphalt and less green space. Mr. Freeman is looking for a quality result. Walden has been improved significantly since he moved to Deerfield. He believes the entire building can be repaired and an addition could be added. This is a lot of money but the amount has not been called out. Mr. Freeman believes the plan should be reconsidered. Ch. Bromberg noted agendas are posted on the Village website. A pre-filing hearing does not require a mailing, but when a public hearing is held, residents within 250 feet of the property are sent mailings and it is also posted in the newspapers.

Adam Spector believes there has been a lack of detail. He urged the detail be provided during the public hearing. Mr. Spector believes the details need to be communicated. He noted the renderings can be produced and details provided. The berms, swales and walls need to be provided. The detention and impact on the trees need to be reviewed. He questioned how many trees would be removed, and how that would be communicated. Ch. Bromberg explained the school's budget is outside the Plan Commission's jurisdiction. The residents passed the referendum. The Plan Commission's concern is the land use and the impact on neighbors.

Commissioner Stolman noted the swing site has been brought up. He asked who was engaged in evaluating the swing site. Commissioner Stolman understands retrofitting a building is difficult, but questioned how was it determined. Ms. Kedjidjian explained they were working with Savills and only considered the areas within Deerfield, Riverwoods and Bannockburn. They cannot transport kids beyond their boundaries. When they received estimates, they also got results about tax sensitivity. Ms. Kedjidjian explained they had a community engagement plan. Throughout the fall and winter, they held 25 information sessions and community meetings with neighbors. Several mailings went out and sessions were listed on the website. The information sessions were recorded and are available on the website. They want to continue contact with the community. Ms. Kedjidjian explained they would send out certified mailings to an area greater than the required 250 feet. They will hold a neighbor open house on May 7<sup>th</sup> at Walden and will have boards showing the plans in greater detail. The architects and engineers will be available to answer questions starting 6:30 pm. Mr. Nakahara noted due to the proposed height

of the new building, a height modification is being requested therefore the required distance for the certified mailing will be 500 feet from the subject's property line. The School District noted that they will be notifying residents within 755 feet of the property line. The public hearing is scheduled for June 25, 2026.

### **DOCUMENT APPROVAL**

Commissioner Stolman moved, seconded by Commission Rauen to approve the minutes from the March 12, 2026 Plan Commission meeting. The motion passed unanimously on a voice vote.

### **Items from the Commission**

Ch. Bromberg noted the commissioners are welcome to attend Board of Trustees meetings, but if there are three or more commissioners at a meeting, it becomes a Plan Commission meeting as well. He asked the commissioners to let staff know when this is to occur. Mr. Schuster explained an agenda must be posted 48 hours in advance of a meeting, per the Open Meetings Act. He suggested letting staff know by the Thursday before a Board of Trustees meeting at the latest. Ms. Lubezny reminded the commissioners to not send email to the group; rather, just send email to staff.

### **Items from the Staff**

Mr. Ryckaert explained the next meeting would be in three weeks and there are a couple of items for this workshop meeting.

### **Designation of Representative for the next Board of Trustees Meeting**

A representative is not needed for the May 4, 2026 Board of Trustees meeting.

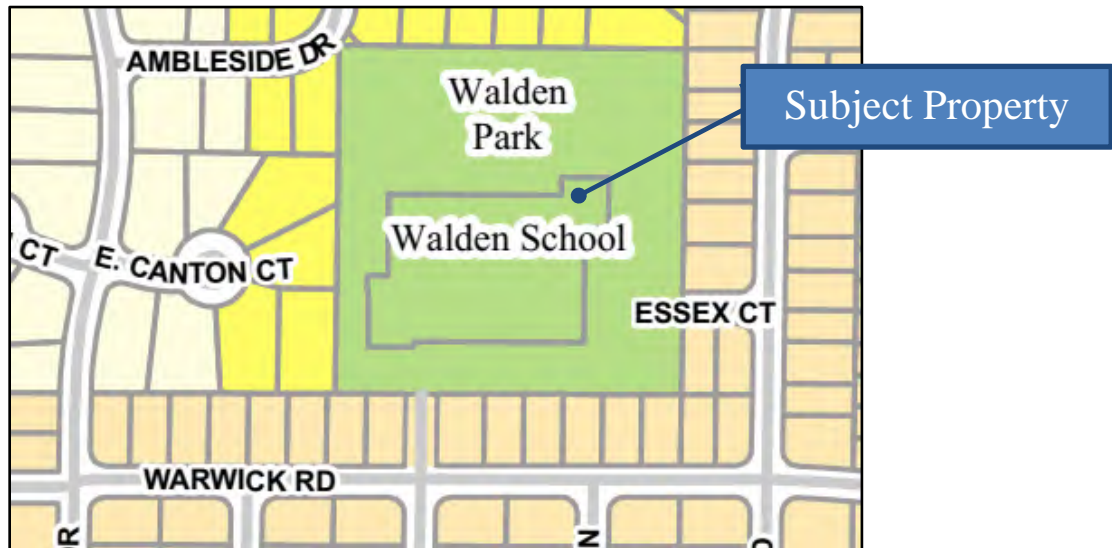
### **Adjournment**













There being no further discussion, Commissioner Lubezny moved, seconded by Commissioner Rauen, to adjourn the meeting. The motion passed with a unanimous voice vote. The meeting was adjourned at 9:42 P.M.

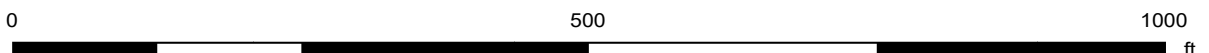
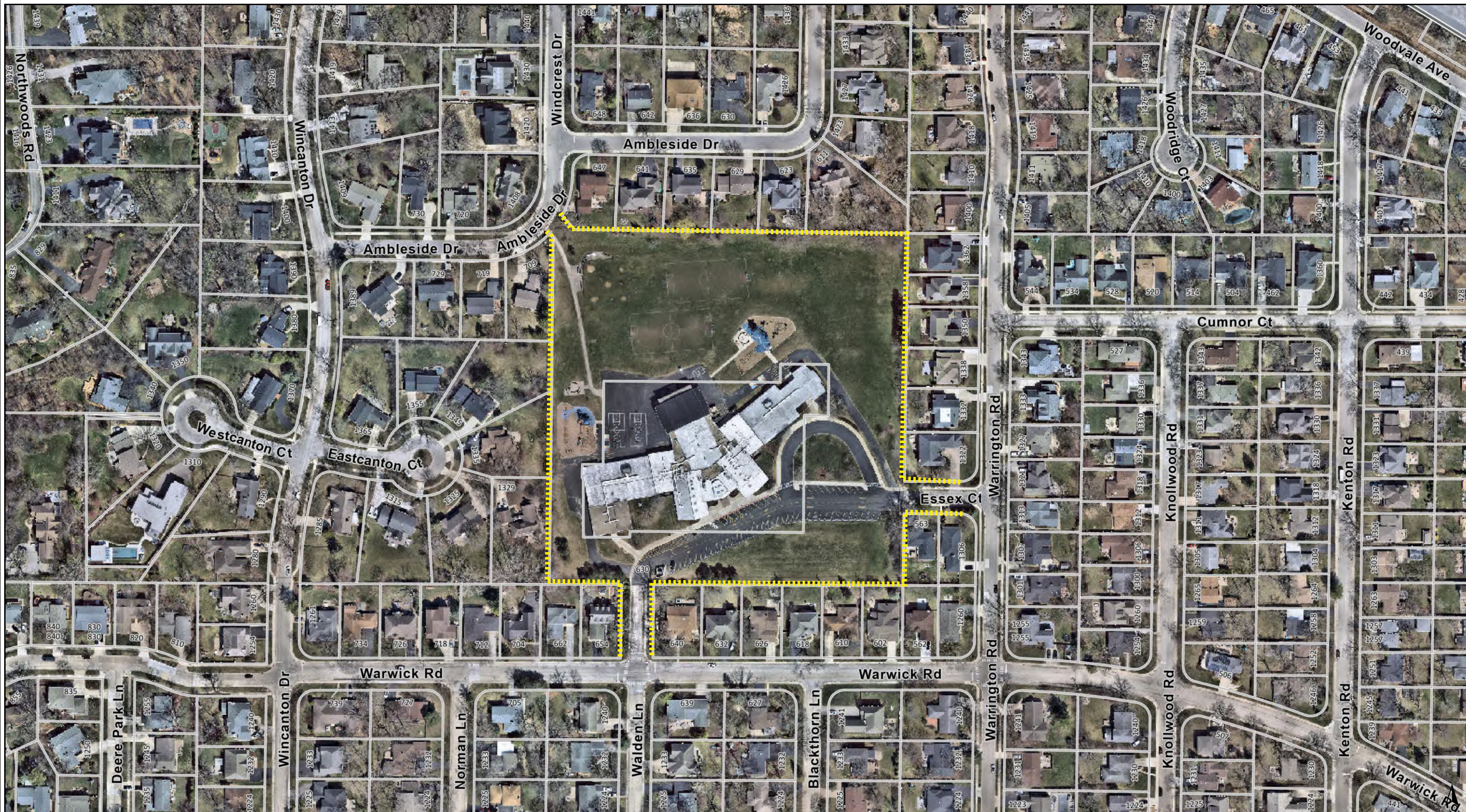
Respectfully Submitted,

Jeri Cotton  
Secretary

# Village of Deerfield 2026 Zoning Ordinance Map



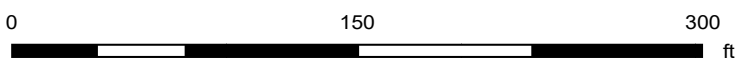
	<b>R-1</b> SINGLE FAMILY DISTRICT ONE FAMILY DWELLINGS AND ACCESSORY USES
	<b>R-2</b> SINGLE FAMILY DISTRICT SAME AS R1
	<b>R-3</b> SINGLE FAMILY DISTRICT SAME AS R1
	<b>R-4</b> SINGLE & TWO FAMILY ONE FAMILY & TWO FAMILY DWELLINGS & ACCESSORY USES
	<b>R-5</b> GENERAL RESIDENCE ONE FAMILY & TWO FAMILY 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



Print Date: 7/2/2026

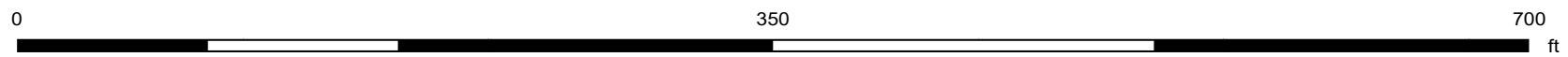
Notes

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.



Print Date: 7/2/2026

Notes



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**Notes**

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## SPECIAL USE CRITERIA

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

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