

APPROVED

MINUTES
NORTHWEST QUADRANT UNIFIED TASK FORCE
February 29, 2012

The first meeting of the Northwest Quadrant Unified Task Force was called to order by Chairman Tom Jester at 7:30 p.m., Wednesday, February 29, 2012 in the Robert Franz Board Room of the Village Hall.

In attendance were:

Tom Jester, Chairman
Mary Openheim
Jan Caron
Rick Julison
Mary Courtney
Mary Pergander
Suzan Hawkinson
Ray Craig

Dan Shapiro
Dick Coen
Don Anderson
Joy Fiorini
John Coughenour
Joe Puliese
David Swanson
Larry Dondanville

Absent:

Alan Garfield
Sy Taxman

Village Staff:

Kent Street, Village Manager
Barbara Little, Director of Public Works
Jeff Ryckaert, Principal Planner
Jean Spagnoli, Planner

Chairman Tom Jester greeted the Northwest Quadrant Unified (NWQU) Task Force by saying that he is hopeful this will be a far reaching experience. He stated that the Northwest Quadrant has been greatly worked over for many years with a number of efforts and documents that have come together. The members of the NWQU Task Force will receive a booklet which contains the background and the different Northwest Quadrant planning efforts such as the Village Green Plan. The booklet also contains the section of the Comprehensive Plan that addresses the Northwest Quadrant. Chairman Jester commented that the most important thing about this quadrant is that all of the uncertainties are now certain, specifically the Village Hall expansion, the First Presbyterian Church addition and the upcoming Library renovation. Essentially the physical buildings are fixed in the Northwest Quadrant. The only other uncertainty that is certain is that over time the Deerfield Park District will continue to acquire the property along Hazel Avenue as part of their long-term plan.

Chairman Jester stated that there are a number of aspects in the Northwest Quadrant that beg to be addressed not least of which are: having a "gathering place"; having better

north-south and east-west pedestrian friendly access; and solving parking issues. Chairman Jester complimented the Village Green Plan (on the old Lindeman Property) as a wonderful planning effort which was comprised of good thinking and a start to addressing these issues. Unfortunately, the mandate of this Plan was constrained to stay on this property and the “gathering place” concept was lost to parking issues. The Village Green Plan did not go forward although wonderful design ideas were conceived from the Plan.

Chairman Jester commented that collaborative efforts of this Task Force will be to look over the quadrant and work toward some conceptual designs on the flow of traffic, parking, walkways, ingress and egress. Chairman Jester suggested that there be some landscape or architectural themes that could be carried throughout the quadrant that may visually tie all aspects together.

The mission and scope of the NWQU Task Force will be to ignore all property lines and to look at the quadrant as though there are no property lines. The job of the NWQU Task Force is to conceptually plan and envision for the Northwest Quadrant. Chairman Jester stated that the Task Force is not concerned about how to physically construct agreed upon design concepts or how much it will cost. The collaborative effort of this Task Force is to provide a vision for the quadrant and where we could like to get to, over whatever period of time it takes to get there.

Chairman Jester commented that our approach will be to read over the booklet and familiarize ourselves with the previous plans and studies done on this quadrant. As a Task Force, the next meeting will be a facilitated “what if” or “how to” session. We, collectively, may ask, “I would like to see this...,” or “it ought to include...”. It could include sustainability issues, bikeways or walkways. It could include north-south or east-west pedestrian access, two issues that are not very well addressed in this quadrant. The next meeting will be to “dump buckets” and imagine anything or everything that you can think of, thought of or wished that the Northwest Quadrant could be.

Chairman Jester asked the Park District Director Rick Julison if the Park District has a master plan for this area. Mr. Julison said that the Park District does have a Master Plan for Jewett Park that is conceptual. This conceptual plan will be shared with the Task Force.

Chairman Jester referred to the booklet as having numerous parking studies. Parking issues in this quadrant are the first and last thing discussed with any land use in this quadrant. All land uses in this quadrant revolve around parking. Chairman Jester stated that at the right juncture, a parking study will be done that brings together all that has been done with all the needs that are there. The booklet contains the most recent parking studies done for the Library renovation, the Village Green Plan and the previous Northwest Quadrant study.

Chairman Jester stated that with one or two iterations, the intent of the next meeting would be to put up on the wall a wish list of what we want to get accomplished. From

this list, the Task Force would then shift to preliminary professional concept designs for the quadrant with the constraints and wish list for the area. The designs would be further shaped by the Task Force, and alternative plans generated for the Northwest Quadrant. Eventually public participation and public input will be sought. Ultimately, the outcome would be presented to the Board of Trustees for approval.

Chairman Jester commented that there is no question that the scope of things that were proposed in the past and the things that will need to happen to create a pedestrian friendly environment or whatever it may be, will conceivably come at a high cost. It is also conceivable that whatever is agreed upon would not happen very quickly but the concept is to have a direction. The context is to seek good thinking and good design. Chairman Jester stated that it is not the mission of this Task Force to think about cost, return on investment or resolving inter-agency issues.

Chairman Jester asked if there were any questions.

Larry Dondanville asked how the Task Force will address the apartments on the north east corner of the quadrant. Mr. Dondanville stated that due to the age of the buildings there should be certain assumptions made for these properties. Chairman Jester stated that a judgment was made for these multi-family properties to remain as they are a substantial piece of affordable housing in the Village of Deerfield.

Mr. Dondanville also indicated that any parking or traffic studies that will take place in the quadrant will be dependent on the Library renovation. Once the library closes, these studies will not be an accurate depiction of parking or traffic in the quadrant. Chairman Jester said that it is understood that things will change at the Library with the renovation but it is clearly defined what is going to happen and when it is going to happen. With respect to parking studies, the Library parking study is fairly new and Chairman Jester expects that any updates would be accomplished before the Library construction begins.

Chairman Jester also spoke briefly on planning efforts that have taken place to construct a walkway from the Library to the Jewett Park north parking lot as well as a pedestrian walkway running north-south. The results coming from the desire and intent of this effort would have obviated the questions of parking at the Library or pedestrian access running north-south. It is this type of design thinking that can be implemented to address current issues in the quadrant. Chairman Jester pointed to the discovery of the Jewett Park Master Plan as a piece of information that has already surfaced in this meeting that will be valuable to the Task Force.

Mr. Julison and Ms. Caron reiterated the Jewett Park Plan is conceptual and is not a full master plan as it only deals with the north end of Jewett Park.

Dan Shapiro asked for clarification purposes, what is the job of the Task Force - is it to look at the quadrant as a clean slate and to come up with what we would like to see in this quadrant. Chairman Jester said yes, but reiterated that the buildings are fixed. Mr. Shapiro asked how large the quadrant is in terms of acreage. After brief discussion,

Chairman Jester defined the boundaries of the quadrant as Hazel Avenue to the north, Deerfield Road to the south, Waukegan Road to the east and the train tracks to the west with the exception of the multi-family housing.

Mr. Shapiro followed up his question with a statement that what is decided upon by this Task Force as far as land use i.e., park, community center, open space, etc. will generate the parking needs for the quadrant. Once a land use is recommended by the Task Force that is when a parking study will be needed. Chairman Jester has no knowledge of any new buildings or expansions with the exception of the Library being planned for the quadrant. Besides keeping the buildings and Jewett Park, Mr. Shapiro asked for the limitations of the quadrant. Chairman Jester stated that the buildings and the park are the limitations and added that the issues are roadways, walking, parking, and landscape architectural design. Mr. Shapiro clarified then that this area is not being looked at as a redevelopment.

Chairman Jester stated that in the context of the Village Green plans, there were excellent planning efforts which were good demonstrations of sustainability. Chairman Jester would like to see some of these sustainable elements incorporated throughout the Northwest quadrant.

Ray Craig suggested that the west boundary be the railroad tracks rather than Park Avenue. Chairman Jester confirmed that the west boundary is the railroad tracks.

Larry Dondanville stated that the west boundary should include the entire railroad property because there is no way that only a portion of the parking can be used without affecting the entire railroad property. Chairman Jester understood Mr. Dondanville's point but indicated that the assumption for this property is that the railroad commuter parking prerogatives as they exist will continue to exist. Chairman Jester does not see any less parking than the existing quantity; not necessarily increasing the commuter parking capacity but does not anticipate reducing the number of commuter parking spaces.

Mr. Dondanville stated that the Village Green concept did take away commuter parking. Chairman Jester commented that one of the cons of the Village Green concept was that it took away too much parking.

Chairman Jester stated that one of the givens that is agreed upon in the Comprehensive Plan is a "gathering space". Chairman Jester pointed out that he likes the idea of a "gathering space" for the northwest quadrant but collectively the Task Force may not agree. Mr. Dondanville stated that three quarters of the quadrant is a gathering space referring to the existing Jewett Park. Joe Puliese commented that the warming house in Jewett Park has room for a gathering space. Chairman Jester stated that he can think of an intended and an unintended area in the quadrant that can be used as a gather space. Chairman Jester commented that these are the kinds of things that can be discussed by the Task Force. Chairman Jester said that a walking tour could be arranged if it was agreed upon and encouraged Task Force members to take a tour of the quadrant to familiarize members with the area.

Chairman Jester commented that in the next session of ideas it is important to realize that every idea is a good idea and the only constraint is that there be no negative feedback on any ideas that are shared. Chairman Jester encouraged all ideas and even those that may be “off the wall” and far-reaching. The starting point for idea sharing is that every idea is a good idea.

Barbara Little asked if there is potential for expanded retail or commercial in the area. Chairman Jester said that this is not envisioned in the Comprehensive Plan and therefore expanded retail or commercial is not an option for the quadrant. Previously, there was consideration to expanding commercial in this quadrant but it is no longer an option.

Chairman Jester expressed his excitement and appreciation about the representation of the interests on the Task Force. He stated that every interest identified in the quadrant is well represented. Chairman Jester will be respectful of everyone’s time and hopes that everyone will bring many thoughts and ideas to the table.

Library Director Mary Pergander noted that the next meeting on March 21st coincides with the Library Board Meeting. Mrs. Pergander wonders if the meetings will be on the third Wednesday of each month going forward or if there is flexibility in the dates of the NWQU Task Force meetings. Kent Street stated that the fourth Wednesday of each month seemed to be the best night for NWQU Task Force meetings with the 2nd Wednesday being an alternative. Spring Break for Deerfield schools is the fourth week of March and the consultant could not make the 2nd Wednesday in March were the main consideration for moving March’s meeting to the third Wednesday, March 21st. Chairman Jester stated that at the moment, the Library is the only noted entity that may have a scheduling conflict for the March 21st meeting. Chairman Jester also noted that the 3rd Wednesday is not the best meeting date. Mr. Street asked the Task Force if the 4th Wednesday is still a good target date for Task Force meetings. Mr. Street commented that there are a lot of interests represented in this Task Force so finding a meeting date has been difficult.

David Swanson representing AT&T stated that unless the Task Force is speaking specifically on the AT&T property, they will not be attending the Task Force meetings. Mr. Swanson also noted that AT&T will not vote as they feel it is not their issue to interfere with the operational flow of the quadrant. Chairman Jester pointed out that the Task Force is not paying attention to property lines. Mr. Swanson said he will not ignore property lines but it doesn’t mean that he cannot talk. Mr. Swanson also stated that Chairman Jester could always go to Sue Link on matters that do not necessarily involve the AT&T land. Chairman Jester strongly suggested and encouraged that Mr. Swanson make the next meeting so they will understand the thinking of the Task Force. Mr. Swanson wanted Chairman Jester to understand that they will not get in a fight regarding any issues of this quadrant. Chairman Jester reminded Mr. Swanson that all of the real estate interests are represented on this Task Force and it is not the mission of this Task Force to negotiate with property lines.

The booklets were distributed at this time to the Task Force members.

Chairman Jester asked the Task Force if they would like to meet earlier for the next meeting. Nothing was decided but consensus seemed to indicate that an earlier start time was favorable. Chairman Jester will talk with Staff and the consultant regarding the start time for the March 21st meeting.

Larry Dondanville asked if the Task Force will deal with intersection at Hazel Avenue and Waukegan Road. Chairman Jester explained that it is addressed in the Comprehensive Plan although it will not be addressed by this Task Force.

Principal Planner Jeff Ryckaert summarized the sections of the booklet that was passed out to Task Force Members.

Mr. Ryckaert explained the contents of the booklet as follows:

Tab 1 – Task Force contact information and a summary of the mission of the Task Force. Any contact information for any of the Task Force members that is inaccurate can be changed by contacting Mr. Ryckaert.

Tab 2 is an air photo of the Northwest Quadrant with all existing land uses labeled.

Tab 3 is the pedestrian map of the quadrant indicating existing and future sidewalks, stairs, and crosswalks in the quadrant indicated by different color crosshatched lines as shown on the air photo. The numbers indicate the width of the walk.

Tab 4 is existing contours of the quadrant which basically shows the difference in grade. There is a noticeable drop in grade going from east to west of approximately 15 feet.

Tab 5 is a map showing property ownership. The Park District and Village are the largest land holders in the quadrant.

Tab 6 is the current Comprehensive Plan for the Village Center which includes the northwest quadrant. Mr. Ryckaert explained that the Comprehensive Plan is document that establishes goals for the development for the Village and sets forth the land use policies. The purpose of a comprehensive plan is to guide growth and development over the next 15 to 20 years. It is a vision of what the community wishes to look like in future. The plan doesn't happen all at once, it happens over time. Chairman Jester added that the objective is to take the generalities of the Comprehensive Plan to a much greater detail. Mr. Ryckaert added that the Comprehensive Plan does establish the Northwest Quadrant as an institutional quadrant and indicates there should be no further commercial or retail development in this quadrant. Number 3 in the Village Center sub area addresses an exterior public gathering space in a suitable location, but does not specifically indicate that it should be in the Northwest Quadrant.

Tab 7A contains a summary of the past studies done on the quadrant, a summary of the 2003-2004 Comprehensive Plan update, and a summary of the 2009 Village Green proposal including plans and renderings.

Tab 7B is the 2000 Northwest Quadrant Task Force Report including attachments.

Tab 7C is the 2003-2004 Comprehensive Plan Update including in a matrix of the ideas considered as well as pertinent Plan Commission and Village Center Development Commission minutes.

Tab 7D is the parking study done for the Village Green and Park Avenue.

Tab 8 are photos of the existing Village Center streetscape (brick sidewalks, trees, decorative lights, planters, and street furniture).

With the exception of the Park District conceptual plan for the north end of Jewett Park, Chairman Jester asked the Task Force if there was any other specific information or material that is missing from the booklet.

Chairman Jester commented that if there is any questions that come about from the booklet to please not hesitate to ask. The charge for the next meeting is to come with ideas.

Larry Dondanville commented on the concept of handling truck deliveries in the rear of the buildings on Waukegan Roads and to get all truck deliveries off Waukegan and Deerfield Roads. Chairman Jester stated that that would be a reasonable idea that could be put up for discussion unless it was unsafe for the children attending daycare at the Christian Beginnings or the Park District. Larry Dondanville stated that part of the process will be to look at access to the Church and the Park District for child daycare.

The Task Force will hold its next meeting on Wednesday, March 21, 2012. The time will be determined.

The meeting adjourned at 8:25pm.

Respectfully Submitted,
Daniel Nakahara

MINUTES
NORTHWEST QUADRANT UNIFIED TASK FORCE
March 21, 2012

A meeting of the Northwest Quadrant Unified Task Force was called to order by Chairman Tom Jester at 6:00 p.m., Wednesday, March 21, 2012 in the Robert Franz Board Room of the Village Hall. In attendance were:

Trustee Tom Jester, Chairman	Dan Shapiro
Trustee Mary Oppenheim	Don Anderson
Jan Caron	Joy Fiorini
Rick Julison	Joe Pugliese
Mary Courtney	David Swanson
Mary Pergander	Larry Dondanville
Suzan Hawkinson	

Also Present from Teska & Associates, Inc.
Lee Brown, President
Jodi Mariano, Senior Associate
Erin Cigliano, Associate

Absent:
Dick Coen
John Coughenour
Ray Craig
Alan Garfield
Sy Taxman

Staff
Barbara Little, Director of Public Works
Jeff Ryckaert, Principal Planner
Jean Spagnoli, Planner

Commissioner Tom Jester called the meeting to order and asked if anyone present would like to comment on a non-agenda item. There were no comments.

Commissioner Jester introduced Lee Brown, president of Teska & Associates Inc.

Mr. Brown stated that his goal for the meeting is to be a facilitator. He said that the members of this Task Force are the ones planning for this quadrant. His role is to allow the members to speak freely and to get their ideas and words written down correctly. The ideas and words will serve as the agenda for the next meeting.

Mr. Brown introduced Jodi Mariano, landscape architect, who was there to translate some of the words into geographic thought. Erin Cigliano, media specialist was there to help translate the words into understandable ideas. In order for Mr. Brown to concentrate and focus on what is being said from the Task Force members, Ms. Mariano and Ms. Cigliano

will transcribe the ideas onto large sheets of paper posted on the wall of the Board Room. Mr. Brown explained the images flashing on the video screens were from areas around the country that are on the American Planning Associations list of “Great Places”. The words associated with the images are elements that planners use as criteria for what makes up, “Great Places”. These images are for inspiration and to underscore the fact that tonight’s meeting is about the “big picture”. This meeting is about getting perspective of entire quadrant and seeing the “big vision” of the area.

Tonight’s meeting is not about the details but rather the vision of what the Task Force would want for the quadrant. To arrive at this vision, Mr. Brown explained that he will be going through a series of exercises with the Task Force to get the vision on paper and to relate them to the most important issues for this quadrant. Mr. Brown reminded the Task Force that this was the opportunity to “think big”, be positive and to respect everyone’s opinion. This was not a time to focus on what was “broken”, what needed to be fixed or to be negative. He stated that there were no wrong answers and everything would be written down and considered at the end of this meeting. The value of this meeting would come from participation the different entities and their different perspectives.

Mr. Brown asked each member introduce themselves; tell what organization they represent and how they connect to this quadrant.

The comments and concerns from the introductions were as follows:

- Interested in pedestrian and traffic movements as well as green space, green infrastructure, green improvement and the planning process.
- Interest in green space, hope the quadrant comes together in a logical way, how it flows through, and the need for the quadrant to connect. There are a lot of nice pieces that need to come together in the quadrant.
- Think of this quadrant as the community’s quadrant. Would like to see a unified campus; gathering space for the community.
- Safer flow of pedestrian and vehicular traffic.
- Looking for a more coordinated plan for the entire quadrant and more of a campus feel for the quadrant.
- Safer ways to walk through the quadrant to get to the Library from the Jewett Park or Village Hall.
- More green space and better flow.
- Want campus atmosphere.
- There is a lot going for Deerfield compared to some neighboring communities.
- Previously there were good plans for this quadrant but unfortunately the plans did not take into consideration the entire quadrant.

The first exercise involved Task Force members writing on large yellow sticky sheets. Members were asked to fill in the blank to the following statement:

“When my friends come to town, I love to take them to see the _____ in the Northwest Quadrant.

Answers from this exercise were:

- Creative and useful solutions such as the underpass.
- New Village Hall building.
- Patty Turner Center
- North Playground and Shelter
- Farmers Market and Jewett Park playground.
- North end of Jewett Park with beautiful oak trees.
- “Jewel” (Jewett) Park
- Crabapple trees in bloom along the railroad tracks.
- Versatile spaces – Green space, skate park, playground, family days, playing fields.
- Train Station
- Library
- Fine Arts Fair
- Playground

The most repeated comments from this exercise revolved around Jewett Park. Mr. Brown commented that Jewett Park seems to be the image that most are proud of in this quadrant. There was a discussion that Jewett Park is a hidden asset because it is not visible from Waukegan or Deerfield Road both from the community and the Village Center. The park is below grade from both Waukegan and Deerfield Road and buildings along Waukegan and Deerfield road block the view of Jewett Park.

The next exercise was to answer the following question (Answers were written on large green posted notes and posted on the wall).

If there is one thing that you could add to the facilities or activities of the Northwest Quadrant that would make it more useful or attractive to you or your family what would you add?

Answers from the Task Force members that came from this exercise were:

- Sense of gathering space; a clock, a fountain, a visual element.
- Better pedestrian access; campus setting; unification
- Walkways through the center especially north-south
- More trees and grass (bringing element of green out to the street)
- Water feature, lighting.
- Safer pedestrian access: lighting, wider, visible.
- Unifying landscape architectural theme.

- North-south walk well landscaped
- Sidewalks separated from the street and parking lots
- Affordable housing; maintaining and consider adding more.
- Safe walkways to the park and the nursery schools
- True center of town, public space; true village center as a gathering space.
- Better pedestrian access.
- Better access from this quadrant moving through the park to the train station; right now there is no direct route
- Easier and safer parking
- Parking is too narrow; better diagonal parking.
- Better east-west access.
- Unified attractive landscaping.
- Gathering space for social as opposed to sports activities-such as Farmer's Market, outdoor concerts and dancing and Family Days type events, etc.
- More exciting and varied plantings; color, garden, rain gardens, sustainable plantings, 4-season interests, attractive landscaping
- Trees in the parking lot.
- Low maintenance elements such as plantings, etc.
- More art and sculptures throughout the quadrant.
- Better relationship between the retail and parking; better access, location, proximity and decrease barriers.
- Water feature. (Mr. Brown commented that when he was assembling images from the Great Places list, he noticed the predominance of a water feature.)
- Coordinated parking plan. Parking lots need to work better so pedestrians can move safely throughout the lots. Design parking with the pedestrian in mind and more landscaped.
- Easier biking and walking throughout.
- Campus quad-type path similar to a quad in a university with diagonal paths leading to the center green area. This would be multifaceted, this element draws one into the park better, allows for more versatility, creates a center green space, diagonal paths also allow for better access to train, parking, etc.
- Lack of good sidewalks.
- Pace/Bus pickup and drop off area is not efficient use of space.
- Park Avenue could be redone to make better use of space.
- Bring down scale of AT&T east wall.
- Community flower gardens.

A question was asked about flooding in the quadrant. There is a drastic grade change throughout the Northwest Quadrant. Ms. Little explained that Waukegan Road is a drainage divide because it is high. Most water that comes into this quadrant goes to the west fork of the north branch of the Chicago River to the west. This quadrant sits on the upper levels of the watershed but still there are drainage problems near the railroad area.

The next exercise was to answer the following question. (Answers were written on large blue posted notes and posted on the wall. This exercise was to think forward and look back.)

Five years from now as you are getting ready to go into an elevator, you find yourself standing next to an acquaintance who asks you about the changes that have taken place in and around Jewett Park. What do you hope to tell this person about the Northwest Quadrant on your way up to the third floor? What is the key thing that has changed that you want to tell this person? What will you be proud of?

Answers from the Task Force members that came from this exercise were:

- “It is more holistic, convenient and verdant.”
- “Our quadrant has been rediscovered by the community, used during all four seasons by all ages.”
- “The fabulous gardens and park space where we have concerts, ceremonies and just hanging out.”
- “Baseball diamond relocated; limited usage most of the year.”
- “The pedestrian and auto access really works.”
- “Improved traffic patterns with enhanced landscaping.”
- “You have to come see the award winning park.”
- “There is better and safer access creating a campus like setting that has happened.”
- “A beautiful green space allowing those who live, shop, work, and worship in Deerfield to enjoy all of its uplifting beauty.”
- “It’s unified and friendly.”
- “Deerfield captured a vision for the community area.”
- “It’s THE place to gather.”
- “Jet pack and electric vehicle charging stations.”
- “Space and community pride, peaceful zone and gathering for all ages.”
- “Sustainable hardscape throughout; porous parking lots and rain gardens.”
- “A place to walk, talk, find sociability or solitude.”
- “A patio area south of the church parking lot behind the retail that is beautifully landscaped and allows for community to socialize. It is more than just a parking lot.”
- “That we (Deerfield) are green and sustainable, that the Village was future thinkers, concerned about sustainability and set an example.”
- “Improved aesthetics, screened dumpsters, and buried overhead utilities.”

A comment ensued about the Village property parking lot area south of the Presbyterian Church. A member of the Task Force envisioned the back of the retail area cleaned up and opened up to the public with a patio area and outdoor seating. This would allow people to eat and enjoy the area.

Mr. Brown noted that there were a lot of comments about “unity”, “unified”, “pulling it together as an image” and a lot of different activities for the quadrant. Mr. Brown asked if these were mutually exclusive. A comment was made that it was not mutually exclusive, and the model is to have a flexible space that can be utilized for quiet time or accommodate a large gathering of people either organized or spontaneous. Ideally, there is a desire for this area to work for pedestrians, bicyclist, cars, retail, institutional and parks. There is potential for all of it to be accommodated.

A clarification was made regarding improving “retail” in that this does not imply increasing retail in this quadrant but rather the quadrant should lend itself to the retail use the way it does for the institutional and recreational uses.

As the quadrant is approximately 25 acres, Mr. Brown conveyed that the images from the “Great Places” list are not large New York Central Park-like areas of 200 acres. Rather the images are small areas of 25 acres or less surrounded by buildings. Ms. Courtney commented that with good planning it is possible provide good access and allow all stakeholders to be accommodated.

Mr. Brown stated that after the next meeting, the Task Force will have prescribed a program to which a planner and or a landscape architect will be able to graphically show some alternative layout. At that level is where the realities and details will be addressed. Therefore at this “big picture” level the focus is on the entire quadrant. A comment was made that it seems as though one of the biggest concerns is access throughout the quadrant.

Mr. Brown asked each of the entities present to state the activities that take place on their prospective sites to understand the peak periods that they are responsible for and when most people are coming to their site. The peak period could be a time of day, day of the week, month, season etc.

Library representative Mary Courtney commented that normal hours of operation are 9am-9pm on weekdays, Saturday, 9am-5pm. The shared parking with the church works well on Sundays as the library is open from 1-5pm. The Library attracts a variety of special events which usually occur on the weekends which can occasionally cause parking to spill into nearby parking lots. Parking is always discussed by the Library. Weekends are usually more of a peak time but it can depend on the time of year and whether there is a special event. The Library’s special events or just their weekend hours of operation combined with sports or events in the Jewett Park may cause some issues with parking. People using the park tend to use the parking spaces to the west of the Library. This causes Library overflow parking to use the parking spaces to the south of the library toward Village Hall and the Church. Ms. Courtney also pointed out that the Library is accessible by foot and this helps to alleviate some of the parking conflicts. The increased foot traffic occurs after school hours by children attending the elementary, middle or high school. Pickup of youth patrons is not at a specific time but occurs throughout the evening.

Joy Fiorini commented that peak times vary for her retail stores. Studio Bead's customers are mostly by appointment. The flower shop business depends largely on delivery contracts with a delivery van pulling up behind the store, loading up, and leaving. Foot traffic into the flower shop varies but most pedestrians enter from the back entrance. The custom drapery business does not have heavy peak times as there are no deliveries. Customers also enter through the rear entrance of the store and pickup their product. Drapery customers are mostly decorators.

Ms. Fiorini was asked to comment on the other business which are not her tenants. She stated that the restaurant is busy during the day and Sunday mornings. The restaurant receives significant food deliveries. These shops have no parking in the rear their stores. Mrs. Fiorini stated that the rear parking behind the retail businesses are segregated for the Village Parking lot for safety reasons. Access to the rear of the building is a drive way entrance from Waukegan Road and access is westbound in a one-way direction.

Jeff Ryckaert commented that Village Hall is open Monday through Friday from 8am-4:30pm, except for the Police Department which is a 24 hour operation. On a typical day 75-80 persons visit Village Hall staying for a short time paying a water bill or parking ticket, getting a building permit, etc. Several years ago the Village Hall underwent a major renovation and added square footage but not employees. The renovation combined the Administration, Finance, Community Development and Police Department under one roof. Previously Community Development was in a cramped building near the old Village Hall. On a typical day, there are approximately 40 employees at Village Hall. That translates into 30 cars as some employees take public transportation. The Village Hall parking lot has approximately 100 parking spaces. During the day, parking can be tight at times if there is a big meeting at Village Hall, but usually there are no real parking problems or conflicts. Overflow parking spills into the Village Parking lot on Deerfield Road. Peak parking in the Village Parking lot on Deerfield Road is mostly on weekdays between 11am and noon and on Sundays during church services and morning restaurant hours.

Chairman Jester stated that on Sundays, the Village Parking lot along Deerfield Road is full but he has never heard anyone complain about the parking. Mr. Anderson commented that at times when the parking lot is 90% full he has heard complaints from church goers when they have to walk a little farther than they are accustomed. Many times this involves parking near the AT&T wall at the west end of the parking lot.

Chairman Jester commented that by far the peak day for the entire Northwest Quadrant is during the Family Days festivities on the 4th of July. This once a year event fills a large portion of Jewett Park with crafts, games, inflatable play structures, rides and concession stands. During Family Days all parking in the quadrant is occupied.

Pastor Suzan Hawkinson commented that peak activities vary greatly. There are a lot of weeknight activities and weekday Christian Beginnings school day pickup and drop off. Weekday school drop offs by parents occur between 7:30-7:45am and pickup as late as 6:30-6:45pm. Pastor Hawkinson speculates that there are approximately 500 entries in

and out of the church every day. Drop off at Christian Beginnings occur on the south side of the church with parents parking and walking their children into the building.

Pastor Hawkinson commented that drop off and pickup of children occur in two different directions almost simultaneously referring to the Park District and Christian Beginnings programs. Additionally, throughout the day, different Christian Beginning classes walk to the Jewett Park playground, from the south entry of the church building through the Church's west parking lot and crosswalk between the church and Jewett Center.

Chairman Jester stated the importance of capturing the interplay between the coming and goings of the children at Christian Beginnings and the parking lot and its other uses and the other reasons people are there.

Pastor Hawkinson reiterated that there is constant movement in and out of the church building especially in the west parking lot between the church building and the Jewett Center. She added that the church serves multiple scout groups as well as a Tuesday evening youth program with ages ranging from early elementary to high school grades.

Rick Julison and Jan Caron commented that the Park District has numerous peak times. There are two main drop off points at the Jewett Community Center, one on the east side and one on the west side of the building. The east drop off area is mainly utilized by the nursery school children for the pre-school program with peak times at approximately at 8:45am and noon. Cueing for this area occurs along the west end of the Village Hall parking lot and cars line up as far north as the library parking lot. The west drop off area is mainly utilized later in the day for the older youth programs.

The Community Center has a lot of uses are for kids of different ages so there are a lot of drop offs and pickups. There are after school programs, evening programs, holiday programs and summer programs. Every day is different; every season is different for the programming in the Community Center. The recreation fields are utilized both in evenings and weekend for softball and baseball programs. Evening uses for the fields occur from 5pm until the park closes. Parking for the evening events utilize the south lot, Hazel Avenue lot and the Park Avenue commuter lot. Park District employees park along the western edge in the Village lot along Deerfield Road.

The Deerfield Farmer's Market occurs every Saturday from 7am to noon during the summer until early fall. The Robert York commuter parking is used for the event. Patrons park along Robert York Road, the Park District's south parking lot and the Park Avenue parking area. The Village lot along Deerfield Road is hardly used due to poor pedestrian access to the Farmer's Market.

There is also a Fine Arts Festival held once a year which is held in the Park Avenue parking area. All parking in the quadrant is used for this event as well as the west side of the commuter parking station.

Mr. Brown asked the Task Force to think outside of the lines to see if there are uses on adjoining properties that have an influence, demand or connection that may cause us to ignore the potential that transcends the property lines. Chairman Jester commented that with the exception of specifically marked handicapped and police parking spaces and excluding the AT&T parking lot, all parking is unspecified and shared. A general comment was made that improving pedestrian and vehicular access as well as the parking layout in the center parking lot area between the Church and the Community Center is critical to the quadrant.

Mr. Brown also asked if users are making more than one stop in the quadrant. There was a general comment that there are combined uses with a parent using the Library while their child is involved in a park district activity.

David Swanson commented on the peak use for the AT&T property. The building is a switching facility with one person on site and a company car on the premises which is stored there overnight. On an average day there may be utility trucks in the parking lot but they are only there because they are on a service call in the area. On average the parking lot is mainly unoccupied. Access into the parking lot is less than ideal because of the sharp turn entering the parking lot.

A discussion ensued about a desire for the quadrant to be a campus. Mr. Brown asked if there is anything that holds the disparate uses in this quadrant together. Comments that were brought up during this discussion were:

- We all serve the same constituents, so we make it work.
- Residents see the institutions in this quadrant as disparate entities rather than being unified.
- The entities in this quadrant communicate and work together.
- Families are the glue that holds this quadrant together.
- The Village parking lot along Deerfield Road is the key to this quadrant in that all of the uses in this quadrant work because of that parking lot.
- Everything is built out in the quadrant, Park District, Village Hall, Church and Library.
- Park Avenue extremely wide for its use as a parking lot. Possibility for better flow, centralizing public transportation, greening the area.
- Daily Fee parking on east and west side of train station is important to those entering the community.
- There are no intentions of deleting or adding commuter parking.
- There are few designated streets in the quadrant, instead vehicles move through parking lots to get around the quadrant. This could lend itself to separate the road and pedestrian access.

Chairman Jester commented that as far as quantity is concerned, there were no comments that this quadrant needs more parking spaces. He feels that this would be a good time to have a final parking study for the quadrant since the quadrant will be completely built out following the Library expansion and noted that there will not be any additional buildings

in the quadrant. Mr. Brown asked if there are parking spaces available in the quadrant that could be available to other uses. Ms. Openenheim noted the Library's agreement with the Park District to utilize the Hazel Avenue parking lot for Library employees. A lighted pedestrian walk way will be built as part of the Library Expansion Plan to accommodate safer access. Mr. Dondanville identified a problem with parking on Park Avenue in that children dart out between the cars and pose a safety issue. Mr. Dondanville also believes more trees are needed in the parking lots.

Mr. Brown asked the Task Force to prioritize the many things that were talked about during the meeting. The purpose of reaching priorities is to get some direction going into the next meeting. Ultimately the priorities will deliver a program for what is wanted in the Northwest Quadrant and how it will be arranged. Eventually, the program will be conveyed graphically and tuned into a plan.

The Task Force addressed the following issues as their top priorities or main focus:

- Pedestrian: accessibility, ease of use, safety, circulation, dedication
- Auto: accessibility, ease of use, safety, circulation, dedication
- Using green sustainable landscaping to enhance the beauty of the space.
- Campus (Implies a unifying theme throughout)
- Incorporate landscaping in the parking areas.
- Understanding truck access issues.
- Gathering space.
- Affordable housing.

Following this discussion, it was pointed out that the issues that did not go in as a top priority are still important. Mr. Brown stated that the next meeting will focus on the physical relationships between the activities and the Task Force will look a map of the quadrant to understand where the issues can be addressed physically.

The next meeting will be on Wednesday, April 25th with a lite meal at 5:30 p.m. and a meeting start time of 6:00 p.m.

Chairman Jester appreciated the contributions of this Task Force and the meeting adjourned at 9:00pm.

Respectfully Submitted,
Daniel Nakahara

MINUTES
NORTHWEST QUADRANT UNIFIED TASK FORCE
April 25, 2012

A meeting of the Northwest Quadrant Unified Task Force was called to order by Chairman Tom Jester at 6:00 p.m., Wednesday, April 25, 2012 in the Robert Franz Board Room of the Village Hall. In attendance were:

Trustee Tom Jester, Chairman	Dan Shapiro
Trustee Mary Oppenheim	Alan Garfield
Jan Caron	Dick Coen
Rick Julison	Joy Fiorini
Mary Courtney	Sy Taxman
Mary Pergander	John Coughenour
Suzan Hawkinson	Joe Pugliese
Ray Craig	Larry Dondanville

Also Present from Teska & Associates, Inc.
Lee Brown, President
Jodi Mariano, Senior Associate

Absent:
Don Anderson

Staff
Jeff Ryckaert, Principal Planner
Jean Spagnoli, Planner

Chairman Tom Jester brought the meeting to order and asked if anyone present would like to comment on a non-agenda item. There were no comments.

There being no changes or comments to the March 21, 2012 meeting minutes, the minutes were approved.

Chairman Jester introduced Lee Brown, President of Teska & Associates Inc.

Mr. Brown briefly went through the packet that members received for this evening's meeting. Mr. Brown also recapped, from the last meeting, that a lot of time was spent on what Task Force thought were important characteristics of the quadrant. The discussions dealt with what was missing in the quadrant, what the Task Force hopes to see in the future and changes the Task Force hopes will be made in the future. Mr. Brown displayed three images (see attached Topic Word Clouds) that evolved from these discussions. The images serve as a strong visual representation that ties together the important characteristics, needs, wants and hopes for the Northwest quadrant. Mr. Brown commented that there was a lot of consistency in the discussions.

Mr. Brown handed out a document that listed goals and objectives for the Northwest Quadrant that were generated from the previous meeting's discussions. The purpose of the handout was to see if the words that are being used in the discussions continue to capture the thoughts of the Task Force.

Mr. Brown's noted that the meeting would be divided into two steps. The first part would talk through a vision statement for the Northwest Quadrant. The second part was to discuss issues that were brought up and the opportunities that remain to the site. Mr. Brown noted that anticipated outcome of these two steps is to come to an agreement on the goals and objectives for the site.

It was noted that vision statements are not necessarily what it is right now, but more about what we hope it is in the future. Mr. Brown read the following draft vision statement and encouraged feedback as to what was missing in the statement.

The Northwest Quadrant is a place of community pride, representing the civic and cultural heart of Deerfield. It is a safe, beautiful and sustainable campus where residents and visitors of many differing interests gather to learn, play, shop, worship, relax and participate in civic life.

Mr. Brown noted that the vision statement was formed from the previous meetings' discussions. The statement starts with support for why the Northwest Quadrant is an important element of the community. He added that the statement emphasizes pride in this space and the desire for it to be a place that can achieve many things. The quadrant should be a beautiful reflection of the Deerfield community, a place where people feel safe, and a place where Deerfield will come together as a community.

Task Force Comments:

- The quadrant is not unified; the vision statement should embody this unity. Possible words to capture this concept are: integrated, unified, compatible etc.. Mr. Brown commented that the word "campus" is meant to embody a unified quadrant.
- The word "shop" doesn't fit with campus, recreation, relax, etc. The word implies that if someone wanted to redevelop in this quadrant it would be welcomed. Mr. Brown clarified that "shop" was meant to recognize that there is shopping in the quadrant. Chairman Jester added that the word "shop" acknowledges the reality of retail in this quadrant. A comment was made that shopping is exemplified in many different ways during the seasons through the Farmers Market, Art Show and Family Days. Mr. Brown commented that the vision statement should include the term "year round" to address the different ways to "shop" through the seasons.
- In reference to Family Days, Farmer's Market, Art Show and Memorial Day; a comment was made that Jewett Park was only utilized a few times a year by the community. A difference of opinion arose when it was realized that Jewett Park is utilized by different community organizations the entire year.

- Positive use of the word “heart” of Deerfield in the statement and that “diversity” is synonymous with “unity”. The vision statement is provocative and descriptive of the quadrant.
- The Northwest Quadrant touches everyone in the community. This is the center of town and the central location of the community. Mr. Brown thought that if this quadrant served the same function in another part of the community it would still be the “heart” of the community even though geographically it was not in the center.
- The quadrant is our “Millennium Park” it is our gateway. The area should be enticing as an area to shop, to play, and to go to the library. It should be a place where we want to be together as a family and as a community. The Task Force members asked, “How do we get to that point of enticement?” “We want to make people want to come here.”
- A question was asked if the residential component of the quadrant was being left out of the vision statement intentionally. Chairman Jester stated that the improved residential properties in this quadrant are outside of the planning component of this Plan. Chairman Jester commented that the words of the vision statement are meant to capture the functions of this quadrant. While not all of the learning, playing, shopping, worshiping are done in this space, it is a correct enumeration of what takes place in this quadrant. This draft vision statement is about the design of the Northwest Quadrant. Mr. Brown added that the main goal this vision statement is to deliver the “wants” and what we, collectively, would like to see this quadrant become. This information is important because it will provide the foundation for a designer and or landscape architect to create a plan for the quadrant.
- A comment was made to add the term “year round” to the statement to read “different interests gathering year round to learn...” Mr. Brown added that it doesn’t have to be continuous but provide the opportunities for all seasons.
- A comment was made that the key words in the second sentence is “participate in civic life”. Someone asked about the vagueness of the phrase and what that meant? Should it be more specific? Comments were made that it should be left open for the unlimited possibilities and that this particular planning process is truly a participation in civic life.

Mr. Brown directed the group members to a map of the quadrant and explained that the next step would be applying the quadrant’s strong points and challenges for the future. This exercise will take the information that was collected from the previous meeting discussions and add symbols to the map to show where and how these things are happening. The map diagramed existing access points and pedestrian and vehicular routes.

One of the key elements is access to the quadrant from the outside. Mr. Brown noted major intersections and access points into the quadrant. This included both vehicular and pedestrian access points.

Once the access points were established, Mr. Brown asked the question, where are the people going once they are in the quadrant? Besides actual buildings, it was noted that people were coming into the quadrant were going to sites such as the ball field, skate park, the veteran's memorial, playground, etc. One of the major stopping points are the parking lots in the quadrant. Ms. Jody Mariano of Teska commented that one of the Task Force's main concerns is lack of landscaping and unattractiveness of the parking lots. It was also noted that there is a common understanding that the parking lots are flexible and serve joint uses even though they have not been dedicated in that manner.

Previous meeting discussions noted that pedestrian and vehicular routes provide a challenge. In particular Ms. Mariano noted existing auto and pedestrian conflicts arising from the drop off and pickup of children at both the Park District and Church day care programs. These pedestrian and vehicular areas were marked on the map as areas that need to be improved for the child safety.

Ms. Mariano also stated that the group exhibited a strong desire for better north-south and east-west pedestrian connections. Possible pedestrian pathways are noted on the map. The connection would not only help those within the quadrant but also those beyond the quadrant who need to move through the area.

The desire for unified or campus area applies not only within the quadrant but also to the perimeter for those looking into the quadrant. Ms. Mariano noted a unified campus has consistent amenities such as lighting, paving, landscaping and perhaps fountains and public art.

A discussion arose regarding train commuters using the northeastern portion of Jewett Park as cut-through to get to the train station. A comment was made that the path in this area that was used by the commuters is no longer there. A pedestrian access route from the northeast to the southwest was added to the map. The Park District commented that the pathways from the northeast to the southwest have not changed much over the years. The Task Force referred to the existing pedestrian access map that was handed out during the first meeting.

Mr. Brown asked if the park's pedestrian paths are lit. Mr. Julison commented that for years it was intentional that the paths were not lit because they did not want to draw people into the park after the Jewett Park lights go off at 10:30-11:00pm. He noted that this may change in the future. A comment was made that the ball park lights provide a lot of light for the pathways during the evening hours. Mr. Brown reminded the group that one of the things when creating a campus is making it safe and creating a personal sense of security. Pedestrian path lighting can have nominal impact by being low to the ground. Mr. Brown added that signage and way finding amenities also help uninformed users get to where they need to go. A Park District representative commented that the Park District has not thought of their pathways as pedestrian routes for train commuters. A comment was made that commuters that live in the northeastern part of Deerfield only have two routes to go east: stay south to go along Deerfield Road or north to Westgate Road. Therefore, the south pedestrian ways are very important in this quadrant.

Chairman Jester noted that the south-north pedestrian access is a big design challenge when someone enters the quadrant. A discussion ensued about where the access point and south-north pedestrian route could be created in the quadrant. The pedestrian route has to be visually enticing and be separated from the vehicular route. The south access point along Deerfield Road should also be created to be somewhat consistent with the commercial area to the south. It should not feel like a different or auxiliary entryway but more of a gateway to the quadrant.

A discussion developed about the signalized walkway from the north entry of the Deerfield Square Shopping Center (by Walgreens) across Deerfield Road to the northwest quadrant. This crosswalk leads into the Village owned parking lot. It was noted that there was a street/access point in this location in the past. Mr. Brown wondered if there would be need for vehicle access at this area. The Task Force members believed that this street could become a raceway and create an unsafe environment. Mr. Brown commented that he hears the need for better pedestrian access and thought should be given to additional vehicle access if it will benefit the system.

A comment was made regarding the impressive view of the Northwest Quadrant from the train station.

Mr. Brown passed out a handout which listed different elements of the quadrant and wanted to the group members to mark which elements were unmovable or moveable within the quadrant or possibly eliminate from the quadrant.

Unmovable Items in the NW Quadrant:

- Institutional Buildings (Library, Village Hall, Church, Jewett Park Community Center)
- Residential Buildings (multi-family housing in NE area of quadrant)
- Retail Building along Waukegan Road
- AT& T Building
- North Ball Field
- South Ball Field
- Robert York Avenue Access Point
- Oak Trees (north end of Jewett Park)
- Family Days

Movable Items in the NW Quadrant:

- Skate Park
- Park District Parking Lot (Hazel Avenue)
- Playground (next to Community Center) – movable 3' - 6'
- Playground (north of ball diamonds)
- Veteran's Memorial (sw corner of Jewett Park)
- Jewett Park Drive (between Village Hall & Church (slight adjustment)
- Other Access Points (slight adjustments)

- Parking Area West of Jewett Park Community Center
- Existing Commuter Parking Lots (the number of commuter parking spaces would need to stay the same, but the commuter parking lots can be reconfigured)
- Parking Area for AT&T building
- A Portion of the Village Owned Parking Lots on Deerfield Road
- Farmers Market
- Fine Arts Festival (along Park Avenue)

Removable Items in the NW Quadrant:

- Single Family (on Hazel Avenue)
- South Portion of Park Avenue – (this area could be designed without a road)

A discussion followed about the Village owned parking lot along Deerfield Road regarding the needs that it serves. The questions were asked: how many spaces are really needed in this lot? how do we make it safe for children? and how do we make it a gateway? There may not be a need to keep all the parking in this lot. “What needs does this parking lot serve?” A comment was made that the Village owned parking lots should accommodate a limited amount for the retail buildings on the corner and also accommodate the Park District and the Church.

“Is there a way to shift some of that parking to another area in the quadrant.?” Chairman Jester put this in context by referring to the Village Green Plan which eliminated a lot of parking in this lot to create a park. A comment was made that the Village Green Plan did not get approved because it eliminated too much parking. Mr. Jester noted that the parking area is well used but almost never exceeded. The only real complaint is that sometimes people have to park near the AT&T building to get to the stores on Waukegan Road.

Mr. Brown stated that what is yet to be determined is how much of the shared function is covered by these parking spaces. It is possible that an additional question would be how much of the parking could be relocated to another area without ignoring the issue of proximity of parking to the functions it serves. Chairman Jester noted that the parking study for the Village Green answered this question and deemed that parking could be added to the Park Avenue parking lot. A comment was made that we cannot forget the potential of the beauty that could exist in this parking lot by adding landscaping. The beauty gets lost because people see a parking lot and miss the interior beauty of the quadrant. Chairman Jester noted that this is the reason we are here, to look at these pieces and theme them together and make them aesthetically pleasing.

Mr. Brown noted that what he is hearing from the group is that there is a need for parking in this area but also a more attractive space. A comment was made that the need for beauty in the parking lot is desirable and this area is a gateway.

Before the group took a break, Chairman Jester explained that the intent from these exercises is to form criteria for a designer to come up with several alternative design

concepts for the quadrant. Mr. Jester expects that the next Task Force meeting will be when a designer has been retained.

Mr. Brown referred back to a handout passed out earlier in the evening that addressed the goals for the future of the Northwest Quadrant. The handout listed 5 individual goals each with their own objectives. Mr. Brown and the Task Force went through each goal and their objectives. The measurable objectives are intended to achieve the goals. The following discussions ensued.

Goal 1: A place of community pride.

Objective: Beautiful perimeter and interior landscaping that enhances the campus and individual attractive buildings.

Objective: Memorable events, high quality public services, unique character

Comments were made to add “supporting” in front of ... memorable events....

Objective: Top quality facilities

Mr. Brown was trying to get across the point that quality matters, reinforcing that the quality of the design will match the quality of the materials. Comments were made to add, “beautiful” and replace “top quality” with the word, “excellent”.

Objective: Sustainable practices (stormwater, lighting, hardscape materials, maintenance,...)

Goal 2: Diverse and mutually supportive activities

A discussion arose that the activities are there, we are just creating the space to support the activities. Mr. Brown asked if there is a governance aspect of this. Chairman Jester noted that the governance is that the functions are supported by the community. A comment was made that this question of governance will be something that will come up in the future when implementing the plan. Shared governance is shared responsibility in terms of the cost, construction, and jurisdiction but as part of the vision “diverse and mutually supportive activities” is supported by this group. The shared responsibility will keep the entities cognizant and respectful of the other entities’ activities. A comment was made that if each entity adopts this plan it will truly be a community plan that will be able to withstand future obstacles. Chairman Jester noted that these entities make up this Task Force and are participating in this process.

A decision was made to keep the goal simple and change the goal to “Diverse and coordinated activities.”

Objective: Invisible property lines

The intent of this objective is to share the facilities amongst the different entities. A comment was made to put quotes around the word invisible.

Objective: Shared and coordinated parking, internal circulation and access accommodating safe, efficient pick-up and drop-off of passengers/children

A comment was made that “shared and coordinated” explains invisible parking lines.

A decision was made to remove “and coordinated” from the objective.

Objective: Coordinated events/programs for all ages and flexibility to accommodate passive activities

A comment was made to add “Facilitating” or “Accommodating” before Coordinated events/programs and change passive to diverse activities.

Goal 3: A campus, woven together.

Objective: Coordinated/unifying site landscape plan

Objective: Coordinated site lighting plan

Objective: Coordinated way-finding sign/monuments

Objective: Emphasis on pedestrian safety and amenities

A comment was made that pedestrian safety should be the top objective in this list.

Goal 4: Safety, functionality, convenience, and accessibility

Objective: Mode separated pathways (walking/bike paths separated from parking and automobile circulation)

A comment was made that this would be good because we do not have separated bike paths in the Village.

Objective: Safe, convenient, comfortable North-South, East-West and diagonal pedestrian pathways, which logically link to adjacent community/quadrants and the Metra station.

Add “other internal” in place of “diagonal” in objective.

Goal 5 Timeless, connected to people’s lives and memories

Objective: A gathering place for community events, large and small; active and passive.

A comment was made to add “family gatherings” or “friendly gatherings” and not to limit it to community sponsored events. A decision was made to re-word the objective to read, “A gathering space for events and activities, large and small; active and passive.

Objective: Attractive amenities, including public art, gardens, water feature, drinking fountains/wash rooms, furniture, and seasonal decoration and the flexibility to accommodate improvements over time.

Adding the words, “which may include” and delete “including.” The change was brought about so as not to sound that a water feature is being demanded. A comment was made to delete “...and flexibility to accommodate improvement over time” because it is understood that if something gets rundown, it should be improved. Mr. Brown commented that was meant to account for phasing over time but commented that it may not be critical to the quality of environment. Mr. Brown stated a driving factor in the last part of this objective is that it should be somewhere that people want to go and the space never gets outdated. A comment was made that this concept should be a separate objective.

The second objective was reworked to say: Attractive amenities, which may include public art, gardens, water feature, drinking fountains/wash rooms, furniture, and seasonal decoration.

A decision was made to add an objective that reflected statements about “timeless design” and “design that can be sustainable.” Maintenance is part of sustainability. The third objective would read, “The use of materials and design that are timeless.”

Mr. Brown commented that these goals and objectives are helpful words that will deliver the intent to the designer.

Chairman Jester asked if they could visually (using a map of the quadrant) show possible spaces within the quadrant that a “gathering space” could be housed. Mr. Jester said that the Comprehensive Plan calls for a gathering place in the Village Center.

Mr. Brown marked 4 possible areas in the northwest quadrant for a gathering space. This is not a voting exercise of the preferred site.

Site 1- Village owned parking lot along Deerfield Road.

Some of the things envisioned for a gathering place are a band concert, debates, and live theater.

A concern is the relationship to other assets, close to noise and traffic on Deerfield Road. The noise would distract from what is going on, this area is not close to bathrooms or water fountains. The area is disconnected to Jewett Park.

The lot opens up the area to the quadrant. This is bringing more beauty out to the street and bringing people to gather at the center of the town. This area is closer to the population center and commercial center.

Site 2- Area of Veteran's Memorial and Jewett Park Community Center's west parking lot (south of ball diamond).

A comment was made to combine this area with the south portion of Park Avenue. The question was raised as to what we want to put in the gathering spot whether it be a fountain, pavilion, etc. because that can and will influence the location of the gathering space; form, function and location are integrally connected.

This site is not relaxing because of the train noise. A comment was made that the presence of the train will be felt wherever you put a gathering space in this quadrant.

Site 3- Wet Zone behind the north baseball diamond and north of the skate park.

This space has all the amenities, connection to parking, connection to a primary access point, the newly built shelter, restrooms and water fountains. A comment was made that Site 2 has access to the bathrooms in the Jewett Park Community Center building. The difference is that the Community Center needs a staff worker to be open for access to the bathrooms versus the shelter bathrooms that are always open with no staff needed for access.

A comment was made that depending on the type of gatherings that are envisioned, different areas in Jewett Park can currently house the gatherings. Maybe there doesn't need to be a designated space. There was some agreement that there are spaces now that can hold gatherings in Jewett Park and possibly all that is needed are some enhancements. What would be accomplished by duplicating spaces and designating them a second time? Mr. Brown stated that it is not duplicated if there are facilities unique to the spot either by way of its layout, landscaping, fountain, etc. that contributes to a special character of that space. Chairman Jester commented that the Village Green concept addressed the issue of a gathering space and was a good interpretation of the Comprehensive Plan. It spoke to the kinds of activities that could be facilitated. Mr. Jester used an example of envisioning the Veteran's Memorial being resituated and the Veteran's monument forming the base of a band type shell to form a natural amphitheater or something similar at Site 3 with its natural amphitheater elevations.

A comment was made that sound from the apartment buildings or the train could distract from a live performance. Mr. Brown commented that in the worst case a sound extenuation could be installed. This is something a designer would address.

A comment was made that there are a few concerts held each year at the north end of Jewett Park, and whether it would make sense to build a separate facility. Chairman Jester commented that he is not hearing a lot of demand for this type of facility right now but it does not take a lot to designate an area for a performance space in the event that

there is a demand for it in the future. He reiterated that the “gathering space” is a concept that originates from the Comprehensive Plan.

Site 4- Northwest – Outside of the oak trees

There is concern for spillover noise from the train and it is far from a lot of things.

Chairman Jester closed the meeting by noting that Teska will summarize their findings which will serve as input to retaining a professional design consultant. Chairman Jester envisions the next meeting will be a kick off meeting with the design consultant. Once a designer is onboard, the Task Force will need to come together during the design process.

Chairman Jester thanked the entities for their participation and welcomed any further comments to be sent to him or Village Staff.

There being no further business the meeting was adjourned.

Respectfully Submitted;
Daniel Nakahara

Topic Word Clouds: Topics listed more frequently during sticky-note session are given greater prominence

What I Like:



What I Want:



The Message:



MINUTES
NORTHWEST QUADRANT UNIFIED TASK FORCE
October 3, 2012

A meeting of the Northwest Quadrant Unified Task Force was called to order by Chairman Tom Jester at 5:00 p.m., Wednesday, October 3, 2012 in the Robert Franz Board Room of the Village Hall. In attendance were:

Northwest Quadrant Unified Task Force Present:

Trustee Tom Jester, Chairman	Ray Craig
Trustee Mary Oppenheim	Alan Garfield
Jan Caron	Dick Coen
Rick Julison	Don Anderson
Mary Pergander	Joy Fiorini
Suzan Hawkinson	Joe Pugliese

Absent:

Mary Courtney	John Coughenour
Dan Shapiro	Linda Benedetto
Sy Taxman	Larry Dondanville

Also Present:

Jan Zobus (Village Center Development Commission)

Consultant Team Present:

Lee Brown, FAICP, President, Teska & Associates, Inc.
Jodi Mariano, PLA, CLARB, Senior Associate, Teska & Associates
Bruce Bondy, Principal Bondy Studios
Rick Hitchcock, ASLA, President, Hitchcock Design Group
Craig Farnsworth, ASLA, Hitchcock Design Group
Tim Doran, Director of Transportation Planning, Gewalt Hamilton
Donald Matthews, P.E. ,CFM, Senior Engineer, Gewalt Hamilton
Amanda Larson, Traffic Engineer, Gewalt Hamilton

Staff Present:

Jeff Ryckaert, Principal Planner
Jean Spagnoli, Planner

The Northwest Quadrant Task Force assembled at 5:00pm in the lobby of the Village Hall for a 1-hour walking tour of the Northwest Quadrant. The group was led by Lee Brown, President, Teska & Associates, Inc. Mr. Brown led the group through the quadrant and stopped at different areas within the quadrant to discuss opportunities and conflicts.

Observation Area 1: South End of Village Hall Lot (looking northwest)

- From this vantage point, there is a visual barrier (the building) as you look into Jewett Park and the quadrant.
- Electrical power lines and landscaping are not visually appealing.

Observation Area 2: Main Entrance to the Church's Pre-School Building

- A lot of pedestrian and vehicular activity around this entrance.
- Due to limited staff and age of the children, parents park in the municipal lot and walk children into the building.

Observation Area 3: Corner sidewalk at Waukegan and Deerfield Road.

- Tight pedestrian walkway
- Noisy, a lot of vehicular travel.
- "How can this area draw people into the quadrant?"

Observation Area 4: Municipal parking lot looking east at the rear of the commercial building on Waukegan Road.

- Rear of the commercial building is not aesthetically pleasing.
- From this point, "Is it comfortable getting to the Jewett Park?"

Observation Area 5: Municipal Parking lot at the signalized lights across Walgreens Drugs Store.

- "Could this be a gateway into the Northwest Quadrant?"
- This could be the central point for vehicular or pedestrian access into the quadrant; vehicular spine.
- "Could the AT&T wall be enhanced with plantings?"
- Access drive leading out to Jewett Park Drive most problematic; drivers don't know if they should stop or continue driving on Jewett Park Drive.

Observation Area 6: Intersection at Jewett Park Drive & Robert York Road.

- Cars on Robert York Road turning on to Jewett Park Drive don't always stop/ yield right of way to Jewett Park Drive.
- Pedestrian sidewalks are not contiguous along Jewett Park Drive.

Observation Area 7: Looking at Metra Station from Veteran's Memorial

- Nice view of trees and train station from this point.
- Elevation change creates a west visual boundary for the quadrant.

Observation Area 8: Veteran's Memorial

- Not a hospitable space, uneven grade, train noise, small space for viewers
- Not respectful to those being memorialized.
- Trees need to be trimmed.

Observation Area 9: Park Avenue

- Wide street and very narrow sidewalk.
- Improve parking; could number of parking spaces be increased?

Observation Area 10: Oak Grove Area

- Extraordinary space.
- Difficult to get to this area.

Observation Area 11: North Area of Jewett Park behind baseball diamond.

- Large grade change; separation wall from library.
- Outdoor Theater space; do people gather here?
- Area used as skating rink in winter.
- Area hidden from the south boundary.

Observation Area 12: Village Parking Lot/Playground Area Park

- Many vehicular and pedestrian conflicts.
- Distinct elevation change to Jewett Park.

Chairman Tom Jester brought the meeting to order and briefly commented on the flow of the meeting and anticipates that the next meeting will take place on Tuesday, October 23th. Chairman Jester turned the meeting over to Lee Brown.

Mr. Brown thanked the Task Force for being able to proceed with this next phase of this planning process. Mr. Brown explained that a traffic, parking and circulation for the Northwest Quadrant would be summarized by Gewalt Hamilton's Director of Planning, Tim Doron. Mr. Brown also commented that later in the meeting the Task Force members and the consultants will breakout into three groups to discuss 3 very different base maps. The base maps visually represent 3 different scenarios dealing with pedestrian and vehicular circulation, parking, greenways and visual focal points. The base maps will be rotated between each group and are there for discussion and idea generation. Any idea and issue that is generated from these base maps will be graphically annotated and comments will be noted.

Tim Doron, Gewalt Hamilton (GHA) introduced Don Matthews, Senior Engineer and Amanda Larson, Transportation Engineer and reported on results of a transportation study dated September 18, 2012. The study was circulated to the Task Force members prior to the meeting.

Mr. Doron explained that there has been a lot of discussion of trucks loading on Waukegan and Deerfield Road near the commercial building on the corner of Deerfield and Waukegan Road. The Village asked Gewalt Hamilton to study this issue. GHA compiled data by installing traffic cameras and recording video for six days at two locations from 6:00am to 7:00pm; one on Waukegan Road and one on Deerfield Road.

Mr. Doron reported that there were a total of 115 deliveries or services in the study. Most of the deliveries were done by small trucks. The study was broken down as follows:

- 82 in the rear parking lot immediately west of the stores
- 12 in the municipal parking lot
- 3 on Deerfield Road
- 18 on Waukegan Road

The deliveries/stops on Waukegan Road were done by FedEx, UPS, and garbage trucks. The study only observed trucks on the south and west of the commercial buildings or trucks headed southbound on Waukegan Road. No semi-trailer trucks stopped on Waukegan Road during the study.

Mr. Doron noted that there were large (40-50ft.) trucks that were loading in the municipal lot. Mr. Doron commented that this information will be helpful during the planning process especially when discussing the drop-off and pick-up areas for the church's preschool operation. A discussion arose from the summary data that 2 trucks were parked in the municipal lot for over three hours. This is an enforcement issue that should be addressed and taken into consideration during the planning process.

Mr. Doron commented on a compilation of circulation and parking data from previous traffic and parking studies done in the Northwest Quadrant by the Library, Village Hall, and the Park District. The summary of this data was provided to the Task Force. The municipal parking was mentioned frequently in this discussion because of the high usage of this lot. Mr. Doron noted that 87 spaces of the 106 spaces available were used during peak hours. It was discussed that up to 30 spaces are used by Park District employees. A comment was made that a lot of parking could have come from patrons of Kevin's Place restaurant.

Mr. Doron noted that snow removal in this lot could occupy up to 5-10 parking spaces.

A comment was made that farmer's market parking lot and the municipal lot are used for valet parking by the shopping center across Deerfield Road. This was something that the consultants were not aware of.

The Park District lot off of Hazel Avenue was not included in this data but when the library construction is complete, 15 spaces will be used by Library employees. Under normal circumstances this lot is not highly utilized during weekdays. A comment was made that anecdotally this lot was 40% or less occupied.

Mr. Doron also noted that the church west parking lot with 41 spaces was highly utilized throughout the week and presumed that some of these spaces are used by Park District patrons. Mr. Doron noted the parking in the Northwest Quadrant serves as a great model for good inter-governmental and institutional shared parking. A comment was made that some church parking is being utilized illegally by Metra riders. This would be an enforcement issue that needs to be addressed.

Pastor Suzan Hawkinson expressed concern over the church parking lot being tight and therefore not providing proper vehicle movement in and out of the diagonal parking spaces. The committee agreed that better design of this parking lot is needed.

Chairman Jester reminded the Task Force that the parking in the Northwest Quadrant is satisfying the needs that exist in the quadrant. There is no mandate to increase parking in the quadrant and it is highly unlikely that there will be less parking in the quadrant. Mr. Doran noted that peak parking times within the quadrant is currently being satisfied by the existing parking supply as supported by the parking data. Mr. Doran also commented that marathon lot (farmer's market parking lot) is at least 80% full and if Park Avenue were reconfigured to add more parking spaces, it would free up this lot for more parking or create public space. A comment was made that shifting some of the parking from the marathon lot to Park Avenue may be helpful to the park district and/or the valet parking across Deerfield Road. Chairman Jester reminded the committee that new commercial development is not being considered in the plan for the Northwest Quadrant. Mr. Jester noted that the design of the quadrant will dictate any possible reconfiguration of parking.

Mr. Doran commented that approximately 55 inbound and outbound vehicles come into and out of the Northwest Quadrant in an hour or approximately 1.5 cars a minute. This is a reasonable number and brings into question the importance of creating a vehicular spine north of the Walgreens signalized entrance in Deerfield Square. Some scenarios that Mr. Doran followed up with dealt with possibly closing Robert York Road north of Deerfield Road and closing the south portion of Park Avenue between Deerfield Road and Jewett Park Drive.

A comment was made that the new Library may increase the parking needs. Mr. Doran noted that increased parking needs were taken into consideration and studied when the Library sought approval for redeveloping their building.

Another comment was made that the pedestrian spine/walk from the church's west parking lot leading up to the library needs major improvements to be safe. Mr. Brown hopes that the walking tour done earlier in the evening made these existing conflicts obvious and that statistical data doesn't always tell the complete story of what is actually happening in the parking lots.

A comment was made that traffic generally increase in the suburbs and a question was raised as to the comfort level of this Task Force making decisions now that will effectively meet the parking needs in the next 25 years. Mr. Brown noted that the only data that can be used is that the community is nearly built out and there will not be a geometric increase in the amount of single family homes in the community so therefore it will not radically shift the number of users to the Library, Village Hall or the Park District. If, in the next 50 or 100 years there is a major redevelopment which increases density then this plan would not work because increased density is not the realm or the considerations of what is being considered for the Northwest Quadrant.

Library Director Mary Pergander commented that the one of the main reasons for the library expansion was the dramatic increase for the social uses of the library such as the need for more meeting rooms for the community. Ms. Pergander acknowledged that information resources have changed the way the Library is used. Mr. Doron again acknowledged that the Park District parking lot off of Hazel Avenue was not surveyed or studied but 15 spaces will be utilized for Library employees once the Library expansion is complete. Intuitively, Mr. Doron does not see problems with frequent high occupancy of this lot. Peak use of this parking lot will occur if there is a party at this area of the park or on a nice day when the playground is being used.

In summary Mr. Doron noted that the quadrant will have inbound and outbound traffic of approximately 1 car/minute with a little more traffic in the summer and in the mornings. Mr. Brown added that the Northwest Quadrant has the luxury of having an extraordinary mix of uses with different peak times that allows the parking resources to work in the quadrant. Mr. Brown noted that the geography of the parking may change but the number of spaces is sufficient for this area.

Jodi Mariano, Teska & Associates, reviewed the Task Force's observations, opportunities and conflicts that were discussed in the previous meetings. Ms. Mariano pointed out the shared parking areas, the conflicts in the pedestrian and vehicular circulation, the unattractive rear views of the commercial buildings, the areas that could be more cohesive, the strong desire of north-south and east-west access and potential areas within the quadrant that could serve as gathering space(s).

Mr. Brown commented that one of his main concerns through this planning process is that they do not want to be presenting design answers to problems that have not been identified. There has to be a reason for a solution rather than come up with a solution and see if it fits. Mr. Brown reviewed the goals that were set by the Task Force.

Goal 1: A place of community pride.

Goal 2: Diverse and coordinated activities

Goal 3: A campus, woven together.

Goal 4: Safety, functionality, convenience, and accessibility

Goal 5: Timeless, connected to people's lives and memories

Mr. Brown explained that before the deciding what goes where in the quadrant, the strongest of statements that came out of the physical nature of the quadrant is the discussion of the safety and functionality of the pedestrian and vehicular circulation observed in its various forms. Mr. Brown noted that this problem must be solved when looking at the alternatives. The second major piece that Mr. Brown noted is the character element and the desire to have a quality and character that knits itself together. Branding the unity of this quadrant needs to be built. The other element that was voiced

repeatedly in the previous discussions was the thought of providing for a “gathering space”. The desire for a gathering space derives from the need for a place to bring the community and its culture, on a regular basis, to a central activity space at the heart of the community. Mr. Brown commented that it is not just character or function but what happens in the gathering space that is important.

Rick Hitchcock acknowledged the Task Force and thanked them for engaging his company as part of the planning team for the Northwest Quadrant. Mr. Hitchcock noted that he has recognized three major categories that this group would like to accomplish;

1. Make it attractive,
2. Make it hospitable i.e. safer, more comfortable and more accessible, and
3. Gathering space.

Mr. Hitchcock is looking for that element that will draw the community to come to this space to gather be it an event, a physical element or those elements that are so compelling that people will want to come back. What is it that will make it different from what it is now.

Mr. Brown explained to the Task Force that they will be splitting up into three groups to discuss three alternative draft concept plans. This exercise will allow the consultants to get feedback from the Task Force and visually represent on the graphics what works and what does not work on each graphic. Ms. Mariano explained that each graphic is similar in that it explores different north-south access spines, east-west access and the location of people places.

The three concept plans were:

Diagram A – Linear Greenways

Diagram B – South Roadway/North Pedway

Diagram C – Multi-Modal N/S Spine Road

Ms. Mariano characterized that Diagram A addresses pedestrian circulation, Diagram B focuses on vehicular circulation, and Diagram C mixes and matches both pedestrian and vehicular circulation. Mr. Brown noted that while coming up with these alternatives they were careful that each concept plan addressed safety, character, unity and the functions that make this quadrant a central place.

A variety of locations for the Veteran’s Memorial are on each graphic. Mr. Hitchcock commented that the existing Veteran’s Memorial, while well intended, may not be the kind of respectful, bold, majestic setting that it deserves. Mr. Hitchcock noted that they are not driven to relocate the Memorial but the feedback that he has heard is that the Memorial could be done better. Mr. Brown commented that the point is that there should be some consideration as to making it better where it is or putting it in a location that can accommodate it better. A discussion arose on the placement of the Veteran’s Memorial and why would it be buried within the quadrant. Mr. Brown noted that the locations of the Memorials are up for discussion in each group. Mr. Brown also commented that he

isn't convinced that just because one is able to drive past the Memorial on a regular basis doesn't mean that it isn't hidden.

The Task Force broke out into three groups and discussed each graphic with a team of consultants.

Following the three breakout groups, the Task Force and consultants reconvened to talk about the discussions.

A summary of the group sessions and the concept plans can be found in the attached Design Workshop #1 Memorandum provided by Teska & Associates.

Mr. Brown commented that the next step will be to refine these ideas and the multiple graphics. Mr. Brown suspects there will be changes from the underlying concepts the next time these concept plans will be viewed. The Task Force will refine the graphics until they are ready to be viewed by the public. Mr. Brown encouraged the Task Force to keep the ideas coming.

There being no further business the meeting was adjourned.

Respectfully Submitted;
Daniel Nakahara

18 October 2012



Deerfield Northwest Quadrant Master Plan
Design Workshop #1 Memorandum

Meeting Attendees:

Northwest Quadrant Unified Task Force

Tom Jester, Chairman, Village of Deerfield Board of Trustees
Mary Oppenheim, Village of Deerfield Board of Trustees
Jan Carron, Deerfield Park District, Park Board
Rick Julison, Deerfield Park District, Executive Director
Mary Pergander, Deerfield Library, Library Director
Suzan Hawkinson, First Presbyterian Church, Pastor
Ray Craig, First Presbyterian Church, Member
Alan Garfield, Village of Deerfield, Village Center Development Commission
Dick Coen, Village of Deerfield, Appearance Review Commission
Don Anderson, Village of Deerfield, Sustainability Commission
Joy Fiorini, Commercial Property Owner, 810-816 Waukegan Road
Joe Pugliese, Amerian Legion
Jeff Ryckaert, Village of Deerfield, Principal Planner
Jean Spagnoli, Village of Deerfield, Planner

Also Present:

Jan Zobus, Village of Deerfield, Village Center Development Commission

Consultant Team

Lee Brown, Teska Associates (Teska)
Jodi Mariano, Teska Associates (Teska)
Rick Hitchcock, Hitchcock Design Group (HDG)
Craig Farnsworth, Hitchcock Design Group (HDG)
Tim Doron, Gewalt Hamilton Associates (GHA)
Don Matthews, Gewalt Hamilton Associates (GHA)
Amanda Larson, Gewalt Hamilton Associates (GHA)
Bruce Bondy, Bondy Studio (Bondy)

Meeting Location: Village Hall

Meeting date / time: Wednesday October 3rd, 5:00 pm

Introduction:

The purpose of Design Workshop #1 was to kick off the Master Plan assignment, including a walking tour of the study area, review of work completed to date, and group discussions to collaboratively discuss specific opportunities that will provide direction for the three alternative draft concept plans.

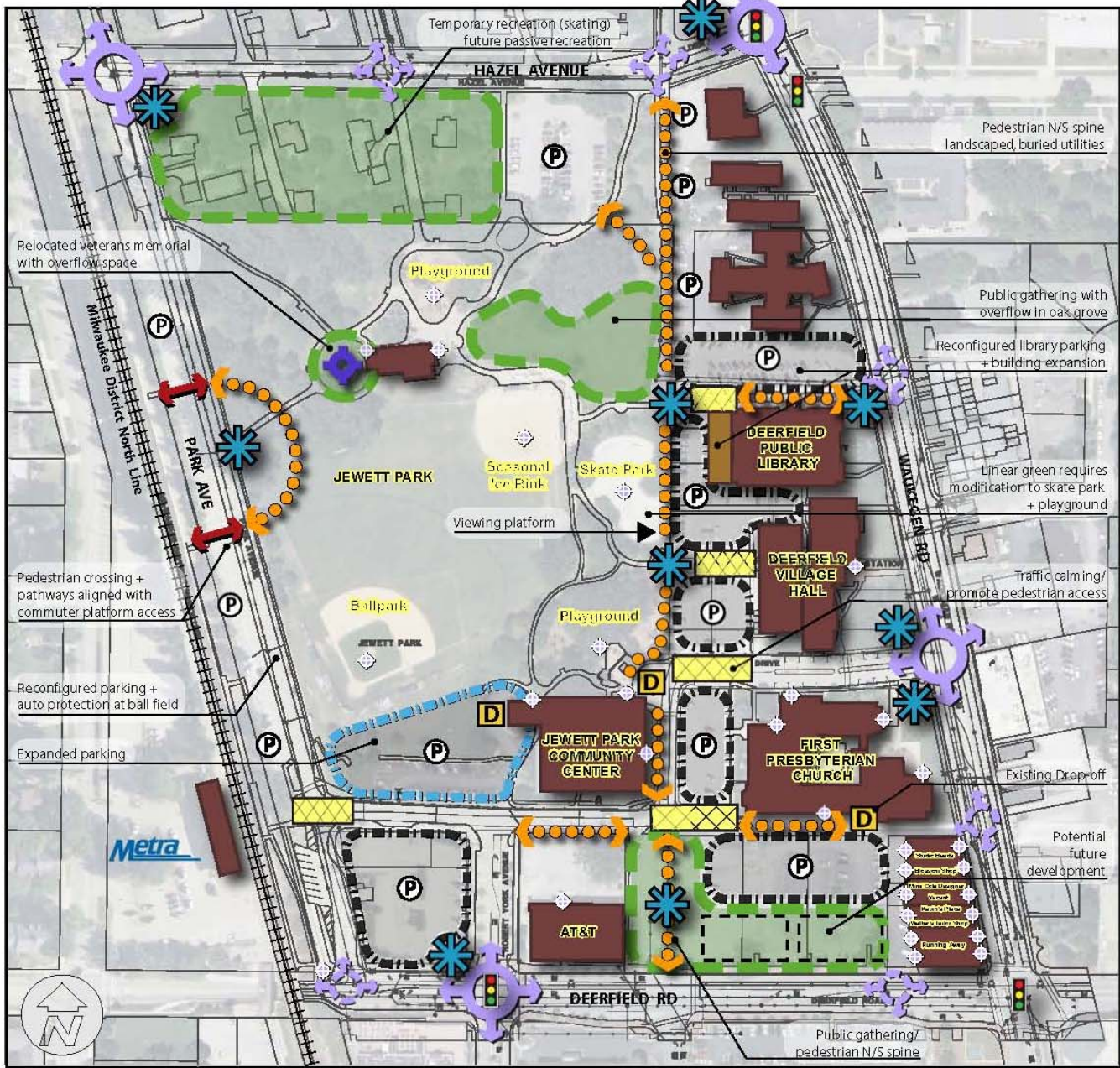
Meeting Agenda:

1. Walking Tour of the NWQ. The group walked the study area and discussed specific conditions and opportunities for enhancement.
2. GHA Update on data collection to date. GHA presented traffic and parking data that was collected and compiled in advance of this meeting. The data was provided to the Task Force in advance of the meeting and included the following exhibits:
 - a. Exhibit 1 – Existing Parking Locations
 - b. Exhibit 2 – Existing Total Tuesday Traffic
 - c. Exhibit 3 – Existing Total Saturday Traffic
 - d. Exhibit 4 – Existing Total Sunday Traffic
 - e. Exhibit 5 – Existing Tuesday Pedestrian Traffic
 - f. Exhibit 6 – Existing Saturday Pedestrian Traffic
 - g. Exhibit 7 – Existing Sunday Pedestrian Traffic
 - h. Exhibit 8 – Existing Tuesday Truck Traffic
 - i. Exhibit 9 – Existing Saturday Truck Traffic
 - j. Exhibit 10 – Existing Sunday Truck Traffic
 - k. Exhibit 11 – Preschool Observations
 - l. Exhibit 12 – Intersection Capacity Analyses

GHA presented a summary of the data collected and offered the following conclusions:

1. There appear to be no major parking deficiencies in the study area.
 2. A relatively low number of trucks traveled along Jewett Park Drive.
 3. During the discussion it was noted that restaurants in Deerfield Square utilize the municipal parking in the NWQ parking for valet service.
3. Teska reviewed the following materials that were the outcome of the previous Visioning assignment:
 - a. Vision and Goals Statements
 - b. Issues and Opportunities Exhibit
4. Teska presented the following three diagrammatic plans that considered alternative arrangements based on the Issues and Opportunities Exhibit.
 - a. Diagram A – Linear Greenways
 - b. Diagram B – South Roadway/North Pedway
 - c. Diagram C – Multi-Modal N/S Spine Road
5. Meeting attendees sat at one of three tables. Each table included 6-7 attendees. The consultants organized into three teams. Each team met with each of the three tables for a 15 minute period. During each period, plans were discussed and inputs were gathered and recorded. Bondy produced axonometric sketches for each of the three tables that were reflective of the discussions.
6. The consultants provided a summary of the inputs gathered. The following comments and graphics were the outcome of this exercise.

A) CONSULTANT TEAM A (Tim Doron, Rick Hitchcock) | TEAM A GRAPHICS



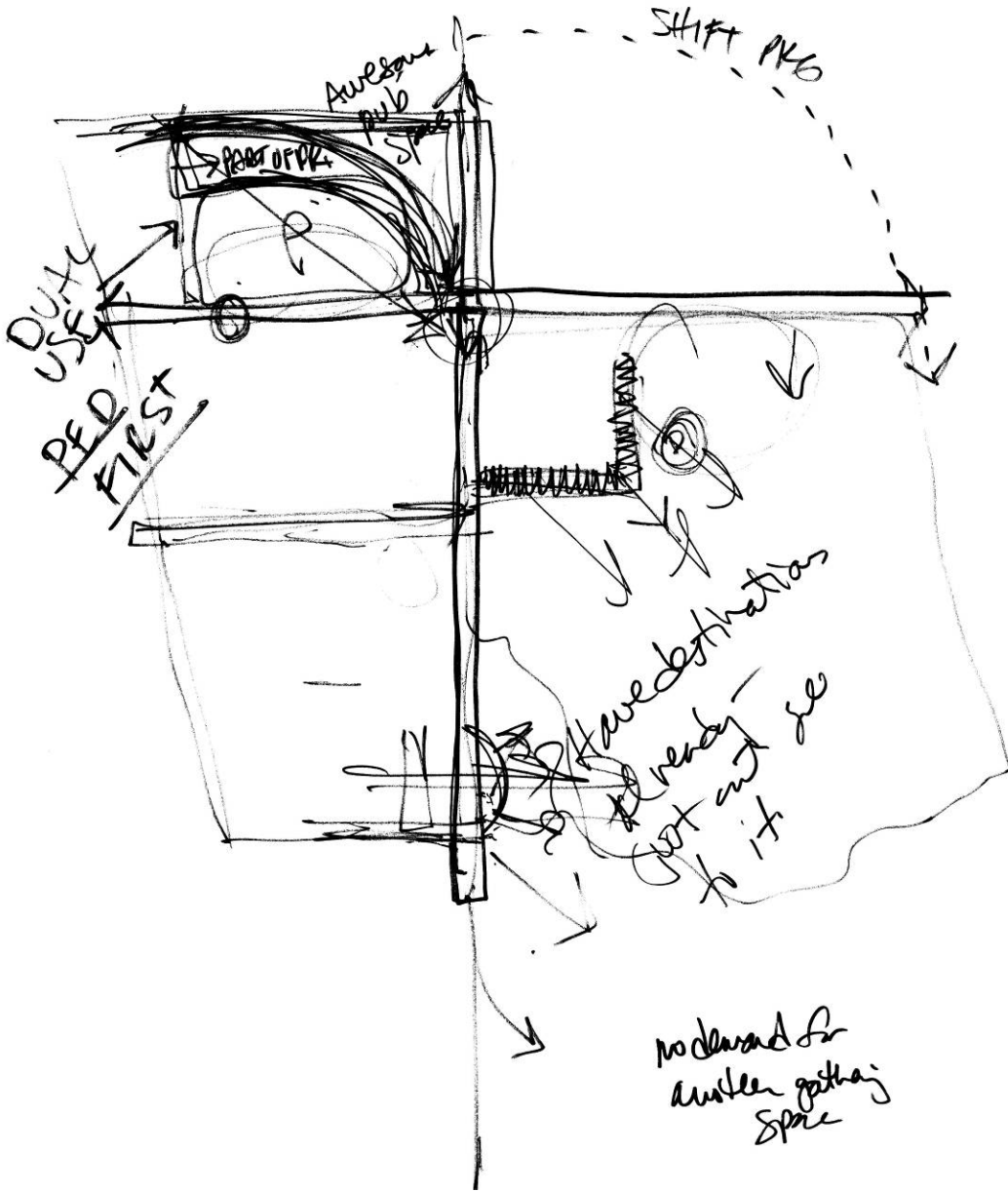

 Base map provided by the Gewalt Hamilton Associates.

 Prepared by:
 



LEGEND

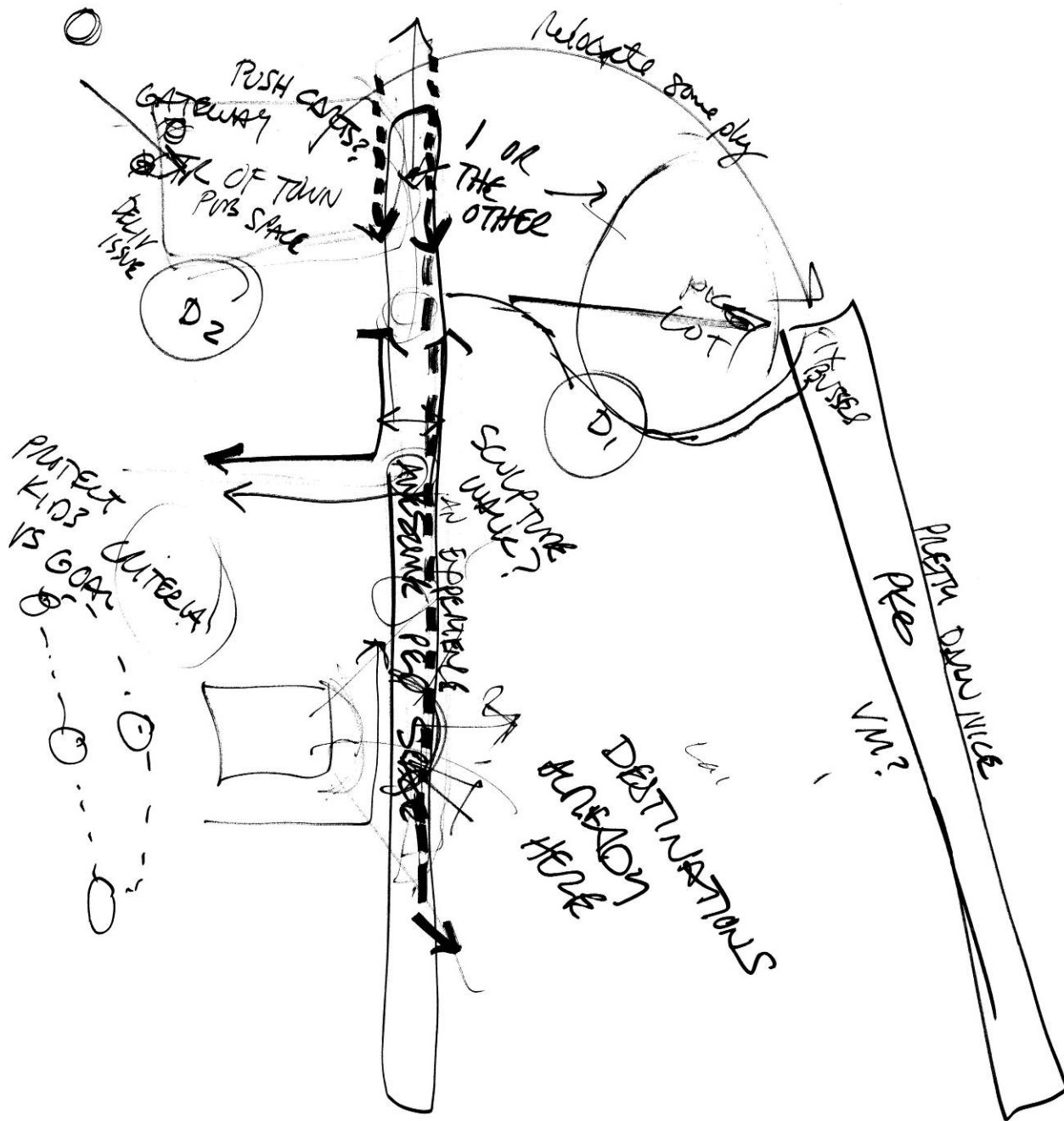
 Expanded Public Gathering	 Iconic Feature	 Building Entries / Pedestrian Destinations	 Improved Pedestrian Crossing
 Traffic Calming/Promote Pedestrian Access	 Primary Access	 Drop-Off	 Landscaped Pedestrian Pathway
 Reconfigured Parking Lot	 Secondary Access	 Parking	
 Expanded Parking Lot	 Traffic Signal		



Sketch A1

Concept: Same destinations, better connectivity.

Discussion: the destinations already exist – including a beautiful open space, but they are poorly connected for pedestrian enjoyment. There is no demand for another gathering space. Parking should be shifted from new municipal lot to the west. Some of existing municipal lot can be turned into park, the rest can be dual use. Create some kind of deck or overlook near the library and community centers to take advantage of the superb views. Make sure pedestrian connections are extraordinarily convenient and comfortable north-south and east-west.



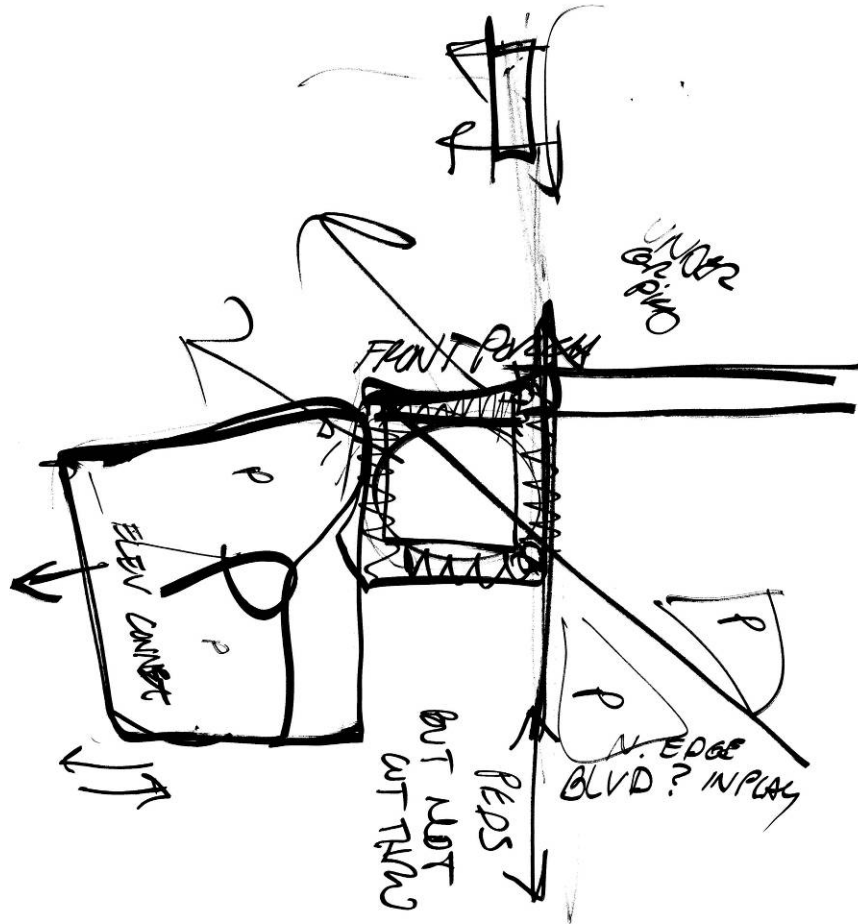
Sketch A2

Concept: North-South spine is a stimulating destination as well as a connection between existing destinations.

Discussion: The existing municipal parking is the new gateway to the NWQ. Enliven with temporary uses like push-carts.

Connection across Deerfield Rd should be pedestrian only. Consolidate drop offs so motorists don't dominate the landscape. Showcase the beautiful views to the open space to the northwest.

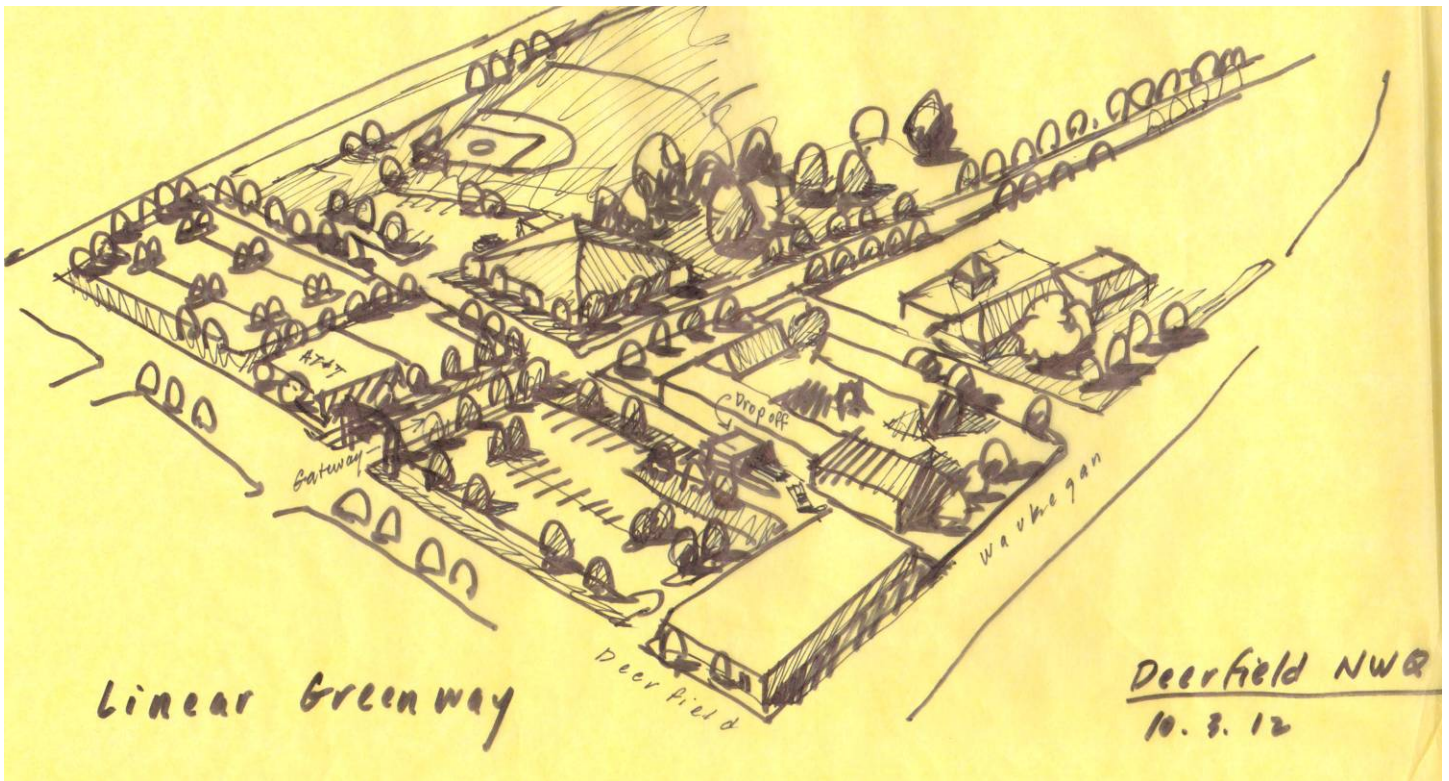
CONCEPT
 • DESTINATIONS
 • CONNECTIONS
 • APPEARANCE



Sketch A3

Concept: The Community Center should be *the real community center*.

Discussion: If the Community Center didn't exist in its current location, we would automatically create a fabulous public space, there, instead. Since we can't demolish the Center, let's create a fabulous public space around it that is plainly visible and readily accessed from the Deerfield/Waukegan intersection and the shopping center. Consider a pedestrian only connection to the shopping center. Forget about ROW's and street names, create a big, efficient parking lot by the train station – could easily accommodate a deck, if future demand warrants. Max out views from Library. Can the north side of Deerfield be parked or put on a road diet?



Bondy sketch – Team A

TEAM A NOTES

Group 1

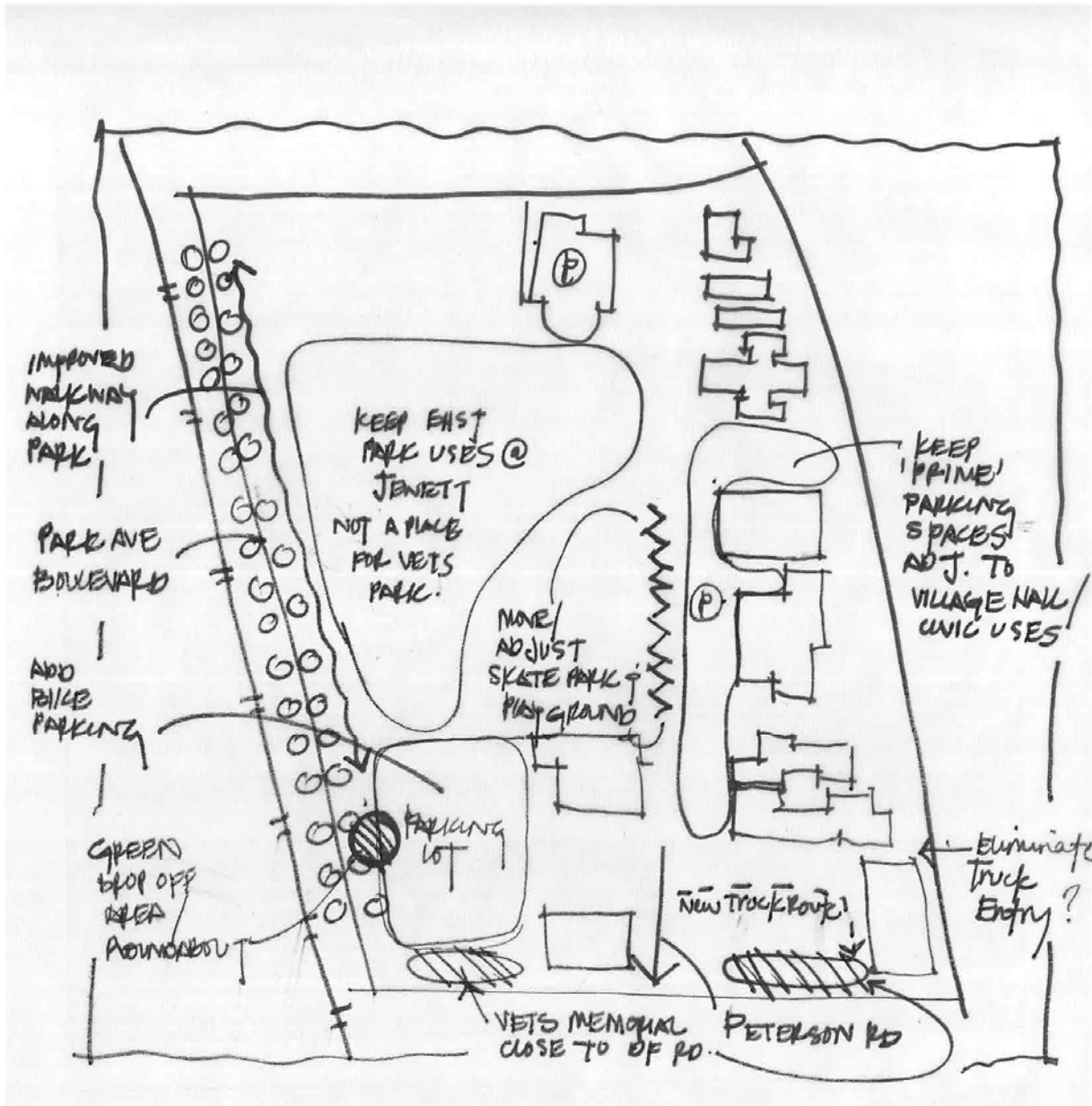
1. Need to define the major or iconic event that we are design for or is there none and we just want improvements
2. The pedestrian experience and ability to walk around the entire site is very important
3. Should Deerfield Rd. be a part of this – perhaps as a Blvd.?
4. Will pedestrians on the south want to go to the north
5. Need a pedestrian “cut through” from Deerfield Rd. to the interior across the parking lot
6. Should Deerfield Rd. be a road diet – with additional space used for parking or median
7. Could on street parking be designed using the Municipal parking lot right of way/space?
8. Porch/deck around park District house
9. # 1 issue – rearrange parking for other uses or landscaping

Group 2

1. Must redesign Park Avenue with new parking scheme
2. A real problem is multi stops for multi uses and not comfortable to walk
3. Park district drop offs a real challenge
4. Not sure about new intersection connection (north leg) at signal to shopping center
5. Municipal lot is prime gathering/public space
6. About ½ of municipal lot parking spaces need to go elsewhere – more space for design
7. Park district needs to relocate drop offs
8. Need green space in NW corner of municipal lot to reflect rest of quadrant
9. #1 issue – use the municipal lot for improved pubic/open space
10. #1A issue Promenade design looking north to south

Group 3

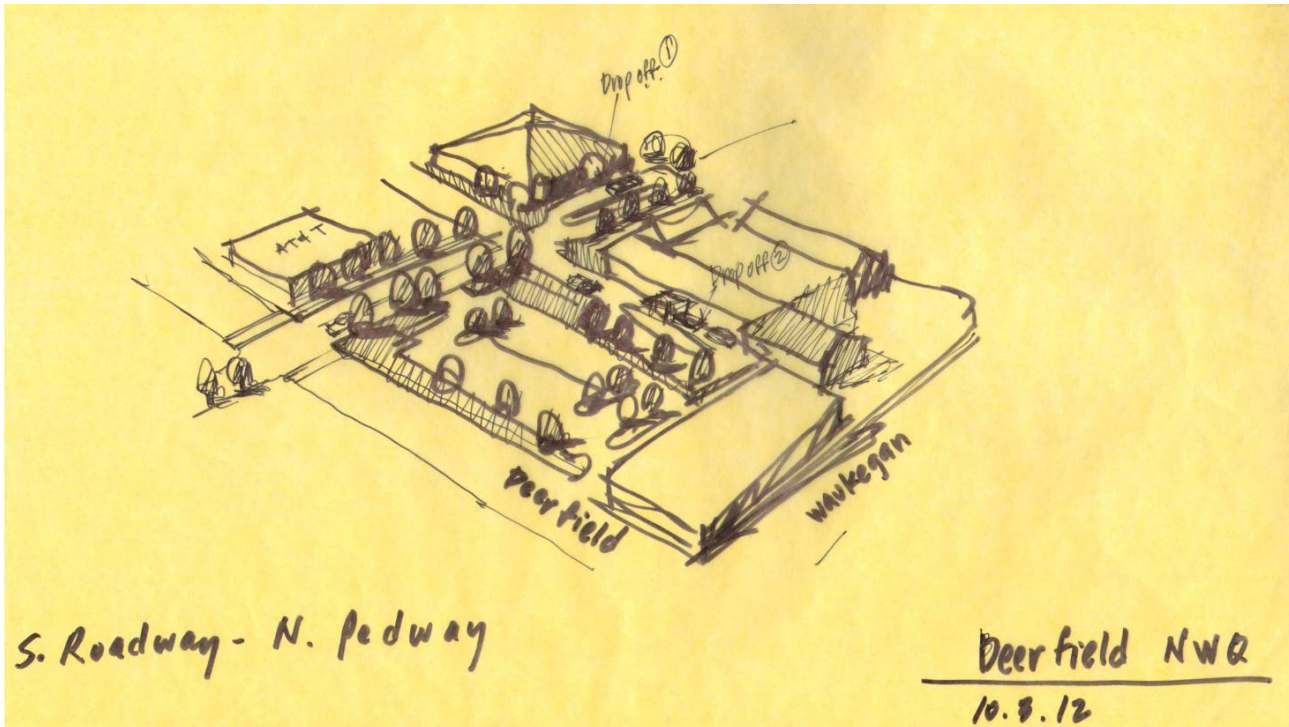
1. Destinations – we have enough here already
2. The corner space or extra space in the municipal lot can be used for public space
3. No need to create something new as an iconic destination
4. Pedestrian connections - # 1 issue
5. How do we handle trucks with pedestrians – need to accommodate both



Sketch B

Concept: Improve east west vehicular circulation; Improve pedestrian ways within the park.

Discussion: Village Hall/ Library want to keep most of the adjacent parking spaces intact; eliminate the truck access from Waukegan Rd; Consolidate Community Center/ Marathon parking lots; Lets make Park Avenue a green boulevard.



Bondy Sketch – Team B

TEAM B NOTES

Group 1

1. Key = safe pedestrian passage in corridor
 - a. Missing connection in front of park district which is a key location
2. Sidewalk on outer edge of drop off area to include wide sidewalk lined with trees
3. Barrier between municipal lot and stores should be removed to eliminate separation between spaces
 - a. Must dedicate some parking spaces in municipal lot for store tenants and patrons
4. Keep trucks along the outer edge of the parking lot (currently hatched in lot)
 - a. Bring them in along "Peterson" through lot then out the same location they exit now – keep them away from children
5. Drop off area along Christian Beginnings doesn't need to be a loop just needs to look better and function better
6. **Most green, most parking, safest flow**
7. Shift entrance into lot back from the intersection with Jewett Park to avoid some conflict points
8. Church entrances will lose some parking with the reconfiguration of roadway
9. Park Avenue parking needs to be rearranged regardless of other plans
10. Safety of roundabout is an issue
11. Reinforce pedestrian access from east side of quadrant to train station
12. What are the gathering spaces for?
 - a. Concerts
 - b. Memorial
 - c. Public meeting with speaker
13. Would like the opportunity to have gatherings of all sizes

- a. Family days
 - b. Fine arts festivals (no longer have them on Park Ave)
 - c. Expansion of farmers market to include more features like jewelry etc.
- 14.** Location of veterans memorial
- a. Municipal lot
 - i. March to cemetery would be shorter since many vets can't walk
- 15.** Parking in municipal lot is important – don't remove it
- 16.** Concerns about opening roadway
- a. Would need an effective traffic calming device
 - b. Make it clear that there are pedestrians and that the speed limit is SLOW
- 17.** Junction at Jewett Park is very dangerous
- 18.** Would like to walk the area again now that they have seen some ideas about how it could be changed

Group 2:

1. Concern about walkway to the north
 - a. How do cars get to the library if there isn't a travel way
 - b. Would lose one bay of parking but would still function the same
2. Roundabout is a nice feature
3. Need to pick up parking – do that along park
4. Grab more green space
5. Want to see something green along park – converting to diagonal parking on both sides is not a solution for the large “runway” that is park Ave
6. Park Avenue is not a solution to losing parking by the library/village hall/church
7. Parking lot for church / municipal lot
 - a. Christian Beginnings
 - i. Drop off doesn't work because younger children need to be walked in by the parents
 - b. Would like more green space, like adding landscaping all the way up to the building
8. How does driving area turn to ped area so quickly? – need transition area
9. Keep parking and move pedestrians way closer to park area
 - a. Would have to overcome the grade change that is there
10. Restrict park users from parking in the library and village hall lots
11. Right now parking lot area is a thoroughfare – not good
 - a. Distinguish roadway from parking lot
 - b. Road without 2 lanes of parking is better
12. Cross sections of the area would help to better visualize how the changes would look
13. Possibly move skate park in order to accommodate wider ped area
 - a. Keep near police station for safety
14. Veterans memorial
 - a. Needs to be visually seen everyday
 - b. Only really used on memorial day and veterans day
 - c. Don't want it to become a piece of playground equipment if located too close to the park
 - d. Don't want only people walking through the area to see it

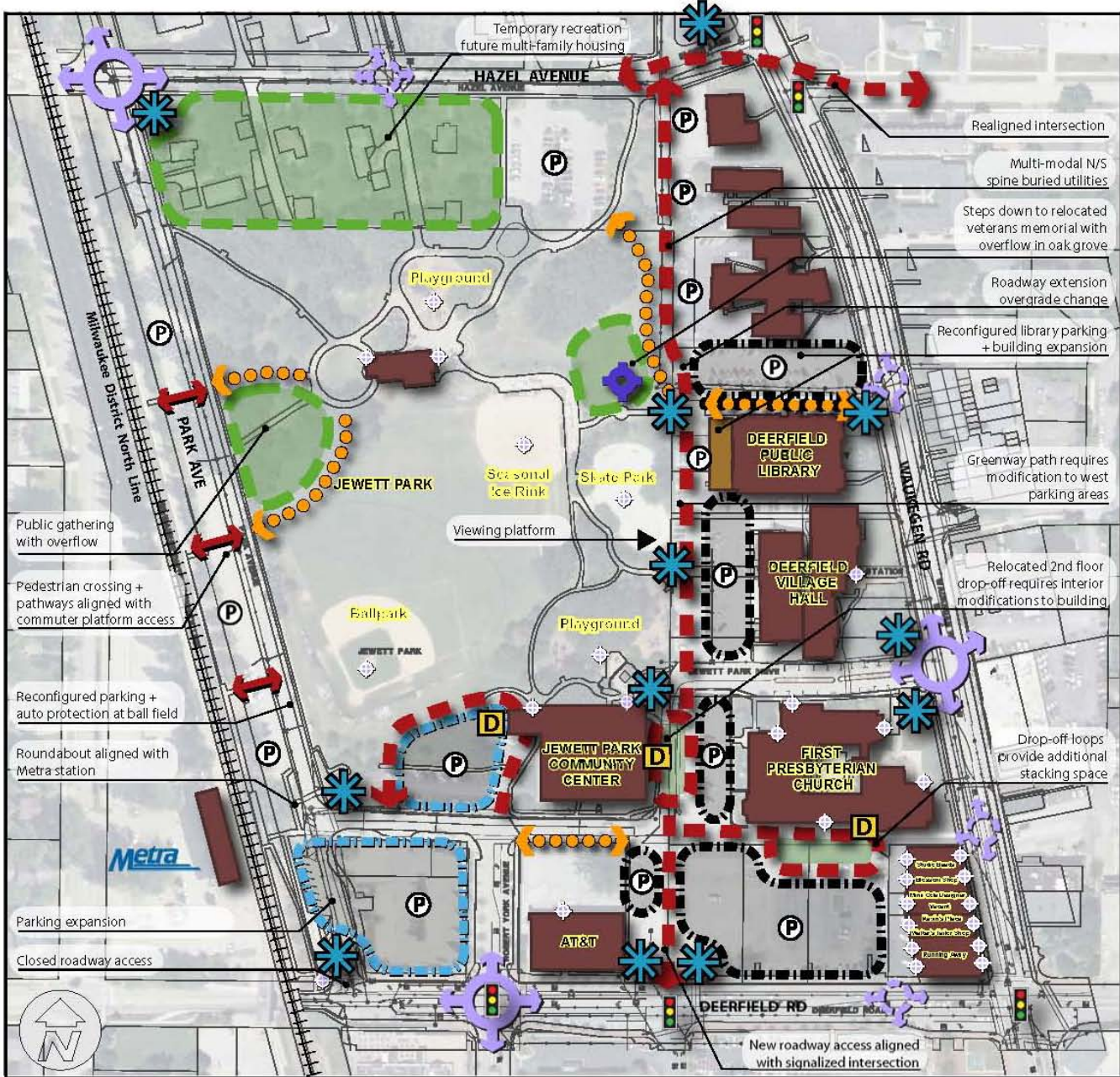
- e. Maybe quiet space around it is good
 - i. Will help promote reflection
- f. Don't want it to be so easily seen that it can just be checked off a list
- 15. Make right in only area on Park more parking instead of green space
- 16. Imagine tree themes that would go through the quadrant
 - a. Make marathon lot a green lot move over slightly to include trees in the area
- 17. Park Avenue access closing is a good thing
- 18. Move roundabout to the south
 - a. Provide a drop off area within the roundabout near metra station
- 19. Make location of current veteran memorial more parking for the park district lot
 - a. Green space is visually nice, but if parking is needed than this is a good option
- 20. Make parking lots green and visually beautiful
- 21. Extend ped corridor all the way to the train station – include sidewalks on both sides
- 22. Create pathway through parks – created lighted pathway, safe and inviting
- 23. Park Ave – needs to be a pleasant walk
 - a. Let you be able to walk from park and neighborhoods and train etc.
- 24. Include unity and way finding for the area
- 25. Don't need to realign path to south – just make Park Ave a better and pleasant walk
- 26. If walk on any part of Park Avenue is uncomfortable then we failed

Group 3:

- 1. Remove sidewalk and green space in front of community center to accommodate roadway expansion
- 2. Try to help control the cut through traffic
 - a. Slow them down by having the drop off
 - b. Traffic calming device
- 3. Could eliminate Robert York as access
- 4. Drop off could have stacking issues
 - a. Stacks all the way to library now (municipal lot with current construction)
- 5. People can't get past queue – trying to go to village hall
- 6. Parents need to have visual of their children leaving the car and entering the school
- 7. Any kind of through way will eliminate parking in church lot
- 8. Drop off for all park district isn't ideal in west lot but could be a possibility – If parking lot increased that's fine
- 9. Get queuing off of the street to help keep children safe
- 10. Veterans memorial in municipal lot – draw peds into the area and have them continue into the park area
 - a. Peds can easily access it and it will attract more people
 - b. Could put against the AT&T wall to have beautify that wall more
- 11. Does library need in and out access?
- 12. Need a way between library and village hall due to the shared parking that is accounted for
- 13. Use lower leg of Park Avenue for a parking lot – green lot
- 14. Need more bike parking
- 15. Farmer's market – make its location more attractive
- 16. Pace route rerouted on park – would have to consider moving if the roadway is closed

17. One access from Deerfield is plenty
 - a. If Peterson opens than close Robert York
 - b. But closure changes accessibility to post office etc.
18. Private alley way behind buildings needs to be tied into the rest of the quadrant
 - a. Add entrances to buildings in the back (add 12')
 - b. Change truck flow to keep children safe
19. Biggest drop off conflict are cars vs. children
20. New veteran space is not in the best area – needs to be more visible

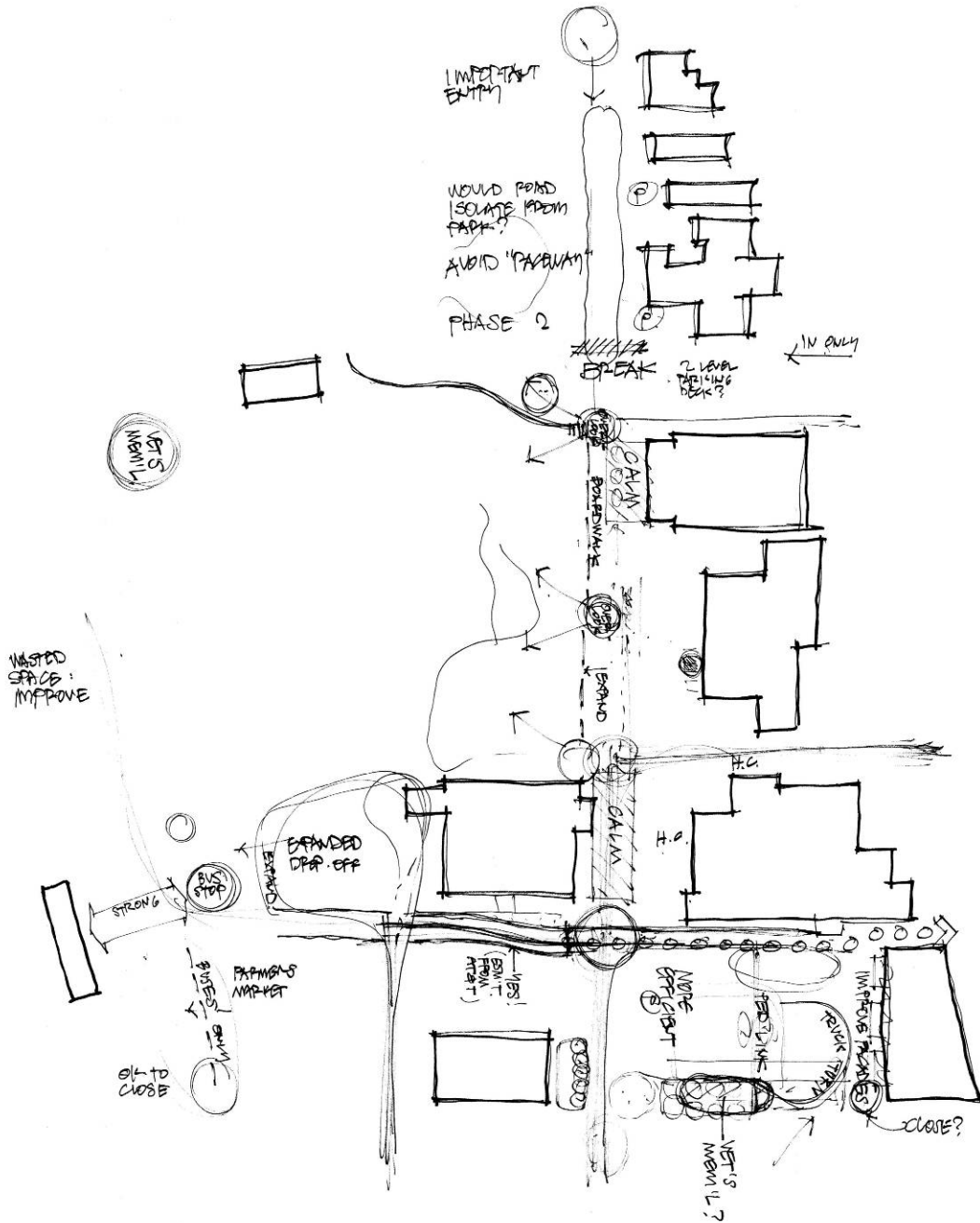
C) CONSULTANT TEAM C (Don Matthews, Craig Farnsworth) | TEAM C GRAPHICS



Base map provided by **Gewalt Hamilton Associates** Prepared by: **TESKA** **GHA** **BONY STUDIO**

LEGEND

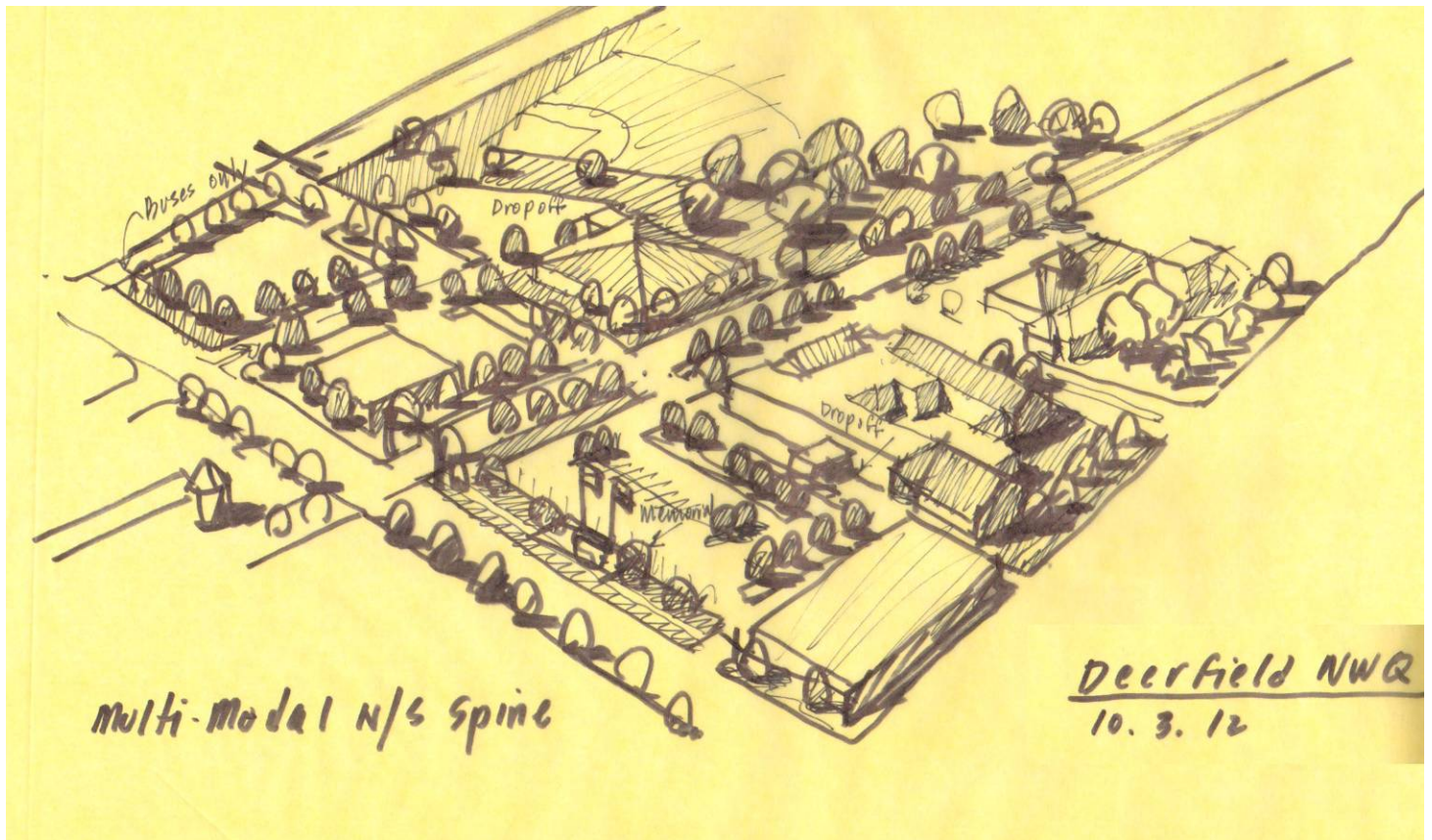
	Public Gathering		Iconic Feature		Building Entries / Pedestrian Destinations		New Roadway Circulation
	Reconfigured Existing Parking Lot		Primary Access		Drop-Off		Improved Pedestrian Crossing
	Expanded Parking Lot		Secondary Access		Parking		Landscaped Pedestrian Pathway
	Traffic Signal						



Sketch C

Concept: Knit pedestrian oriented uses into the existing roadway and parking lot framework

Discussion: Create a pedestrian friendly east west spine as well as a north south spine; Maximize views into the park; Locate the Veterans Memorial adjacent to Deerfield Road for maximum visibility; Traffic calming east of Community Center; Extend the drop off area west of the Community Center.



Bondy Sketch – Team C

TEAM C NOTES

Group #1

1. Anticipate controversy extending spine road to Hazel.
2. Spine road could be perceived as isolating townhomes and apartments at SW X of Hazel & Waukegan.
3. Perhaps phase in spine road extension to Hazel.
4. Preferred relocating Community Center (CC) drop off to west side of building.
5. Like Iconic features
6. No objection to closing Park Ave at Deerfield Rd.
7. Like concepts to add parking and beautify Park Ave.
8. Mixed opinion on closing north leg of Robert York.
9. Some liked idea of closing alley behind the businesses fronting Waukegan at NW X of Deerfield & Waukegan (combining that area with Municipal Lot).
10. Church rep concerned about losing control of parking if the parking spaces west of church were eliminated/reduced.

Group #2

1. Concerned spine road would be a "race way".
2. Wondered how much space would be needed for spine road.
3. Discussion of widening spine road into park or creating a cantilevered boardwalk along park.
4. OK with closing Park Ave at Deerfield Road or perhaps narrowing road and limiting traffic to buses only.
5. Veterans Memorial Locations – Liked idea of moving memorial to Municipal Lot area.

6. Strong desire to enhance Municipal Lot. Make the lot more efficient / reduce paved area but still keep same number of parking spaces.
7. Fix rear sides of buildings in Municipal Lot.
8. Push ATT for additional land to widen Jewett Park Drive. Add sidewalk better align intersection at Jewett Park Drive and spine road.
9. Like idea of parking improvements on Park Ave.

Group #3

1. Oppenheim noted that the three plans were very similar.
2. Didn't think extension of spine road to Hazel was practical.
3. Liked idea of moving drop off / pick up for community center and church off spine road.
4. Repeatedly stressed importance of improving area of municipal lot because it is the main "gate way" from the downtown into the quadrant.
5. Stressed importance of adding parking on Park Avenue if any parking was lost elsewhere in the quadrant.
6. Felt it was important to get trucks off Waukegan Road and wondered how that traffic could be accommodated in municipal lot.
7. Veterans Memorial
 - a. Liked idea of relocating Vet. Memorial to municipal lot area.
 - b. Also liked idea of relocating Vet. Memorial to west side of Jewett Park as it would be a more "pastoral" setting.
 - c. Thought relocating Vet Memorial to Marathon lot could also be considered.
8. No objection to pushing into park with spine road if that made the spine road concept work better and/or made the pedestrian corridor work better.
9. Thought Village should work with ATT to acquire easement for improving Jewett Park Drive and to realign the road so that the intersection of Jewett Park Drive and spine road could work better.
10. Liked plan showing improved pedestrian access off Park Ave. into Jewett Park.
11. Suggested making Park Avenue (just north of Deerfield Road) dedicated to buses only.

NEXT STEPS: The consultant team will incorporate the inputs gathered towards the preparation of three alternative draft concept plans to be presented at the next Task Force meeting.

The meeting concluded at 9pm.

MINUTES
NORTHWEST QUADRANT UNIFIED TASK FORCE
October 23, 2012

A meeting of the Northwest Quadrant Unified Task Force was called to order by Chairman Tom Jester at 7:00 p.m., Tuesday, October 23, 2012 in the Robert Franz Board Room of the Village Hall. In attendance were:

Trustee Tom Jester, Chairman	Dan Shapiro
Trustee Mary Oppenheim	David Swanson
Jan Caron	Don Anderson
Rick Julison	Joy Fiorini
Mary Pergander	John Coughenour
Mary Courtney	Larry Dondanville
Ray Craig	

Consultant Team Present:

Jodi Mariano, PLA, CLARB, Senior Associate, Teska & Associates
Rick Hitchcock, ASLA, President, Hitchcock Design Group
Craig Farnsworth, ASLA, Hitchcock Design Group
Tim Doran, Director of Transportation Planning, Gewalt Hamilton
Amanda Larson, Traffic Engineer, Gewalt Hamilton

Absent:

Dick Coen	Alan Garfield
Suzan Hawkinson	Sy Taxman

Staff

Barbara Little, Director of Public Works
Jeff Ryckaert, Principal Planner
Jean Spagnoli, Planner

Chairman Tom Jester brought the meeting to order and noted that Teska has fulfilled one of his hopes and expectation in that they have taken the Task Force members out of their comfort zones and have started to make the members begin to think differently about the Northwest Quadrant. Chairman Jester suggested that the Task Force keep an open mind when reviewing the proposed options.

Jodi Mariano, Teska & Associates, presented three concept plans based on the feedback and comments from the Task Force. The concept plans were a culmination of the goals and objectives that were formed at the beginning of this planning process. (See Attached Presentation from Teska & Associates)

Ms. Mariano commented that from a design process, she hopes two things will come about from tonight's meeting. The first is feedback from the three concept plans. The input will guide a fourth plan preliminarily called a preferred plan. This preferred plan

could be a composite of the best ideas from each of the three concept plans. The fourth plan and the 3 concept plans would be displayed in a public open house for review and comment. The second thing she hopes to achieve is permission to display these plans in a public open house.

Rick Hitchcock, President, Hitchcock Design Group introduced a new goal statement and objectives based on the accumulation of input communicated to the consulting team.

Goal Statement:

By 2020, transform the NWQ into the cultural centerpiece of Deerfield.

Objectives:

- 1. Maintain the cluster of related civic assets/destinations. Incorporate compelling, new and compatible destinations and features (such as a civic plaza for everyday and special events).*
- 2. Invite and engage pedestrians, accommodate motorists.*
- 3. Create a series of visually stunning experiences.*

Design Criteria:

- 1. Conveniently walkable*
- 2. Barrier-free connectivity*
- 3. Extremely attractive*
- 4. Reliably safe*
- 5. Environmentally friendly*
- 6. Fiscally responsible/phased*
- 7. Respectful and neighborly*
- 8. Reasonably maintained*
- 9. Reliably durable*
- 10. Fully integrated between uses*

Mr. Hitchcock and the consulting team agree that the goal and objectives are crucial and the driving force of the 3 concept plans. Mr. Hitchcock explained the reasoning and thought process when formulated the goal statement. The year 2020 was chosen because it creates a visionary opportunity in the not so distant future. The actual year is open for discussion but the idea was to carefully choose a time frame that this generation would be able to see the vision become a reality. The remainder of the goal statement is unequivocal in that time and time again the Task Force's comments resonate and the notes documented that the Northwest Quadrant should be transformed into the cultural centerpiece of Deerfield. Mr. Hitchcock reiterated that the goal statement will drive the decision making and the focus of the Northwest Quadrant. The goal statement should be clear and compelling not only to the Task Force but also the community and the public leaders.

Mr. Hitchcock noted that the three objectives immediately support the goal statement. One goal relates to places, one relates to people and one relates to imagery or experiences. Mr. Hitchcock explained that the first objective attempts to capture the existing cultural

and civic assets while incorporating new destinations that are compatible with the existing destinations. The next objective's aim is to first invite and engage pedestrians and secondarily accommodate motorists. The last objective is to make the Northwest Quadrant fun by creating a series of stunning and compelling images.

Mr. Hitchcock noted that the design criteria will set the standard by which the goal and objectives are met.

Ray Craig commented that bicyclist should be incorporated into the second objective because bicycles are part of the future. Mr. Craig feels that the Village has not done anything in the last 50 years to accommodate bicyclist. Mr. Hitchcock commented that he sees bicyclists under the pedestrian category but agreed that bicyclists should be stated in the second objective.

Mr. Hitchcock turned over the presentation to Jodi Mariano and Craig Farnsworth to introduce the 3 concept plans. Mr. Hitchcock prefaced the presentation by saying that the concept plans were in no particular order of preference or cost.

Ms. Mariano expects to derive a preferred concept plan based on the feedback and input from the concept plans presented this evening. Ms. Mariano expects the Task Force will meet again to review the 4th or preferred plan at that meeting before it is presented to the public. Ms. Mariano said these plans are preliminary and input and feedback are welcome.

Mr. Farnsworth commented that each concept plan was constructed with achieving the goals and objectives. Each concept plan has a different take on the goal and objectives and prioritizes the decisions differently.

Option A is an outgrowth of the discussion of having a strong north-south connector and letting that take priority over other decisions. Of the three concept plans, this concept is the closest to the existing conditions but it begins to reconcile conflicts and reprioritizes areas for pedestrians and bicyclists or different activities in different ways. Mr. Farnsworth noted that this is just a snapshot of what the quadrant could look like if we made certain decisions. Points to note in this concept plan:

- North-south access ties the site together from Deerfield Road up to Hazel Avenue. The idea being that pedestrians can get through the site in an easy manner.
- This plan accommodates motorists but doesn't give them priority.
- Vehicular access off of Deerfield Road on Peterson Avenue and behind commercial buildings.
- New intersection at Peterson Street and west portion of Jewett Park Drive.
- Landscape buffers shield the back of commercial buildings.
- Veteran's Memorial moved to municipal parking lot off of Deerfield Road.
- Alley between church and commercial building is closed off to vehicles and becomes a strong east-west access to the Metra Station.
- 90 degree parking in municipal lot.

- Area between Jewett Center and Church is reconfigured with better pedestrian walkway. Trade-off is a loss of parking in church west parking lot.
- Vehicular access is marked with special paving to denote a vehicular zone so that pedestrian areas and vehicle zones are clearly differentiated.
- Cantilevered pedestrian boardwalk designed for strollers, rollerblades and bicycles.
- Amphitheater and pavilion north of skate park.
- 2-Level Library parking garage; pedestrian tunnel leads out to amphitheater area of park. Upper Level of parking only accessible from Hazel Avenue. Lower level of parking garage is only accessible from the south.
- 90 degree parking on Park Avenue.
- Expanded and landscaped farmer's market parking lot.
- Park Avenue closed between Deerfield Road and Jewett Park Drive.
- Reconfigured and expanded Community Center Parking Lot
- Arrival plaza for commuters

Mr. Hitchcock commented that this plan acknowledges a theme that was repeated consistently throughout the discussions and that was that nothing needs to be contrived to attract people to the Northwest Quadrant. There are a lot of wonderful destinations already in the Northwest Quadrant, one of which being the spectacular view of the Jewett Park.

Mr. Dondanville commented that Park Avenue remains an important access point from the north into downtown Deerfield and the quadrant. Mr. Farnsworth added that two-way vehicular access is not impeded from the north in this plan. Mr. Dondanville added that putting perpendicular parking on Park Avenue along a park where children are playing is one of the worst things you can do by Highway Safety Standard and Traffic Engineering standpoint.

Mr. Tim Doran commented that the design issues are still being worked out but added that the way the objectives were interpreted from the beginning of this process was to facilitate and promote pedestrian movements within the quadrant and accommodate vehicles. Mr. Doran noted Option A and B support an interconnected, integrated vehicular movement but not at the expense of pedestrians. Option C, the campus concept becomes more evident because vehicle access is more compartmentalized but pedestrians can get anywhere in the quadrant. Mr. Doran stated that there are different impacts for each concept plan that requires cooperation but the church and the park district play a large role because of their property location and their traffic impacts in the quadrant.

Option B -Mrs. Mariano presented this concept plan.

- Placing Jewett Park Drive to the north of the Community Center. This would be a landscaped drive. Consultants understand that there would be topography and tree issues to overcome.
- Moving Jewett Park Drive north of the Community Center relocates the playground to the south of the building and as well as creating an east-west

pedestrian-only connection from the commercial building's alley to the train station.

- New segment of Jewett Park Drive becomes a landscaped boulevard.
- Landscaped pedestrian way south of the church.
- The other big difference is that Peterson Street is straight pedestrian-only access south of the Community Center and then turning into a well lit, well landscaped meandering path from the Community Center to Hazel Avenue.
- Reconfigured municipal parking lot allows for improved outdoor seating area behind commercial building.
- Reconfigured farmer's market parking lot.
- East side of AT&T building becomes a multi-purpose space with fabric tent structure and could be used for a stage, ice rink, etc.
- Plaza/water feature north of Community Center.

Option C - Mr. Farnsworth explained that this concept plan was not about vehicles driving through the site but rather creating a central place and working with the existing architecture.

Phase 1

- Vehicle access is downplayed on Peterson Avenue
- Strong east-west access
- Elevated boardwalk around the Community Center playground.
- Park Avenue is curvilinear.
- Elements pull you into a new park boulevard with sculptures in the park
- Environmental medians
- Entry sculpture on Deerfield Road and Peterson Street.

Phase 2 (Beyond the year 2020)

- Relocation of Jewett Park Community Center
- Large Amphitheater
- Relocated skate park
- Multi-level farmer's market parking lot.

Chairman Jester commented that he would like to garner the input of the Task Force and requested that each member briefly comment on three components or observations that they really liked and 1 or 2 components that were not favorable. As an example, Chairman Jester sees shortcomings with drop-off cueing.

Ms. Mariano suggested that Task Force members also write down these observations so that their concerns are not misinterpreted. Chairman Jester suggested a period of a few days following the meeting where Task Members would be allowed to comment on the concept plans by email to staff or the consultants.

Jan Caron can see huge obstacles that with Option B the Task Members should be aware of.

David Swanson commented on the lack of an east access to the proposed multi-deck parking structure. Mr. Swanson noted that in previous dealings with other communities designs for these types of structures require two access points for emergency vehicles.

Ms. Mariano commented that she would like to get specific issues that plague the designs. Chairman Jester reiterated that in-depth comments be sent by email to staff and or the consultants.

Mary Oppenheim commented:

- Option A –really nice arrival plaza across from the Metra station.
- On all options she would like to see what happens with trucks in the parking lots.
- Tunnel for 2-level parking lot at library is sharp, visually simulating, and makes the most of a view that has been non-existent.
- Likes a lot of the components of Option B but foresees issues with relocation of playground.
- Loves the realignment of Jewett Park Drive
- Loves the entry and pedestrian link to Metra station.
- Loves curvature of Park Avenue (Option C). The redesign of Park Avenue makes it more of a campus feeling with the unifying element of a meandering path that relates to the interior.
- Would like to see curvature of Park Avenue on Option B.
- Would like to see farmer’s market (marathon) parking lot in Option B done similar to the proposed curved municipal lot.
- Does not see the reasoning for adding so many parking spaces in Option A, B and Phase 2 of Option C. Does not think additional parking is needed.
- Phase 1 of Option C takes away too much parking spaces.

Jan Caron:

- Option A- loves north-south pedestrian access and boardwalk idea.
- Does not like Option B’s obstacle of putting Jewett Park Drive through the park. Does not envision any Park District Board ever approving this design.
- Relocating Community Center out of the park is a huge problem.
- Relocating playground south of Community Center is a problem because the building mechanicals and garage entrance are located on the south side of the building. Mrs. Caron does not see the Park District Board ever approving this playground relocation. Does not see a lot of positives with Option B.
- Option C – likes the curved Park Avenue
- Really like the expanded playground.
- Nursery school is located on the east side of the Community Center building and therefore drop-off on the east side of the building maximizes child safety. In all plans having drop-off on the west side of the building is not favorable to the nursery school program.

Ray Craig

- Option A – likes the boardwalk, wonders if there should be an additional curb cut on Deerfield Road.
- Option B- Understands the Park District's objections but likes Jewett Park Drive going through the park and the design of this option.
- Like the curvilinear Park Avenue and presumes that there would be an adequate sidewalk along Park Avenue in all options.
- Option B – likes pedestrian thru way.
- From a Church's perspective, there are concerns with eliminating portions of the west parking lot. This is the only lot that the church really owns. The church uses the municipal lot but to give up the west parking lot would be hard to do.
- General comment in all plans, parking is being taken away from the eastern part of the quadrant and being added to the commuter lots. There is not a need for additional parking in the commuter lots. This is not a functional trade-off because there are separate entities using the parking.

Joy Fiorini sees the plans as transformational and can see the reasoning behind the concepts.

- Agrees with Mr. Craig that it is always nice to have parking where it is needed.
- Would like something more intuitive for motorist coming off of Deerfield Road and trying to access the proposed Peterson Street.
- Sees the work that has gone into making Robert York Road more intuitive for motorist and would like to see the same for the proposed Peterson Street.

Mary Pergander commented that there is a lot to digest in the options since this is the first time they have been presented. From the beginning there has been a concern on getting parents and their children safely from the park building and church to the library on a safe sidewalk. Although this issue may be addressed, Ms. Pergander struggles to see this issue clearly dealt with in each of the options.

- Recognizes a lot of positives for each option.
- Where does the snow go without hitting the trees?
- How do these plans get maintained during the winter months?
- (Mary Courtney) Safety issues concerning the tunnel (proposed 2-level library parking structure). This component does not seem practical.
- (Mary Courtney) There is a lot to digest and right now it is hard to comment on all of the radical changes.

John Coughenour

- Likes Option B & C
- More favorable to Option B because it relocates the Veteran's Memorial off of Park Avenue and way from the traffic and train noise.
- Veteran's Memorial more visible in Option B.

Larry Dondenville

- Likes Option B. This is similar to a plan that was proposed before the Community Center was built.
- Likes that Peterson Street is a pedestrian only street and does not create a vehicular intersection at the Walgreen's entrance across Deerfield Road.
- Biggest concern is the reconfigured parking on Park Avenue.

Dan Shapiro appreciated the hard work and remarkable job by the consultants with each plan offering different benefits.

- Likes Option B.
- Would like to take elements of Option A & C and place them in Option B.
- Likes winding Park Avenue.
- Relocating Veteran's Memorial to the north and use old Veteran's Memorial space as expanded park space.
- Likes the special paving.
- Likes cantilevered promenade/boardwalk in Option A.
- No preference on 2-level parking but share concern of the safety issues with the tunnel.

Don Anderson incorporated comments relative to all option plans.

- Excellent north-south pedestrian access; particularly the curved path in Option B. The curved path removes pedestrians from parking lots and roadway.
- Peterson Street is a positive in terms of the flow of traffic that needs to access the eastern portion of the quadrant.
- Curved Park Avenue is a positive from a safety standpoint.
- From fiscal sustainability perspective, Option A is the most fiscally sustainable.
- Lack of parking on the east portion is an issue regardless of how much parking is added to the western portion of the quadrant. Also concerned about the necessity of parking needs for employees that work on the east side of the quadrant that will have to park in the west parking areas.
- In response to the 10 objectives, Mr. Anderson questions the utility and value feasibility of a stages, ice rinks, splash pad etc.
- Question if the east-west pedestrian access will be utilized. There are a lot of sacrifices that will go into this east-west access and Mr. Anderson does not think the path will be utilized.

Barbara Little looks forward to writing up her comments in depth. Her observations thus far:

- Option B – north-south pedestrian way does not seem as direct as pedestrian way in Option A. Also does not have the same level of visual openness.
- Access point behind the retail stores has to be right-in, right out.
- Be sure to maintain the pedestrian connectivity between Village Hall/Police Station and the Metra Station.
- Doesn't have a preferred option but likes different feature of each option plan.

Rick Julison

Likes strong north-south connection and boardwalk and pavilion in Option A.

Likes the plaza effect south of the community center.

Does not like north pedestrian connector through the park in Option B. Not a direct path for how people will use it.

Objection to Option B – Relocating Jewett Park Drive and separating the Community Center from the park.

Option C – love expanded boardwalk around the play ground and the reconfigured Park Avenue.

Jean Spagnoli

- Likes Option B. The relocation of Jewett Park Drive creates a very pedestrian friendly environment south of the Community Center for a variety of activities.
- Curvilinear Park Avenue works with park interior.
- Option C- like direct pedestrian path to the library. Direct path is necessary.
- Like arrival plaza and creating an area for the Metra Station because an area is needed for pick-up and drop-off.
- Bus stop needs to be larger.

Jeff Ryckaert

- Option B -Likes layout, and not having Peterson Street open to vehicular traffic on Deerfield Road.
- Option B- Likes the location of Veteran’s Memorial in a pedestrian friendly area without vehicles that is created on this plan with the extension of Jewett Park Drive north of the Community Center.
- East-west pedestrian access is a good idea and can be extended.
- Boardwalk is a good idea.
- Favors curvilinear Park Avenue.

Larry Dondanville commented that on all of the schemes trucks will have to go by the church drop-off area and feels that this will be a problem. Chairman Jester noted that the traffic study concluded that very few trucks come into the municipal lot and there was not a lot of interface between trucks and the drop-off area. A comment was made that the trucks come into the municipal lot at a different time of the day compared drop-off peak hours for the church nursery school.

Chairman Jester asked the Task Force if there was anything new that has not already been mentioned.

Jan Caron noted the absence of restrooms near the large amphitheater in Phase 2 of Option C.

Chairman Jested commented that in Option C:

- Multi-level parking does not sit right with him.
- Like curved Park Avenue

- If there were a reason for the Community Center to be relocated in the future, a lot of things become possible.
- Does not have an inclination to build a large amphitheater.
- Likes the bending of Robert York Avenue.
- Too many parking spaces lost in municipal parking lot

The pedestrian access, be it the boardwalk (Option A) or mall like path (Option B) will work in all options. Chairman Jester recognizes the Park District's concern with Option B and does agree with the Mrs. Caron that the utility access to the south side of the Community Center needs to be addressed in Option B. However if all of that area plus the area north of the AT & T building become park space then this could alleviate this obstacle.

Chairman Jester noted the interest in Option B as well as the curvilinear Park Avenue and boardwalk concept. He also noted the outdoor park like concept behind the commercial buildings in Option B could work in Option A and C.

Chairman Jester again welcomed any new comments on the designs or the planning process going forward. A decision was made to have comments and emails on the plans be sent to staff and will be forwarded to the consulting team. Ms. Mariano commented that upon receiving comments that they would write up the comments and have them reviewed by the Task Force members so that nothing was miscommunicated. Chairman Jester noted that all comments should be received by Friday, October 26th.

Mr. Dondanville commented that Park Avenue should be 67-70 feet from curb to curb.

Mr. Doran wanted to be respectful to the Park District's concerns regarding Option B and stated that the biggest impediment to circulation for pedestrian traffic and safety is the Park District drop-off area on the east side of the building. Mr. Doran stated that this drop-off is the worst situation in the quadrant. Mr. Doran also observed that there were no comments on the closing of Park Avenue from Deerfield Road and presumes that this closure is okay with the Task Force. Mr. Dondanville commented that the Robert York Drive should be redesigned so that motorists know that they are entering a parking lot and not a road. Chairman Jester noted that this implies the design of Robert York Drive as illustrated in Option C. Mrs. Little noted that Park Avenue served as an area for trucks not realizing the height restriction of the viaduct or a place for trucks to back out of the viaduct.

Chairman Jester reiterated that comments and any input should be communicated to Jeff Ryckaert or Jean Spagnoli by Friday, October 26th. A discussion arose as to who would make the decisions as to the outcome of a preferred plan. Mr. Hitchcock noted that the scope of work included a collaboration to formulate three proposals for public input. Chairman Jester reminded the Task Force that everything up to this point is a public record. Chairman Jester would like to see the favorable components of the designs incorporated into one plan.

The next steps in the process moving forward will be discussed with staff and the consulting team and communicated to the Task Force. Chairman Jester noted that the intent is to present to the public a preferred plan which would be comprised of components of all of the Option plans. The Option plans would be used as background material for the preferred plan. Mr. Dondanville wanted to make sure the Preferred Plan addresses all transportation capacity and safety issues. Mr. Dondanville does not want anything presented to the public that doesn't work. A comment was made that anything presented to the public will be defensible and supported.

Chairman Jester will discuss with staff and the consulting team how the preferred plan will be communicated and reviewed by the Task Force.

Mrs. Oppenheim is excited by the presented options and noted that each option had something that was not thought of before and each option had something that was thoughtful, creative, and appealing in some way. Mrs. Oppenheim is appreciative of the hard work that has gone into the designs.

A motion was made and seconded to approve the minutes from the October 3, 2012 meeting.

There being no further business the meeting was adjourned.

Respectfully Submitted;
Daniel Nakahara

05 November 2012 (notes from October 23, 2012 meeting)



Deerfield Northwest Quadrant Master Plan
Design Workshop #2 Memorandum

Meeting Attendees:

Northwest Quadrant Unified Task Force

Tom Jester, Chairman, Village of Deerfield Board of Trustees
Mary Oppenheim, Village of Deerfield Board of Trustees
Jan Carron, Deerfield Park District, Park Board
Rick Julison, Deerfield Park District, Executive Director
Mary Pergander, Deerfield Library, Library Director
Mary Courtney, Deerfield Library, Library Board
Ray Craig, First Presbyterian Church, Member
Don Anderson, Village of Deerfield, Sustainability Commission
Joy Fiorini, Commercial Property Owner, 810-816 Waukegan Road
Larry Dondanville, At-Large Community Member
Dan Shapiro, Village of Deerfield, Plan Commission
John Coughenour, American Legion
Jeff Ryckaert, Village of Deerfield, Principal Planner
Jean Spagnoli, Village of Deerfield, Planner

Also Present

Dave Swanson, AT&T
Barbara Little, Village of Deerfield, Public Works

Consultant Team

Jodi Mariano, Teska Associates (Teska)
Rick Hitchcock, Hitchcock Design Group (HDG)
Craig Farnsworth, Hitchcock Design Group (HDG)
Tim Doron, Gewalt Hamilton Associates (GHA)
Amanda Larson, Gewalt Hamilton Associates (GHA)

Meeting Location: Village Hall

Meeting date / time: Wednesday October 23rd, 7:00 pm

Introduction:

The purpose of Design Workshop #2 was to present and discuss three (3) alternative concept plans and solicit Task Force input which will provide direction for the Preferred Concept Plan.

Meeting Agenda:

1. The Consultant Team presented the NWQ Master Plan Goals, Objectives and Design Criteria. These Goals were drafted to reflect the Task Force's inputs to date. The Goals were referenced in the preparation of the 3 Alternative Concept Plans.
2. The Consultant Team presented 3 Alternative Concept Plans. Each Concept Plan was supported by Section Drawings to further describe the Concepts.
3. The Task Force provided input on the Concept Plans and the Consultant Team recorded comments.
4. The Task Force was invited to submit additional comments via email after the meeting. A summary of those comments follow and are attached to this memo.

Presentation Materials:

The following materials were presented at the meeting and are attached to this memo:

- a. Goals, Objectives and Design Criteria
- b. Concept A – Plan and Sections
- c. Concept B – Plan and Sections
- d. Concepts C1 – C2 – Plans and Sections

TASK FORCE COMMENTS NOTATED DURING THE MEETING:

GOALS AND OBJECTIVES STATEMENT

1. Incorporate bicyclists to Objective #2

SPEAKER	CONCEPT #	+ / -	COMMENT
Mary Oppenheim	A	+	Tunnel
	A	+	arrival plaza at Metra
	B	+	realigned Jewett Park Dr; ped link to Metra
	B		would like to see the curved path applied to this option
	C	+	meandering path
	C	+	Park Ave realignment
	C	-	we do not need to add 220 parking spaces
	All	-	how do we handle truck traffic?
	All	-	we do not need to add parking overall
Jan Carron	A	+	north-south pedestrian access
	B	-	no road thru the park
	B	-	playground conflict with utils; playground needs to be near ball fields
	B	-	do not take the Community Center out of the park
	C	+	curved Park Ave
	C	+	expanded playground
	C	-	Drop off on west side only doesn't work; need upper level drop off
Ray Craig	A	+	boardwalk
	B	+	road thru park; pedestrian thru-way between Deerfield & York Ave
	All	-	displacing parking from east to west is not a trade off
Joy Fiorini	All	-	needs better vehicular access from Deerfield Rd to Municipal Lot
Mary Pergander	All		need safe pedestrian connections between buildings and church
	All		Need to consider snow plowing/maintenance
	A	-	tunnel is not perceived to be safe
	A	-	2 level parking is radical
	C.2	-	needs a bathroom
	All		all pathways need to be wide enough to accommodate stroller use
John Coughenour	B/C	+	both favorable locations for Vets Memorial

Larry Dondanville	B	+	similar concept was proposed previously
	All	-	Park Avenue conflict with ball fields; truck traffic near church
Dan Shapiro	B	+	preferred with elements of A&C added
	C	+	winding Park Ave
	C	+	Vets Memorial location
	A	+	promenade
Don Anderson	B	+	curvilinear path thru park
	C	+	curvilinear Park Ave
	A	+	most cost effective
	A	-	lack of parking at eastern sections
	B	-	east west pedestrian path – is this useful?
Barbara Little	B	-	north south walk is not as direct as the boardwalk
	All		right in/right out is needed at retail
	All		keep pedestrian connectivity between Metra and Village Hall
Rick Julison	A	+	Boardwalk/pavilion
	B	+	pedestrian access only at Peterson
	B	-	north-south pedestrian connection
	B	-	roadway thru park
	C	+	expanded boardwalk
	C	+	reconfigured Park Ave
Jean Spagnoli	B	+	safe haven for pedestrians at south
	C	+	curvilinear park
	C	+	direct line up to Library
	A	+	arrival plaza at Metra
	A	-	needs to enlarge the bus stop area
Jeff Ryckaert	B	+	no roadway access at Peterson
	B	+	Vets Memorial location
	B	+	east-west pedestrian access
	A	+	boardwalk
	C	+	curvilinear Park Avenue

Tom Jester	C2	-	multi level Parking
	C2	+	Park Avenue realignment
	C2	-	amphitheater
	C2	+	bend in Robert York
	C2	-	not enough municipal parking
	A	+	Boardwalk
	B	+	Pedestrian Promenade
	B	-	utility conflicts at south of Community Center needs to be addressed
	C	+	Park Avenue
	B	+	West side of retail to be plaza space

TASK FORCE COMMENTS RECEIVED VIA EMAIL 10/26/2012, ORGANIZED BY SUBAREA:

VILLAGE HALL / LIBRARY AREA

PROPOSED TREATMENT (CONCEPT)	+ \ -	COMMENTS	NUMBER OF VOTES FOR PROPOSED TREATMENT
Loss of parking spaces for landscape/ped amenities (A,B,C)	-	Replacing east parking loss with west parking gain is not considered a trade off	7
Loss of parking spaces for landscape/ped amenities (A,B,C)	+	Incorporating more green space is necessary	2
Library Parking Deck & Tunnel (A)	-		5
Library Parking Deck & Tunnel (A)	+	Curtain wall / access ramp suggestion (B Little)	2

NORTH – SOUTH PEDESTRIAN CONNECTION / BOARDWALK / OVERLOOK / PAVILION

PROPOSED TREATMENT (CONCEPT)	+ \ -	COMMENTS	NUMBER OF VOTES FOR PROPOSED TREATMENT
Boardwalk (A)	+	Consider maintenance free alternative to wood material	9
Stage and Pavilion(A)	+		4
North south pedestrian connection thru park (B)	-	Creates challenging access at Library; need to accommodate strollers / accessible paths between Jewett Park and Library; steps are barriers	6
Landscaped entry sculpture & promenade (C)	+	attractive	6
Landscaped entry sculpture & promenade (C)	-	excessive	3

CHURCH / MUNICIPAL (LINDEMANN) LOT / COMMERCIAL PROPERTY / VETS MEMORIAL

PROPOSED TREATMENT (CONCEPT)	+ \ -	COMMENTS	NUMBER OF VOTES FOR PROPOSED TREATMENT
Reorganized parking lot, including RI/RO access (A,B,C)	+		5
Rear commercial property treatments / screening (B)	+	Screening and walkways are desirable; Outdoor dining at rear of retail is undesirable	9
Close east-west alley access to vehicles at IL 43 (A,B,C)	+		1
Drop off areas at Church entrances (A,B,C)	+	Allow room for bypass lane; consider canopy and awnings for weather protection	4
Vets memorial at Deerfield Rd (A)	+		2
Vets memorial between Park District & ATT (B)	+		1
Vets memorial in Jewett Park (C)	+		3

JEWETT PARK DR / ROBERT YORK DR / AT&T / PARK DISTRICT / PLAYGROUND / SKATE PARK

PROPOSED TREATMENT (CONCEPT)	+ \ -	COMMENTS	NUMBER OF VOTES FOR PROPOSED TREATMENT
Realigned Jewett Park Drive at SE corner of Park District (A)	+		4
Jewett Park Drive extension along north side of Park District building (B)	-	Conflict with mature trees; creates unwanted separation between Park District building and Park; displaces playground	4
Jewett Park Drive extension along north side of Park District building (B)	+		8
Close Jewett Park Drive between AT&T and Park District (B, C)	+	Improves east west pedestrian connection	11
Close Jewett Park Drive between AT&T and Park District (B, C)	-	Removing this vehicular access creates other traffic challenges throughout NWQ	3
Reorganized parking and drop off at Park District (A,B,C)	+	Rather than alignment with Robert York Ave, relocate entry drive towards west for additional drop-off stacking space	9

JEWETT PARK DR / ROBERT YORK DR / AT&T / PARK DISTRICT / PLAYGROUND / SKATE PARK (CONT.)

Relocated playground (B)	-	Playground should be nearby to ball fields; Consider relocating playground to west side of building	4
Relocated access drive at AT&T building (B)	+		1
Water feature / splash pad (B)	+		1
Water feature / splash pad (B)	-		1
Relocated skate park (C)	-	Relocation is problematic; must maintain proximity to police station; undesirable location near residential;	1
Landscaped pond feature (C)	-		1
Realignment of Robert York Drive (C)	+		2
Community Center Relocation (C)	-	Proximity to residential is undesirable; Park District Building removed from Jewett Park is undesirable	2
Community Center Relocation (C)	+	Add a tot lot	2
Tree canopy walk / amphitheater/ expanded playground (C)	+		6
Tree canopy walk / amphitheater/ expanded playground (C)	-	Amphitheater is seasonal / unnecessary, but could be a smaller version	3
Stage / ice rink (B)	+		1
Stage / ice rink (B)	-		2

PETERSON STREET ACCESS

PROPOSED TREATMENT (CONCEPT)	+ \ -	COMMENTS	NUMBER OF VOTES FOR PROPOSED TREATMENT
L-Shaped access treatment reinforcing Peterson and Jewett Park Drive (A)	+		1
Open to vehicular traffic (A, C)	-	Concerns that vehicular access would create a shortcut through the NWQ	2
Open to pedestrians only (B)	+		9

PARK AVE / COMMUTER (MARATHON) LOT / METRA

PROPOSED TREATMENT (CONCEPT)	+ \ -	COMMENTS	NUMBER OF VOTES FOR PROPOSED TREATMENT
Commuter parking structure (C)	-	Additional spaces unnecessary	2
Commuter parking structure (C)	+	Allow pedestrian access directly to platform	1
Closure of south leg of Park Avenue (A,B,C)	-	Limits access into NWQ from westbound Deerfield Rd; limits truck access; limits bus stacking (3 at a time in the mornings)	4
Closure of south leg of Park Avenue (A,B,C)	+		4
Reorganized commuter parking	+	Consider diagonal arrangement with back in spaces to promote pedestrian flow towards the northeast	3
Drop off plaza (A, C)	+		6
Reorganized Park Avenue parking (A,B,C)	-	Exposes cars to foul balls; creates an unattractive view to park from train (over fronts of cars)	-
Reorganized Park Avenue parking (A,B,C)	+	Curvilinear layout promotes traffic calming; bumpouts aligned with platform access promotes connectivity across Park Ave	11
Bus stop (A)	+		1
Bus stop (B)	+		1
Bus stop (C)	+		1

Enclosures:

*Presentation Materials: Goals, Objectives and Design Criteria; Alternative Concept Plans and Sections A – C.
Task Force comments received via email*

DEERFIELD NORTHWEST QUADRANT

DESIGN WORKSHOP #2

23 October 2012



GOALS, OBJECTIVES AND DESIGN CRITERIA

Goal:

By 2020, transform the NWQ into the cultural centerpiece of Deerfield.

Objectives:

1. Maintain the cluster of related civic assets/destinations. Incorporate compelling, new and compatible destinations and features (such as a civic plaza for everyday and special events).
2. Invite and engage pedestrians, accommodate motorists.
3. Create a series of visually stunning experiences.

Design criteria:

1. Conveniently walkable
2. Barrier-free connectivity
3. Extremely attractive
4. Reliably safe
5. Environmentally friendly
6. Fiscally responsible/phased
7. Respectful and neighborly
8. Reasonably maintained
9. Reliably durable
10. Fully integrated between uses



Option A
Northwest Quadrant Schematic Design Plan

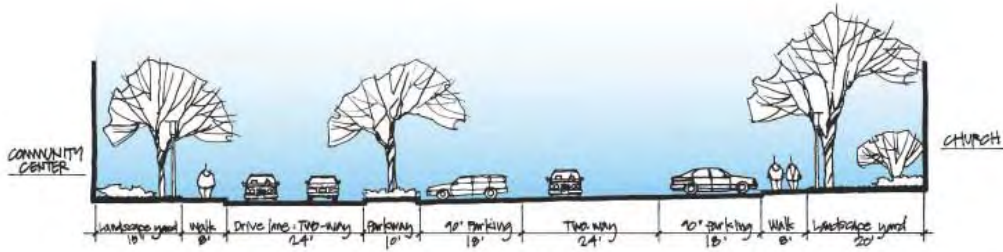
Village of Deerfield, Illinois
 October 23, 2012

DRAFT - FOR REVIEW ONLY

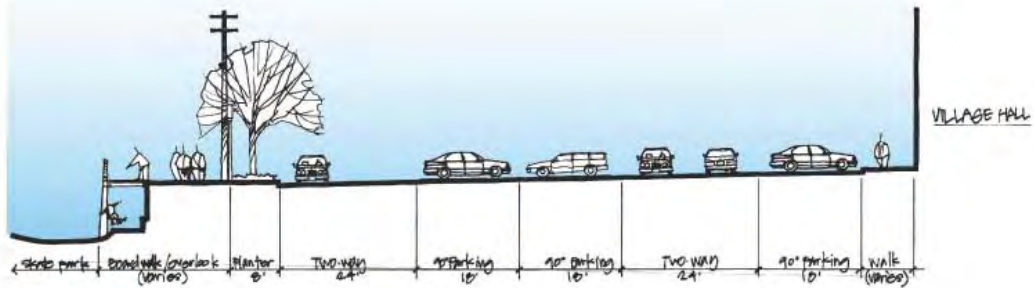




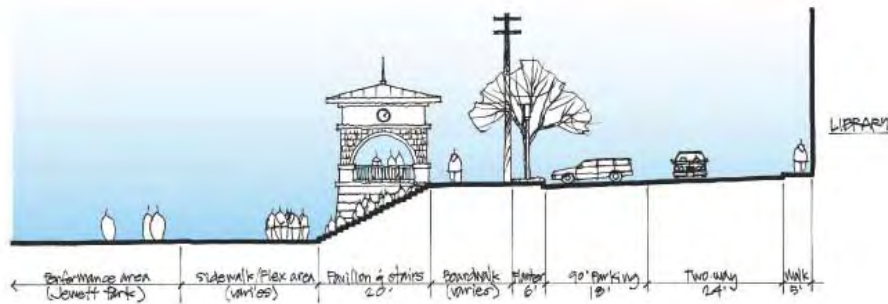
Section A.1



Section A.2



Section A.3



Section A.4



Option A

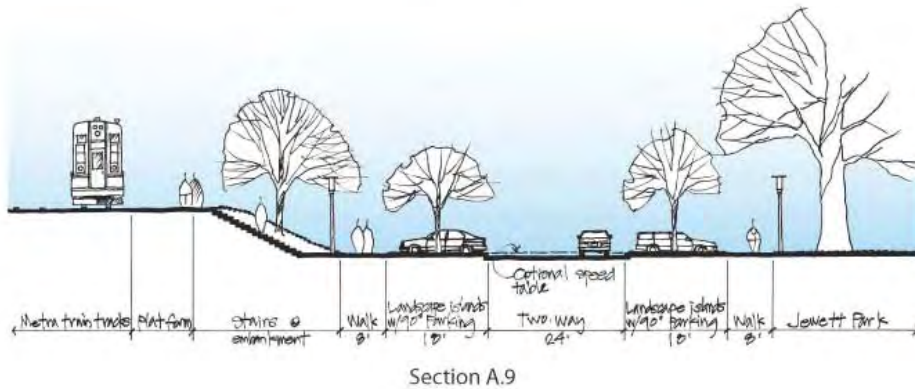
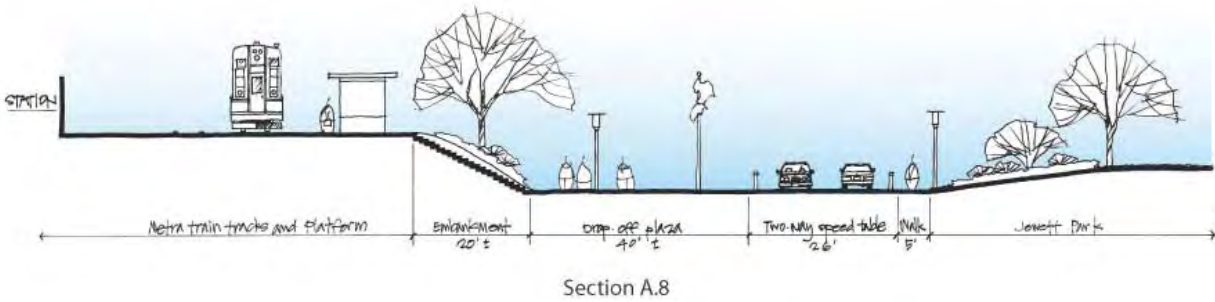
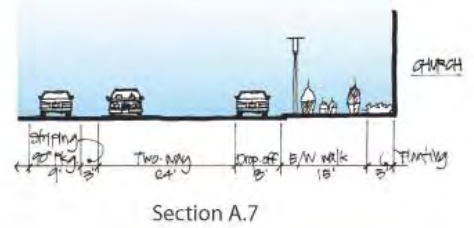
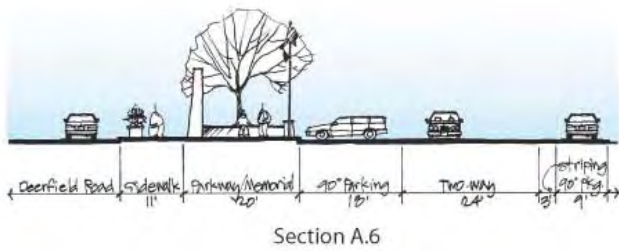
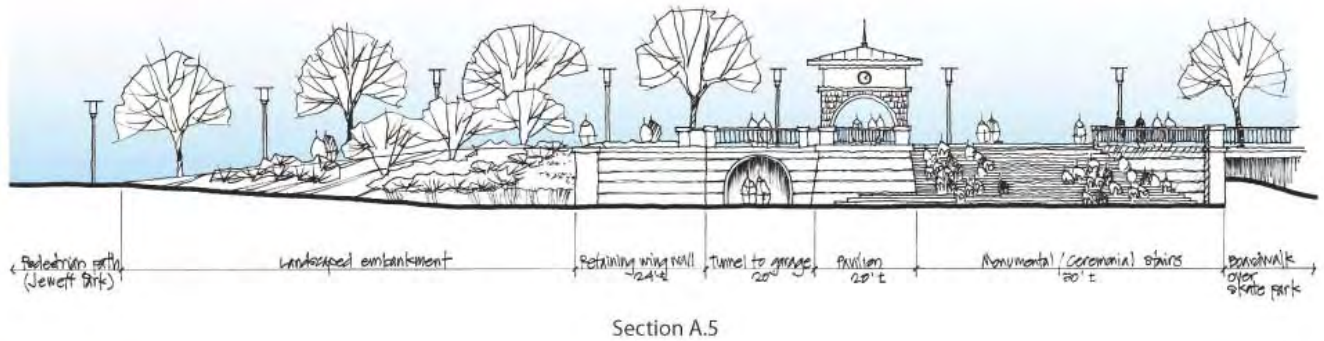
Northwest Quadrant Schematic Design Cross Sections

Village of Deerfield, Illinois

October 23, 2012

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Option A

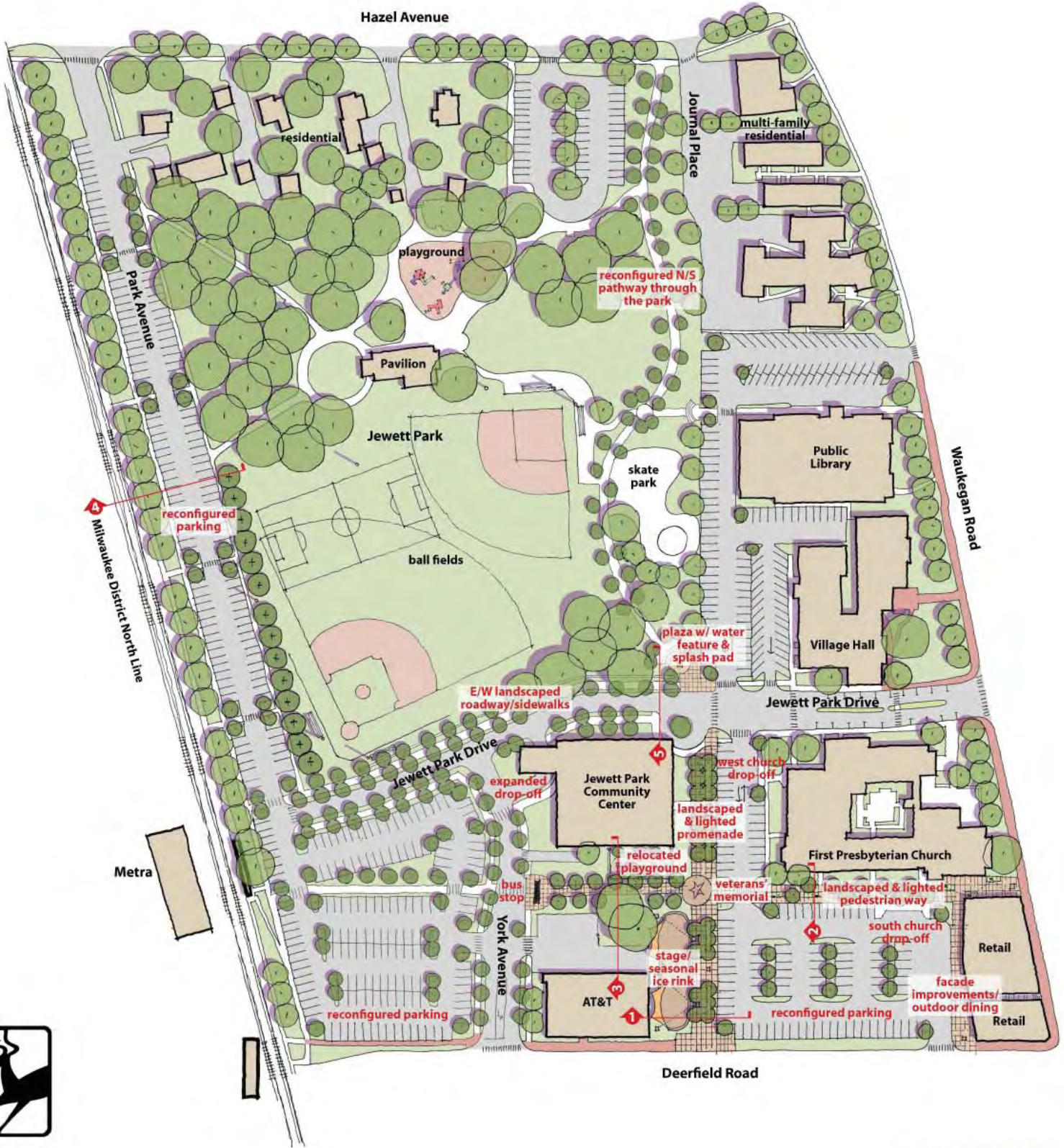
Northwest Quadrant Schematic Design Cross Sections

Village of Deerfield, Illinois
October 23, 2012

DRAFT - FOR REVIEW ONLY



Parking Lot	Existing Spaces	Option A	
		Spaces	Difference
Lot A - Library Lot	65	92	27
Lot B - Village Lot	90	78	-12
Lot C - Church Lot	41	29	-12
Lot D - Municipal Lot ⁽²⁾	116	103	-13
Lot E - Robert York Parking	14	14	0
Lot F - Commuter Lot (marathon)	84	102	18
Lot G - Park District Lot	30	34	4
Lot H - Park Ave Permit	31	64	33
Lot I - Park Ave Daily Fee	73	85	12
Lot J - Hazel Ave Lot	49	56	7
Total:	593	657	64

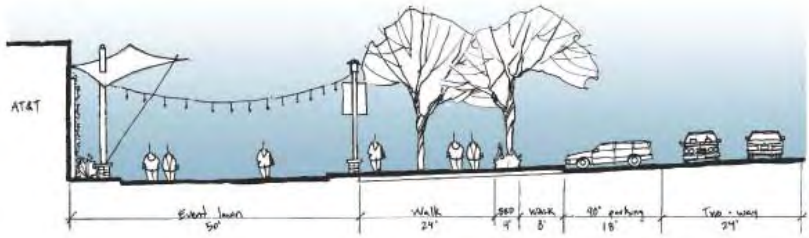


Option B
Northwest Quadrant Schematic Design Plan

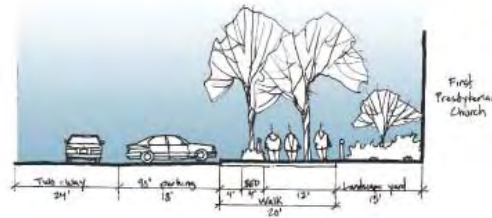
Village of Deerfield, Illinois
 October 23, 2012

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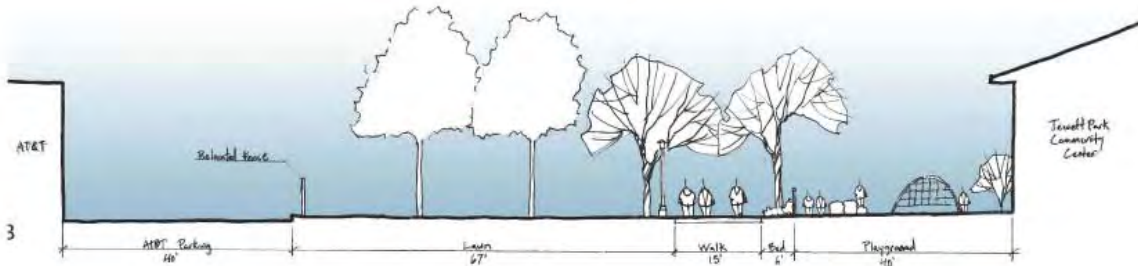




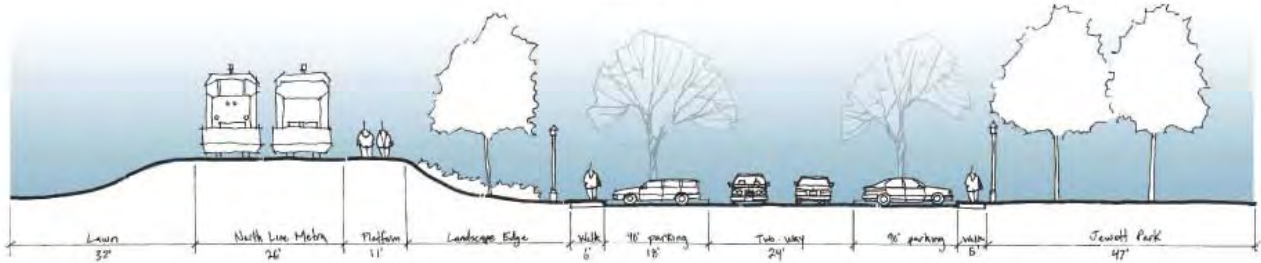
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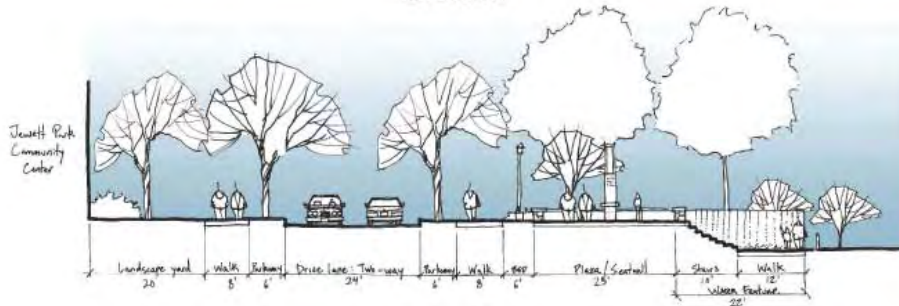
Section B.2



Section B.3



Section B.4



Section B.5



Option B

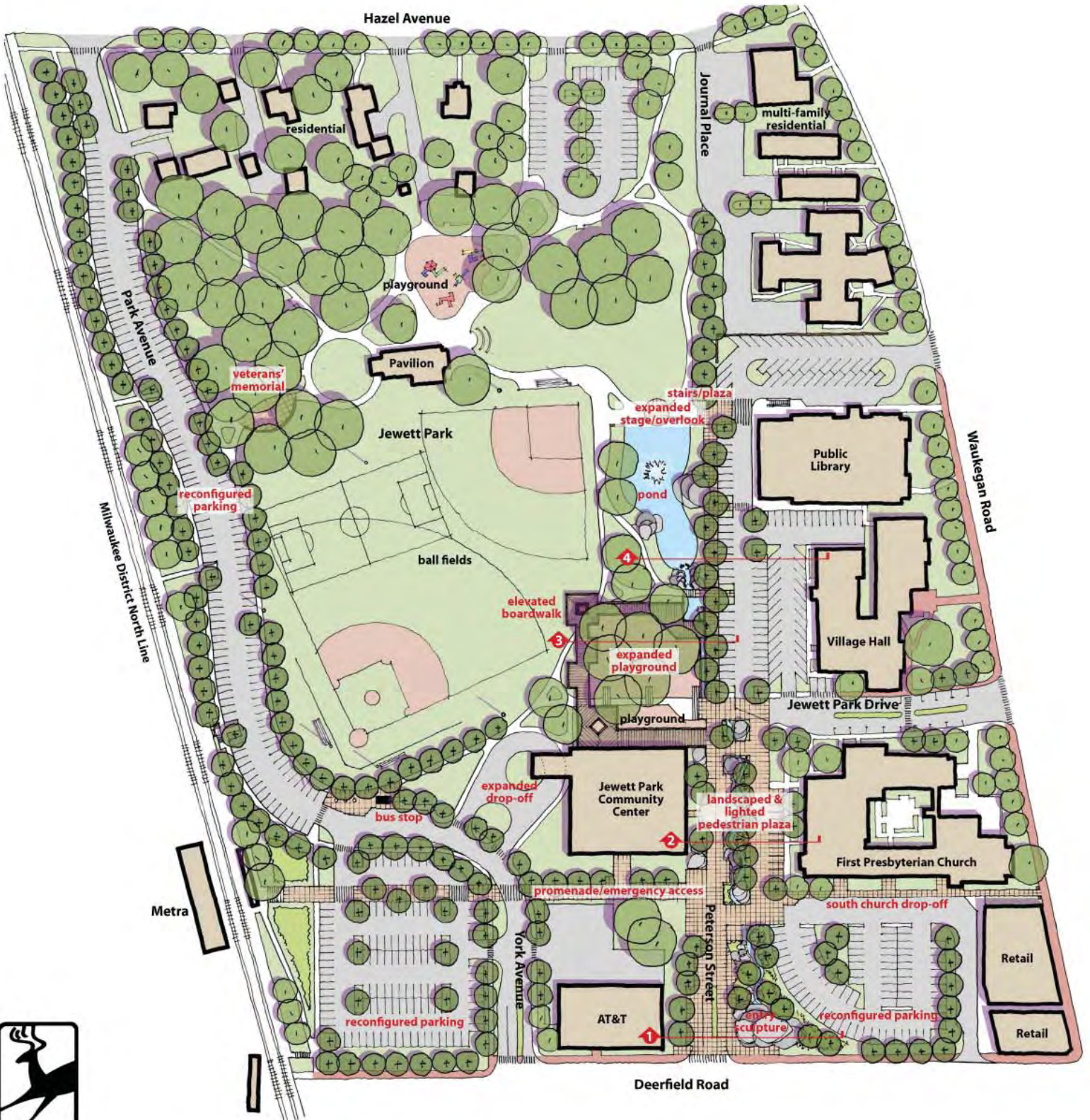
Northwest Quadrant Schematic Design Cross Sections

Village of Deerfield, Illinois
October 23, 2012

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Parking Lot	Existing Spaces	Option B	
		Spaces	Difference
Lot A - Library Lot	65	75	10
Lot B - Village Lot	90	81	-9
Lot C - Church Lot	41	28	-13
Lot D - Municipal Lot ⁽²⁾	116	85	-31
Lot E - Robert York Parking	14	0	-14
Lot F - Commuter Lot (marathon)	84	163	79
Lot G - Park District Lot	30	0	-30
Lot H - Park Ave Permit	31	57	26
Lot I - Park Ave Daily Fee	73	105	32
Lot J - Hazel Ave Lot	49	49	0
Total:	593	643	50

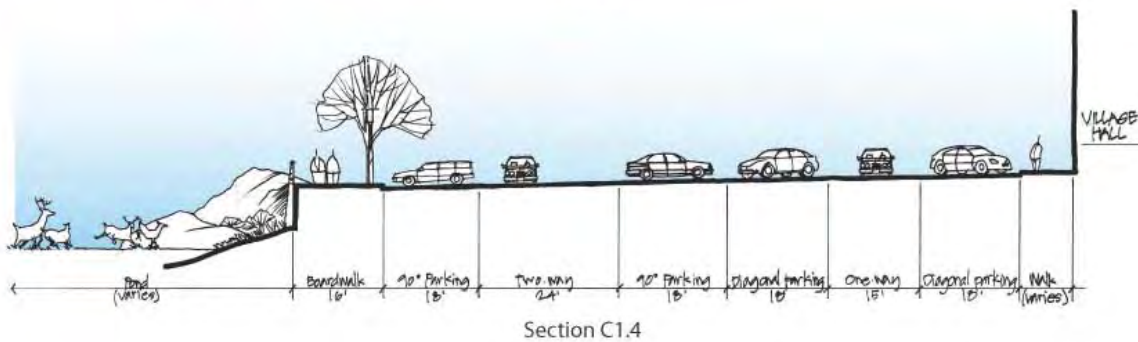
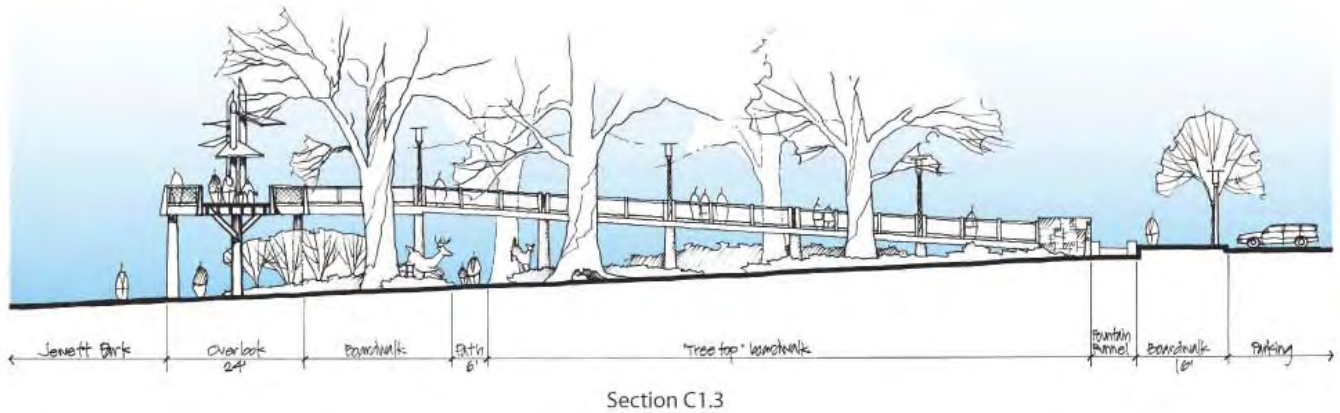
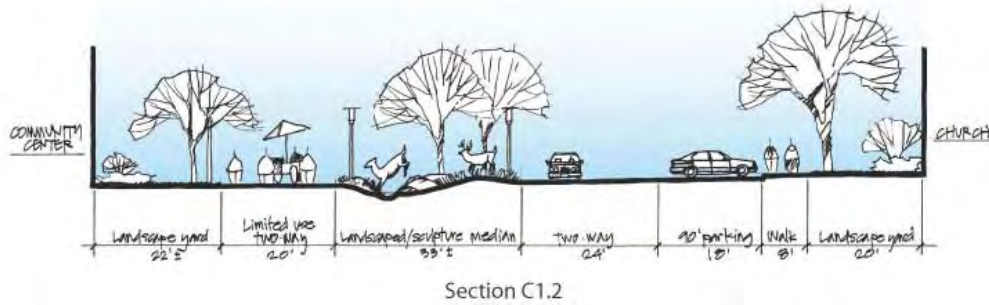
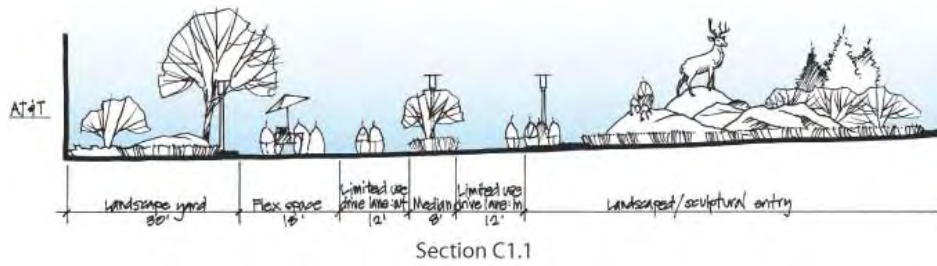


Option C Phase 1
Northwest Quadrant Schematic Design Plan

Village of Deerfield, Illinois
 October 23, 2012

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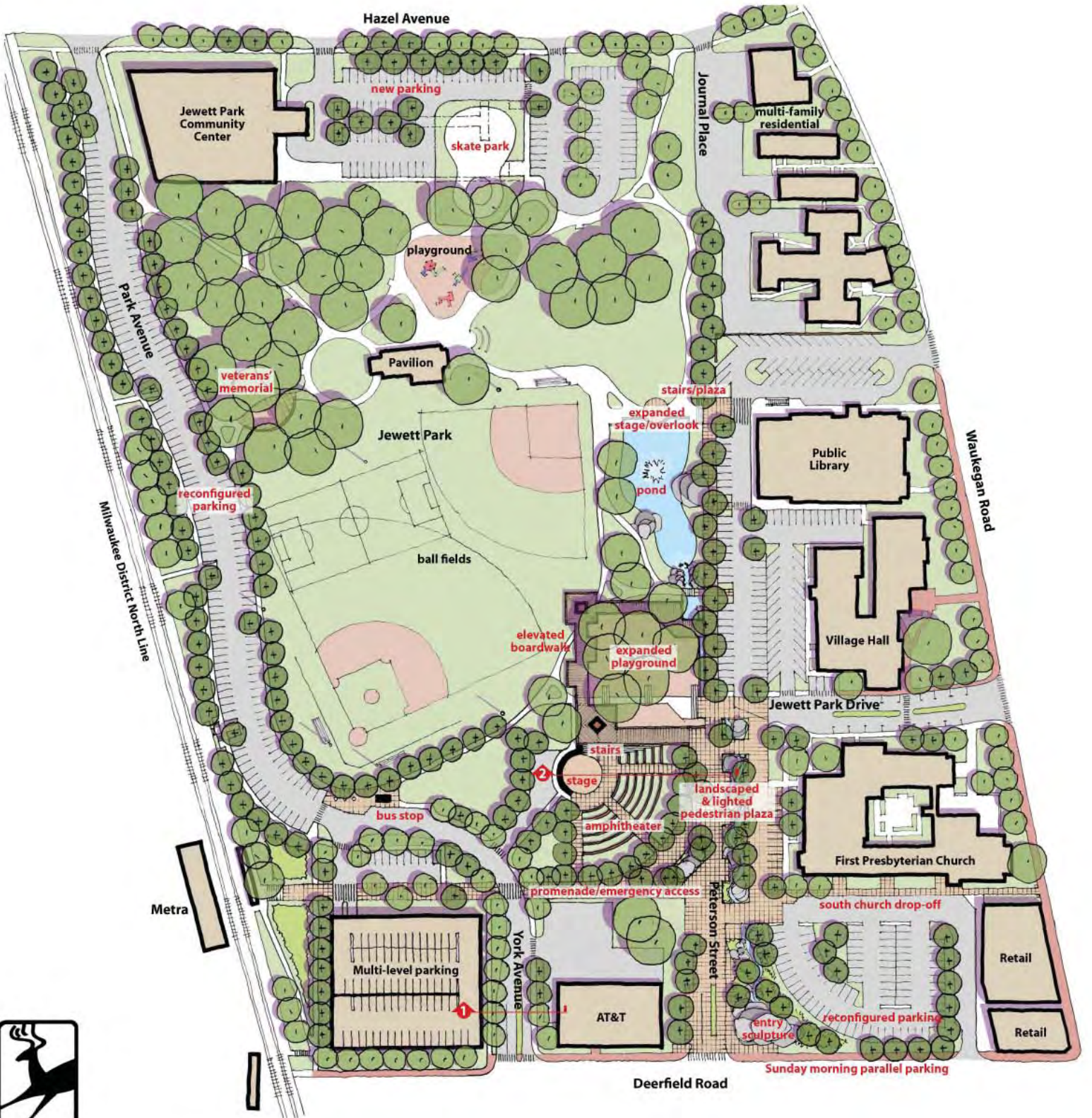
Option C: Phase 1

Northwest Quadrant Schematic Design Cross Sections

Village of Deerfield, Illinois
October 23, 2012

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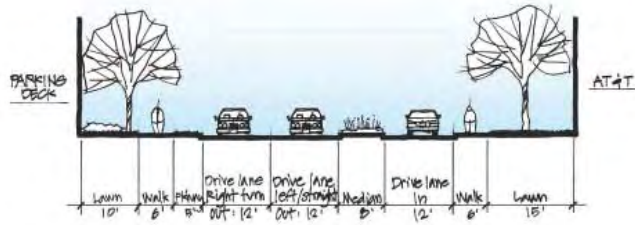


Option C Phase 2
Northwest Quadrant Schematic Design Plan

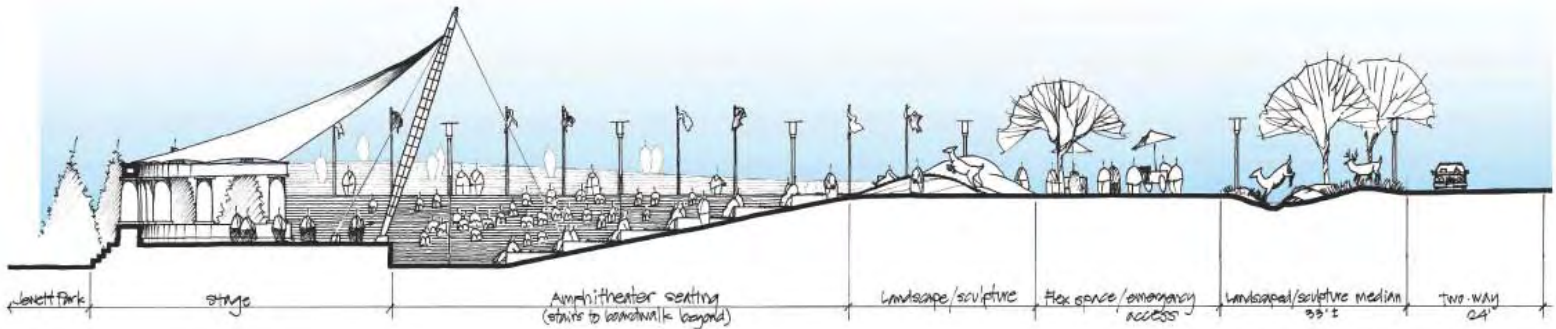
Village of Deerfield, Illinois
 October 23, 2012

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Section C2.1



Section C2.2



Option C: Phase 2

Northwest Quadrant Schematic Design Cross Sections

Village of Deerfield, Illinois

October 23, 2012

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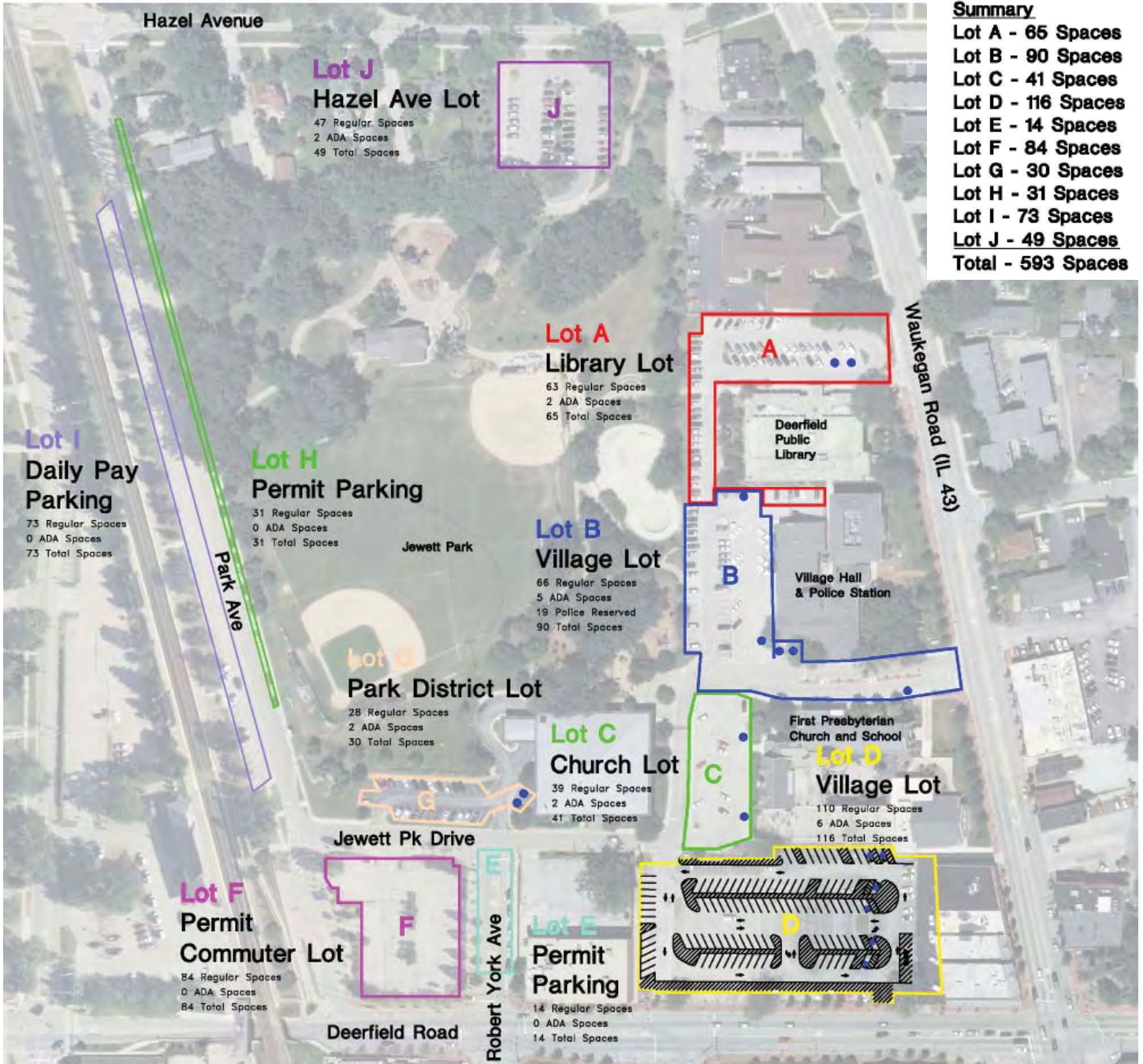
Parking Lot	Existing Spaces	Option C		Option C - Phase 2	
		Spaces	Difference	Spaces	Difference
Lot A - Library Lot	65	59	-6	59	-6
Lot B - Village Lot	90	82	-8	82	-8
Lot C - Church Lot	41	13	-28	13	-28
Lot D - Municipal Lot ⁽²⁾	116	81	-35	81	-35
Lot E - Robert York Parking	14	0	-14	0	-14
Lot F - Commuter Lot (marathon)	84	121	37	304	220
Lot G - Park District Lot	30	0	-30	10	-20
Lot H - Park Ave Permit	31	74	43	74	43
Lot I - Park Ave Daily Fee	73	90	17	90	17
Lot J - Hazel Ave Lot	49	56	7	106	57
Total:	593	576	-17	819	226

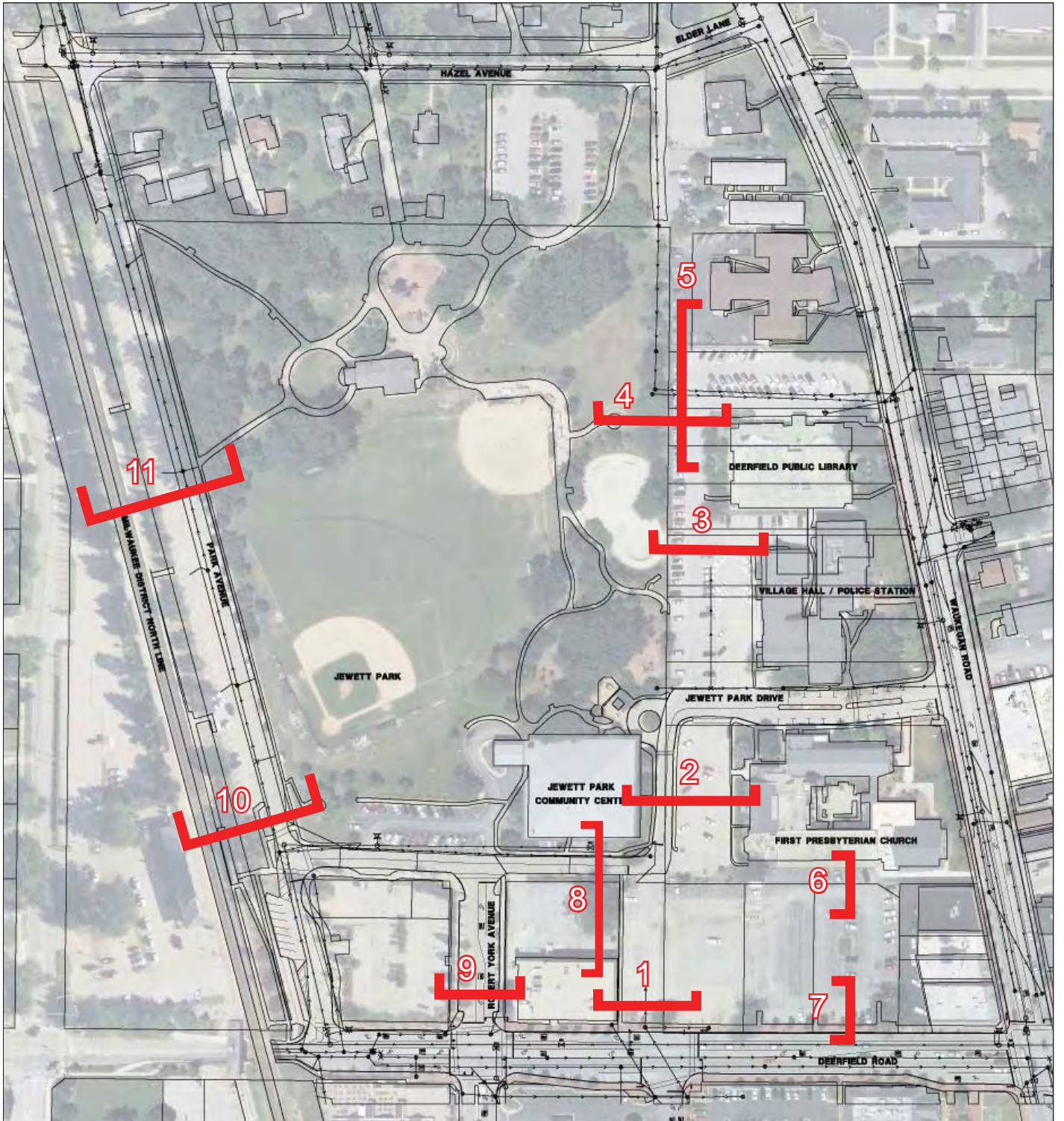
**Parking Analysis
Deerfield Northwest Quadrant
Deerfield, Illinois**

Parking Lot	Existing Spaces	Option A		Option B		Option C		Option C - Phase 2	
		Spaces	Difference	Spaces	Difference	Spaces	Difference	Spaces	Difference
Lot A - Library Lot	65	92	27	75	10	59	-6	59	-6
Lot B - Village Lot	90	78	-12	81	-9	82	-8	82	-8
Lot C - Church Lot	41	29	-12	28	-13	13	-28	13	-28
Lot D - Municipal Lot ⁽²⁾	116	103	-13	85	-31	81	-35	81	-35
Lot E - Robert York Parking	14	14	0	0	-14	0	-14	0	-14
Lot F - Commuter Lot (marathon)	84	102	18	163	79	121	37	304	220
Lot G - Park District Lot	30	34	4	0	-30	0	-30	10	-20
Lot H - Park Ave Permit	31	64	33	57	26	74	43	74	43
Lot I - Park Ave Daily Fee	73	85	12	105	32	90	17	90	17
Lot J - Hazel Ave Lot	49	56	7	49	0	56	7	106	57
Total:	593	657	64	643	50	576	-17	819	226

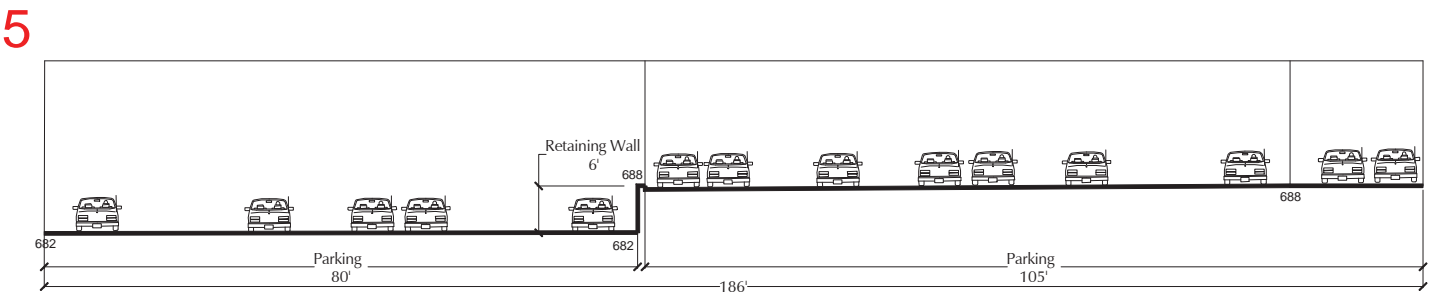
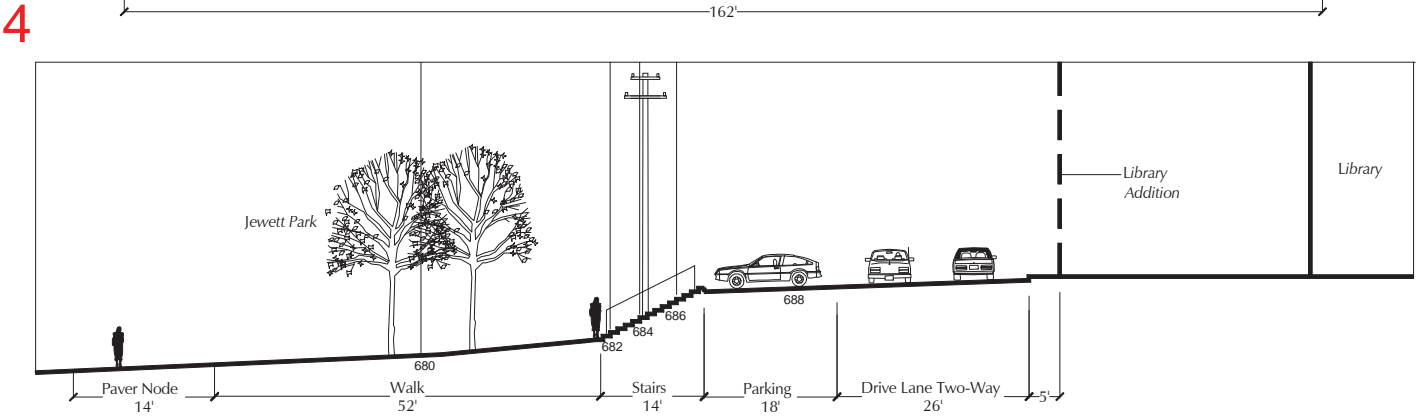
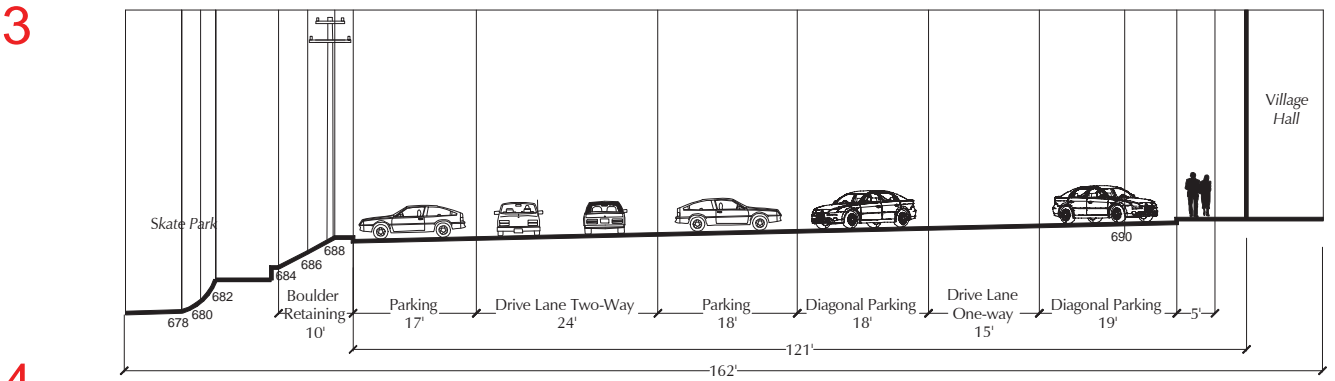
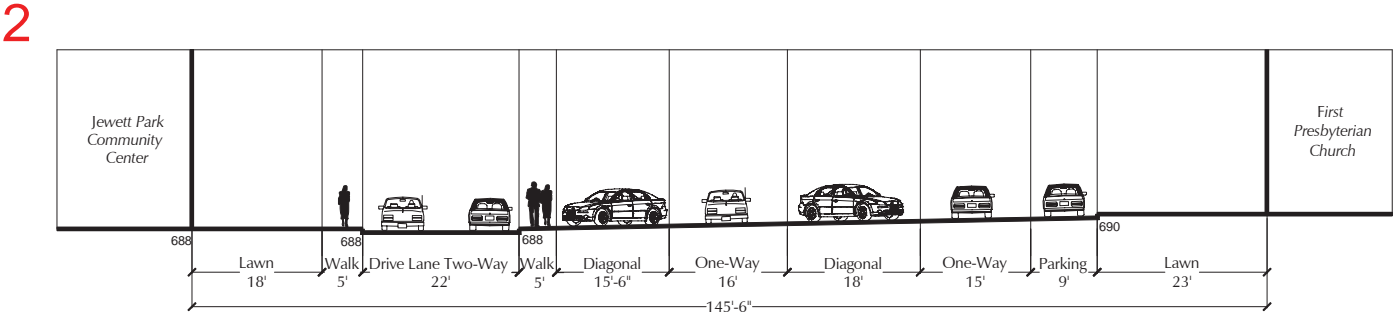
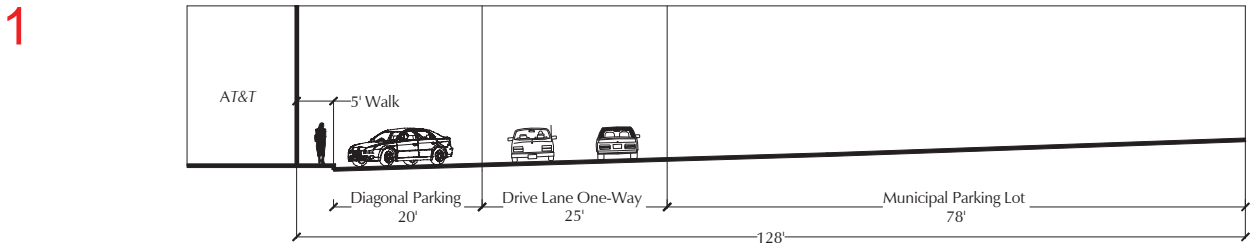
(1) Total spaces do not consider ADA accessible spaces

(2) Municipal lot existing space count includes the 11 commercial parking spaces located behind the stores on Waukegan Rd



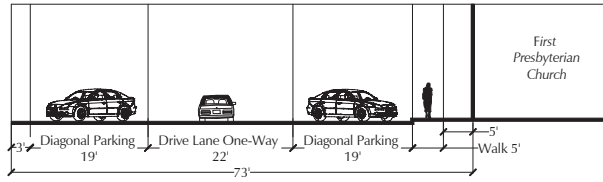


Existing sections

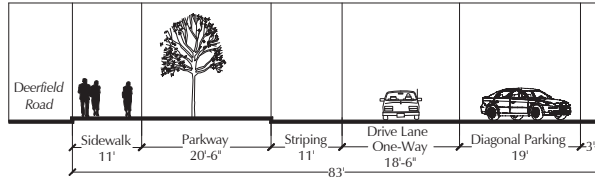


Existing sections

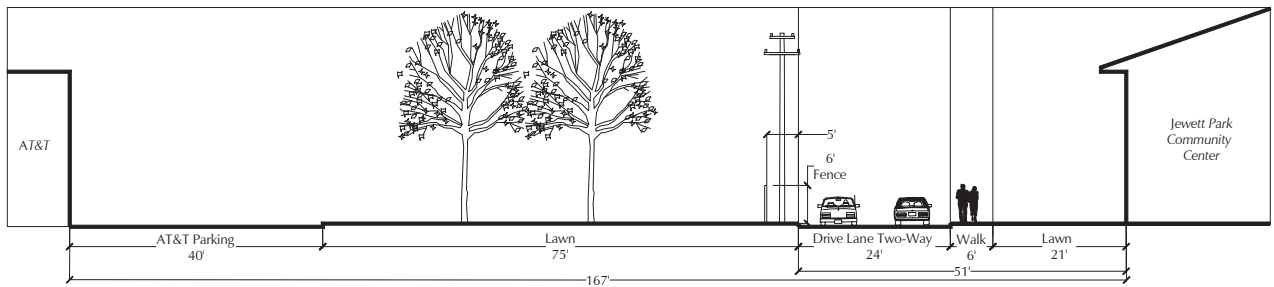
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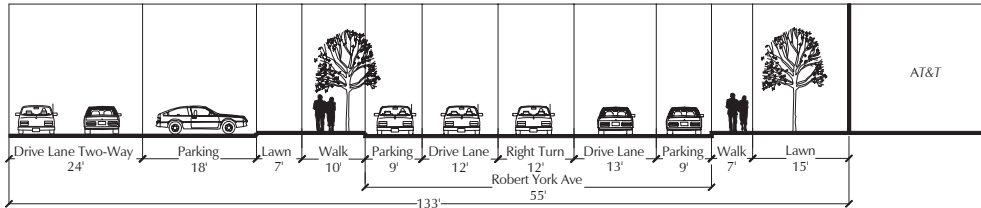
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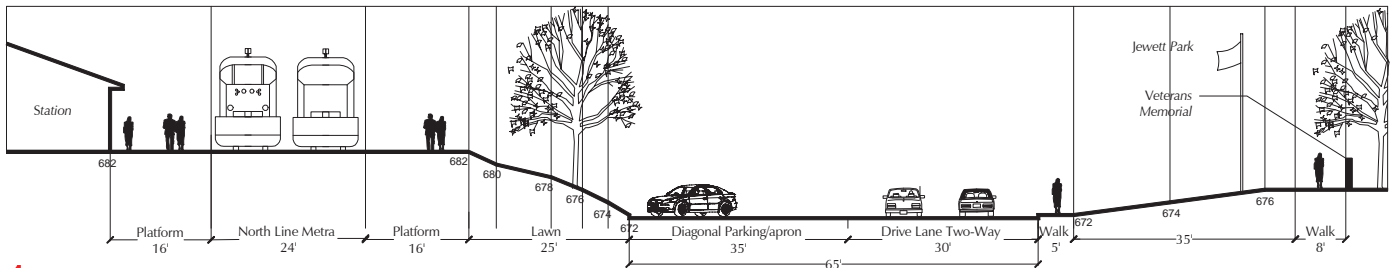
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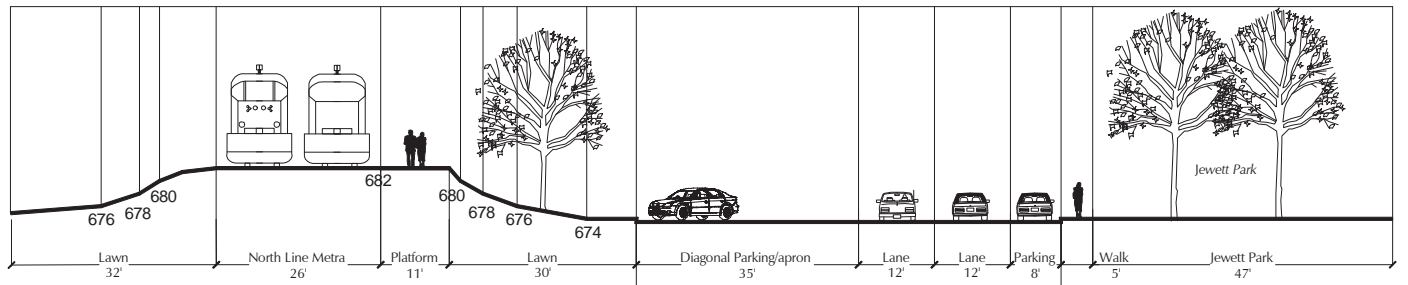
9



10



11



Existing sections

Jodi Mariano

From: Jeffery S. Ryckaert <JRyckaert@deerfield.il.us>
Sent: Friday, October 26, 2012 4:09 PM
To: tapjester@yahoo.com; Jodi Mariano; Jean C. Spagnoli
Subject: Fw: NWQ Comments

This just came in.

----- Forwarded by Jeffery S. Ryckaert/Community Development/Deerfield on 10/26/2012 04:08 PM -----

From: "Donald R. Anderson" <dranderson.2@juno.com>
To: JRyckaert@deerfield.il.us
Date: 10/26/2012 04:03 PM
Subject: NWQ Comments

Jeff, per the meeting below are overall comments on the 3 plans offered, in addition to what I noted at the meeting:

1. High level of concern of reduced parking where it is most needed transactionally (ie where people get into/out of their cars for short periods, vs commuters)----the east side of the quadrant.
- 2.Strong need to ensure the backsides of the buildings that border the Lindemann lot are screened---A and C don't do this, it appears. Remember that this is the closest part of the quadrant to the center of our village, and so landscaping is the most important here, where most people will see it.
3. Priority for N/S walkability is key and reflected in each plan. I would strongly encourage the pathway from Jewett Park drive northward to be SEPARATED from roadway/parking. Otherwise, the path loses substantial esthetic value (who wants to walk along a street ?).
4. There is no need for skating rinks, stages, amphitheaters. What we need is access and greenery.
5. Peterson street is a great idea---makes sense relative to traffic flow, the need for easy to access to retail and village parking.
6. We don;t need an expansion of commuter parking---but do need a minimum of retail/village parking, that these 3 plans do not provide for.

Thanks

Don Anderson

Donald R. Anderson
Anderson and Associates
1310 Woodland Drive
Deerfield, IL 60015 USA
O)847-405-9301,M)708-218-2262

Ray Craig Comments on Draft Plan Alternatives

October 26, 2012

General

- All the plans are creative, innovative, and seem willing to break conventional village thinking about the current and future use of the northwest quadrant. This is very good work.
- A general criticism of all plans is that parking is taken away from the eastern portion of the quadrant, then given back as commuter parking. Eastern parking and commuter parking are not interchangeable. Each has a different use.

Plan A

I like:

- promenade from Deerfield Road to the library.
- boardwalk with park overlooks.
- improved parking west of Community Center.
- realigned intersection at SE corner of park.
- veterans' memorial relocation to Deerfield Road.

I have problems with:

- Petersen Lane outlet to Deerfield Road - concern that it will be used as shortcut around the Deerfield/Waukegan intersection.
- 2-level parking at library to gain 13 spaces is probably not worth the cost.
- Straight-in parking on east side of Park Avenue is not needed. It will prevent attractive views of the park. Two-sided parking on Park Avenue would create a situation with only 6 feet more space than parking in Deerfield Square, which is the most disliked parking in the Village. The additional parking is intended to be compensation for parking lost in the eastern portion of the quadrant, but it doesn't work.

Plan B

I like:

- promenade with pedestrian access to Deerfield Road.
- new east-west configuration of Jewett Park Drive.
- facade improvement behind retail buildings.
- new east-west pedestrian way from Waukegan Road to Metra station.

I have problems with:

- promenade is not continued beyond Community Center.
- relocated pathway through east side of park serves no purpose ... is not a practical alternative to the library.
- relocated playground is a joke.
- Limited access to church and municipal parking lots (from westbound Deerfield Road and from north end of church lot); put heaviest traffic in the wrong places.

- All pedestrian access to Community Center would be across Robert York Drive.
- separating the Community Center from the park is probably unacceptable to Park District.
- same comments about Park Avenue parking reconfiguration as shown in Plan A.

Plan C – Phase 1

I like:

- full length pedestrian promenade from Deerfield Road to library.
- elevated boardwalk around playground.
- curvilinear Park Avenue.
- reconfigured municipal lot to accommodate entry sculpture and landscaping.
- veterans' memorial relocated to prominent position in park.

I have problems with:

- Loss of 81 parking spaces (equivalent to the entire library lot) in the eastern portion of the quadrant.
- Landscaped and lighted plaza is excessive.
- All pedestrian access to Community Center would be across Robert York Drive.
- Eliminating connection from Waukegan Road to Park Avenue via Jewett Park Drive creates problems for park users, Community Center clients, church goers, police, and others
- Straight-in parking on east side of Park Avenue is not needed; will remove attractive views of the park. Two-sided parking on Park Avenue would create a situation with only 6 feet more space than parking in Deerfield Square, which is the most disliked parking in the Village.

Plan C – Phase 2 (Year 2020)

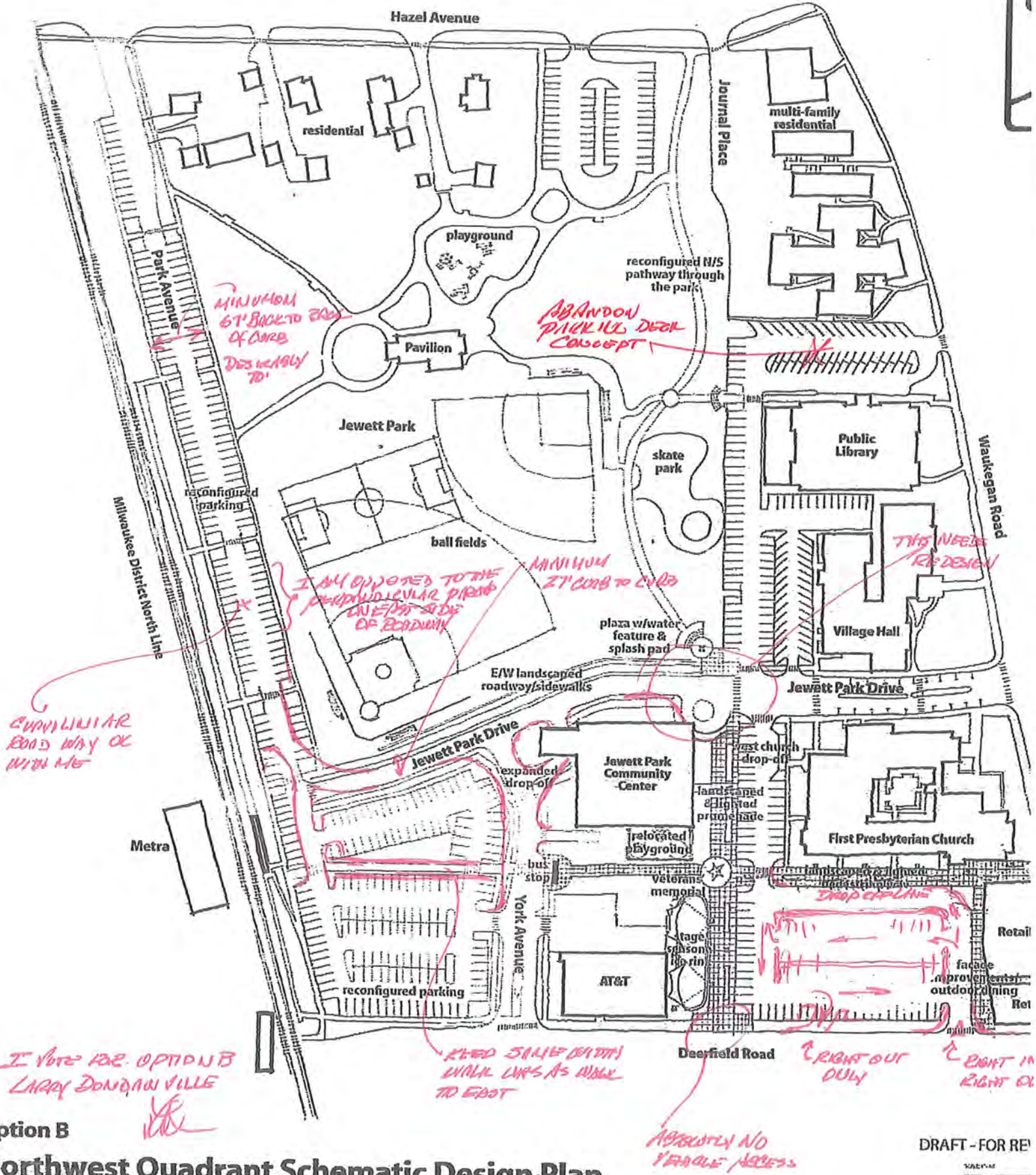
I like:

- relocation of Community Center to northwest corner of park.
- Plus all the other things noted Plan C – Phase 1.

I have problems with:

- stage and amphitheater do not seem to be the best use of this space. It would be better to make it an scenic overview of the park with places for non-active recreation, i.e. picnicking, reading, etc. Small concerts, speakers and similar events could be accommodated in this space as needed.
- Loss of 81 parking spaces (equivalent to the entire library lot) in the eastern portion of the quadrant.
- Landscaped and lighted plaza is excessive.
- All pedestrian access to Community Center would be across Robert York Drive.
- Eliminating connection from Waukegan Road to Park Avenue via Jewett Park Drive creates problems for park users, Community Center clients, church goers, police, and others
- Straight-in parking on east side of Park Avenue is not needed; will remove attractive views of the park. Two-sided parking on Park Avenue would create a

situation with only 6 feet more space than parking in Deerfield Square, which is the most disliked parking in the Village.

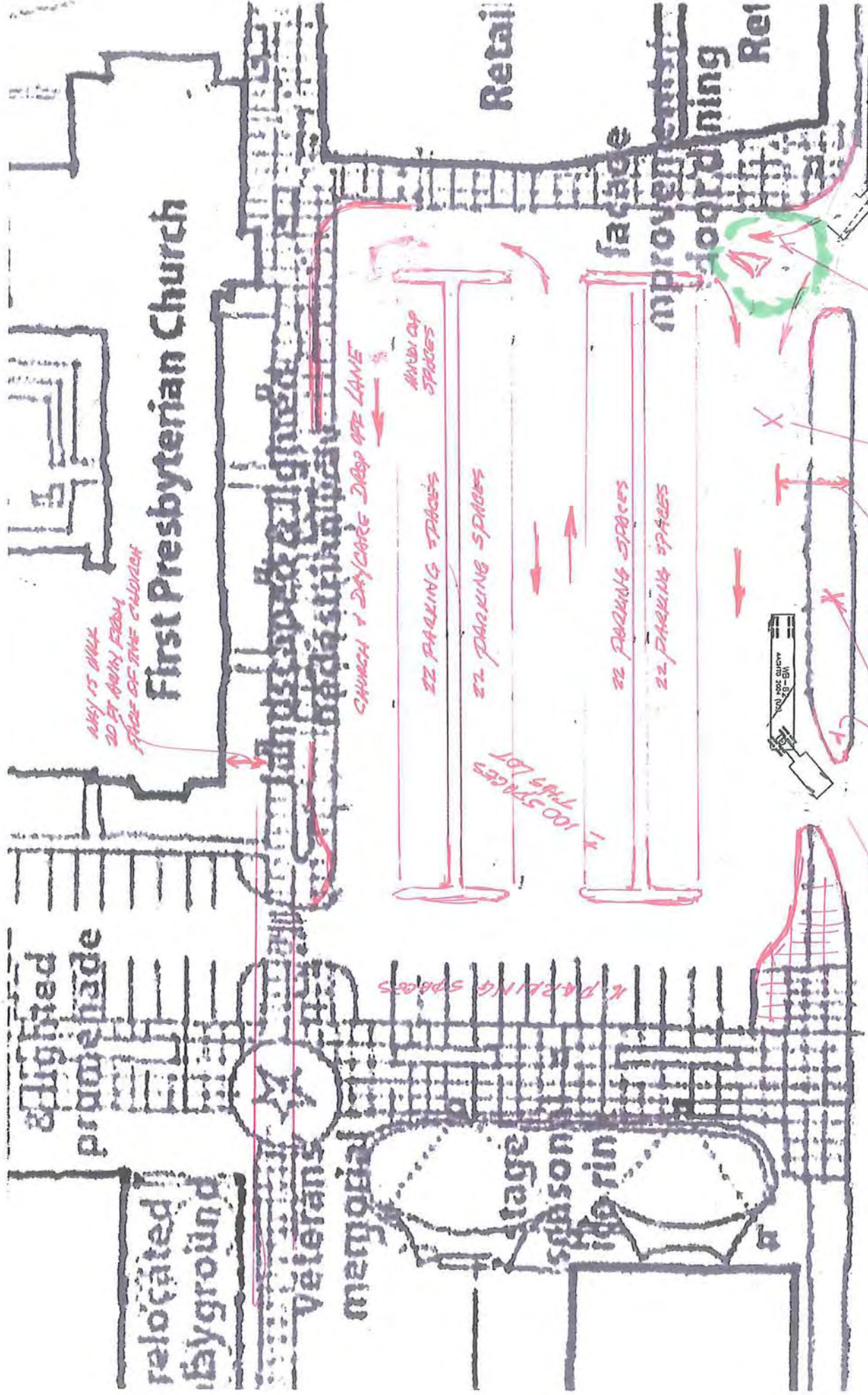


Option B
Northwest Quadrant Schematic Design Plan

Village of Deerfield, Illinois
 October 23, 2012

DRAFT - FOR REVIEW





First Presbyterian Church

WAY IS ONLY 20 FT FROM FRONT OF THE CHURCH

CHURCH & DAYCARE DROP OFF LANE

AMBI-CAP SPACES

22 PARKING SPACES

22 PARKING SPACES

22 PARKING SPACES

22 PARKING SPACES

100 SPACES

NO ENTRY

THIS ONE'S 11' 30" WIDE

11' 30" WIDE

EXISTING LARGE TREE MUST BE REMOVED

IF WE WANT ALLOCATE NB-62 TRUCKS IN THIS LANE IT SHOULD JUST BE ONE WAY WEST BOUND

ALL THESE OPTIONS HAVE CONTINGENT TO BE WIDE

L.A. DONDANVILLE

Deerfield Road

Retail

face

improved

improving

Retail

relocated playground

Veterans memorial

stage season

stage season

NO ENTRY

ALL THESE OPTIONS HAVE CONTINGENT TO BE WIDE

L.A. DONDANVILLE

Deerfield Road

Retail

face

improved

improving

Retail

relocated playground

Veterans memorial

stage season

stage season

NO ENTRY

ALL THESE OPTIONS HAVE CONTINGENT TO BE WIDE

L.A. DONDANVILLE

Deerfield Road

Jodi Mariano

From: Jeffery S. Ryckaert <JRyckaert@deerfield.il.us>
Sent: Friday, October 26, 2012 4:07 PM
To: tapjester@yahoo.com; Jodi Mariano; Jean C. Spagnoli
Subject: Fw: Feedback on PRESENTATION OF NWQ AS PRESENTED BY TESKA,

----- Forwarded by Jeffery S. Ryckaert/Community Development/Deerfield on 10/26/2012 04:06 PM -----

From: joyfiorini@comcast.net
To: JRyckaert@deerfield.il.us, Jean Spagnoli <jspagnoli@deerfield.il.us>
Cc: Joy Fiorini <joyfiorini@comcast.net>
Date: 10/26/2012 02:21 PM
Subject: Feedback on PRESENTATION OF NWQ AS PRESENTED BY TESKA,

DEAR JEFF AND JEAN,

In general, the ideas presented were interesting and responded to many of the goals and objectives set forth in the beginning of this planning effort. Along with some data from the most recent traffic study hopefully the project can move forward without more delay.

Overall, I prefer the general concept behind option A, particularly the boardwalk, and the flow around the Metra station. However, I prefer the expanded promenades and pedestrian walkways envisioned in Option C Phase 1, although Option C phase 2 seems out of the question. With regard to OPTION B, I would favor the added importance given to the southeast parking area behind our retail stores, but am not in favor of turning over our private parking lot and driveway to outdoor dining. I think opening up a north-south spine could really help with pedestrian and vehicular flow. I notice that the municipal lot plans have shifted parking away from the eastern portion of the municipal lot to the western portion. In order to bring more parking East we could repurpose the area dedicated to semi truck parking to regular short term car parking using angled spots. I think we now know that the need for a lot of semi parking is unnecessary and they could be accommodated further west in the lot.

Please share my comments with those involved.
I look forward to continuing our work.

Joy

Jodi Mariano

From: Jeffery S. Ryckaert <JRyckaert@deerfield.il.us>
Sent: Friday, October 26, 2012 4:06 PM
To: tapjester@yahoo.com; Jodi Mariano; Jean C. Spagnoli
Subject: Fw: NWQ

----- Forwarded by Jeffery S. Ryckaert/Community Development/Deerfield on 10/26/2012 04:05 PM -----

From: "Tom Jester" <tapjester@sbcglobal.net>
To: "'Jeffery S. Ryckaert'" <JRyckaert@deerfield.il.us>
Date: 10/26/2012 01:33 PM
Subject: NWQ

Jeff,

Wednesday and Thursday afternoon are good to meet next week.

My comments on the NWQ plans are as follows:

Option A – Excellent

- Boardwalk

Option A – Good

- Expanded stage
- Arrival area
- Marathon lot
- West CC drop off
- RI/RO retail
- Lindeman parking configuration
- Vet's memorial

Option A – Not good

- 2 level parking

Option A – Questions

- If Peterson is RI?RO why is the a 2 lane exit?
- Does the Jewett Park Dr take the trees from the AT&T?
- Which way does the Vet's memorial face?

Option B – Excellent

- Jewett Park Dr and E-W walks
- Back of retail

Option B – Good

- Promenade
- E-W pedway
- Marathon lot

Option B – Not good

- Stage and ice rink

Option B – Issues

- Access to south side of CC
- Since Peterson is pedway push it west and put more green in Village lot

Option C – Excellent

- Park Avenue

Option C – Good

- Robert York Ave
- Stage and overlook
- Elevated boardwalks
- Vet's memorial

Option C – Not good

- Promenade and village lot – too much
- More parking and less park

Option c – Phase II

- Bring in Jewett Park Dr. like Option B
- Put some parking where CC was and do big garden and promenade w/o Peterson

Next iteration measure the amount of park vs. pavement compared to present.

Ciao!

Tom

Deerfield Park District

836 Jewett Park Drive • Deerfield, IL 60015-3291 • (847) 945-0650 • Fax (847) 945-0699 • www.deerfieldparks.org

October 26, 2012

Mr. Jeff Ryckaert, AICP
Principal Planner
Village of Deerfield
850 Waukegan Rd.
Deerfield, IL 60015

Dear Jeff,

In response to Northwest Quadrant Task Force's Chair Tom Jester's instructions that all task force members respond with their reactions to the conceptual plans presented at last Tuesday night's meeting, Park Board President Jan Caron immediately verbalized her objection to Option B which illustrates Jewett Park Drive extending west through Jewett Park, and terminating with an intersection at Park Avenue.

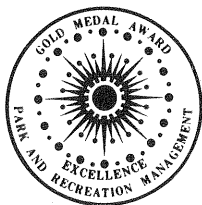
Fortunately, due to the timing of our regularly scheduled Park Board meeting on Thursday, October 25th, Board and staff were able to review the four options presented. After a careful review of Option B, the Board concurs with Jan's observations that the extension of Jewett Park Drive through the park is too great an encroachment into recreational space as it exists on the plan.

Severing the community center building from direct access to the rest of the park negatively impacts the recreational programming of both the center and the park. The quality and safety of our preschool program, summer camp programs and Christian Beginnings Day Care (Presbyterian Church) rely heavily on having direct access to not only the playground, but the ball diamonds, shelter building and picnic area of the park. These features are accessed multiple times a day by our participants, and we believe having to cross a street puts an undue burden on the operational quality and safety of the programs impacted.

With respect to all four concepts, we offer the following observations:

Option A:

- Raised Boardwalk offers good N/S pedestrian Access as well as overlook into park.
- Opening Access at Peterson Street and Deerfield Road strengthens the N/S connection to the quadrant.
- Realigned Jewett Park Drive at SE corner of the Community Center (4 way intersection) for improved traffic flow.



Commissioners

Gil Antokal Joe Cohen
Jan Caron Greg Lapin
Rick Patinkin

Rick Julison, Director

Affiliated With

National Recreation and Park Association

Illinois Association of Park Districts

Illinois Park and Recreation Association

- Park District and Commuter parking reorganization for improved traffic flow and close in parking for Community Center may help to alleviate volume of preschool drop off traffic.
- Reorganized parking to promote pedestrian use and landscape between the Community Center and Presbyterian Church would improve function and safety.
- Reorganized parking, sidewalk and landscape may improve connectivity along Park Avenue however; it may expose vehicles to foul balls coming off of Diamond # 1.
- Closing of Park Avenue at Deerfield Road would affect commuter bus queuing in the early morning (possibly 3 buses at the same time).

Option B:

- See concerns expressed above.
- Reorganized parking to promote pedestrian use and landscape between the Community Center and Presbyterian Church would improve function and safety.
- Reconfigured N/S pathway through park may be impractical for pedestrian access to Library.

Option C Phase 1:

- Realigned curvilinear parking with landscape on Park Avenue is interesting concept however; as stated under Option A, it may expose vehicles to foul balls coming off of Diamond # 1 and bus queuing area should be considered for commuter busses
- Reduced parking/automobile use in favor of generous pedestrian and landscape features in Municipal lot and between Community Center and Church would bring a plaza like setting to area.
- Closure of Jewett Park Drive between Community Center and AT&T would promote an E/W promenade effect.
- Elevated boardwalk into trees over playground would make for nice overlook into park.
- Pond feature would have to be deferred until skate park could be relocated.
- Veteran's Memorial could be relocated as to plan or incorporated as in Option A.
- Entry Sculpture Park would be nice entrance to Peterson Street.

Option C Phase 2:

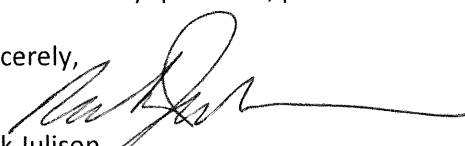
- See Option C phase 1.
- Concern with moving Community Center and skate park closer to residential properties.
- Landscaped , lighted pedestrian plaza could be desirable.

As representatives of the Park District, serving on the Northwest Quadrant Task Force, we have enjoyed being part of the process. All entities represented have brought great perspective to the planning process, and the exercises undertaken to reach this point have been very beneficial.

In addition to this forum for input, we are looking forward to more discussion time with design consultants to come up with a final plan that can be endorsed by all entities affected by the plan.

If you have any questions, please contact me at your earliest convenience.

Sincerely,



Rick Julison
Executive Director

Northwest Quadrant Schematic Design Plan Comments on Materials Presented on
October 23, 2012

From Barbara K. Little, P.E.
Director of Public Works and Engineering

Utilizing Option A and others:

WB on Jewett Park Drive, make wide curve to south to tie into road in front of community center. Swing west, slightly northwest toward Park Avenue. Bring Village Hall parking in with curb extensions. Bring Lindemann lot in a tee intersection. Intersect with York Ave. Do not have Community Center access across from York Avenue. Move Community center access to west. This provides more stacking for drop off. To south of drop off add day care playground. Provide left turn lanes at all turns. Try to make left turns opposing left turns to clarify for drivers. Provide entrance to Marathon lot across from Jewett park drive. Add waiting area along west edge and a passing lane next to that. Divide from balance of lot with a landscape island. Parking in Marathon lot could be reverse angle (back in). Would be good to design to draw the eye in toward the park. Also peds like to walk on diagonals and may be happy with "cut through" the marathon lot. Could make NE-SW diagonal landscaped sidewalks with landscape islands on the SE-NW diagonal (could add "brick" in driving aisle too to help delineate the design and ped path.). Make the corners open and inviting. (See sketch)

Things I like on plan A:

1. the arrival plaza at the main exit / entrance to platform
2. Bump outs on Park Avenue that corresponds with train staircases.
3. Boardwalk, pavilion and stairs AND Tunnel. An alternative to the tunnel could be an open wall with pillars, or a curtain wall (all or partial) which would provide some weather protection. (See sketch)
4. 2 level parking by the library
5. Continue boardwalk/ streetscape lines up toward Hazel along Journal, until we get close to the Hazel parking lot.
6. Where steep slope would remain on N-S axis consider amphitheatre stone seating...good for sunbathing, sitting, eating lunch, watching.
7. From lower level of library parking, consider a HC accessible ramp up to the upper level..ramp to level to ramp to level, etc. (See sketch)

Things I do not like on plan A:

1. Peterson Street. opens to vehicular traffic. Okay to have RIRO (right in, right out) behind retail but leave Peterson to pedestrian traffic.
2. Not clear but alley/ drive behind retail should be building bump out for access and facade improvement and outdoor cafe. Access from IL 43 should be closed too.

Things I like on plan B:

1. Stage/ seasonal ice rink by AT&T
2. Pedestrian promenade

3. Good alignment of parking lots – Lindemann to Church to VH to Library. This helps with turning traffic being opposing movements.
4. East-West landscaped and lighted pedestrian way by church which continues to another like, the Veterans memorial location. This area would be pretty quiet, away from the railroad. Plenty of parking. Plenty of space to set up chairs during events.
5. Keeping Peterson Street pedestrian cuts down on cut through traffic.
6. Like bus stop location extended from streetscape way.
7. Like bulk parking joined together near Marathon Lot. Including 2-access points.
8. Like relocated access for ATT. Low volume use. If we move the parking we open up streetscape opportunities.
9. Church drop off looks good, if there is enough stacking length and a bypass lane.
10. Consider highlighting drop offs with awnings or sun/rain protection.
11. Improved retail facade, building expansion/ access and outdoor dining.

Things I do not like on plan B:

1. Cutting into the park with roadway. Disconnects community center from the park. Many good oak trees there. Don't want to lose those.
2. Don't like plaza with splash pad esp. near those streets.
3. The reconfigures N/S path through park. Will not be used nor fill the need for ped connectivity between library and community center/ Deerfield road.

Things I do like on plan C:

1. Curvy Park Avenue.
2. Expanded drop off to community center but would like to see much more queue space. Maybe move entrance further west to lengthen that drive. (See sketch)
3. Could add day care playground next to expanded drop off. (See sketch)
4. I like Boardwalk/ tree house. GOOD observation platform. Continue boardwalk to north.
5. Entry sculpture is food.
6. Like the promenade in E-W direction and that it leads directly to the main staircase.
7. Just noticed ?short term? Parking north of multi level parking.
8. Like use of multi level parking to take advantage of topo grade change. Add/ retain pedestrian access directly to platform.

Things I do not like on plan C:

1. Line up access to Marathon Lot across from Community Center drop off.
2. Don't worry about a bus stop location.
3. Don't like pond.
4. Close Peterson Street to vehicles.
5. Don't care for connectivity of parking lots and Peterson Street. Need connection to Park Avenue.
6. Add a front porch or something to Community Center to draw attention to main entrance and improve inviting feeling to community and visitors.



Option A

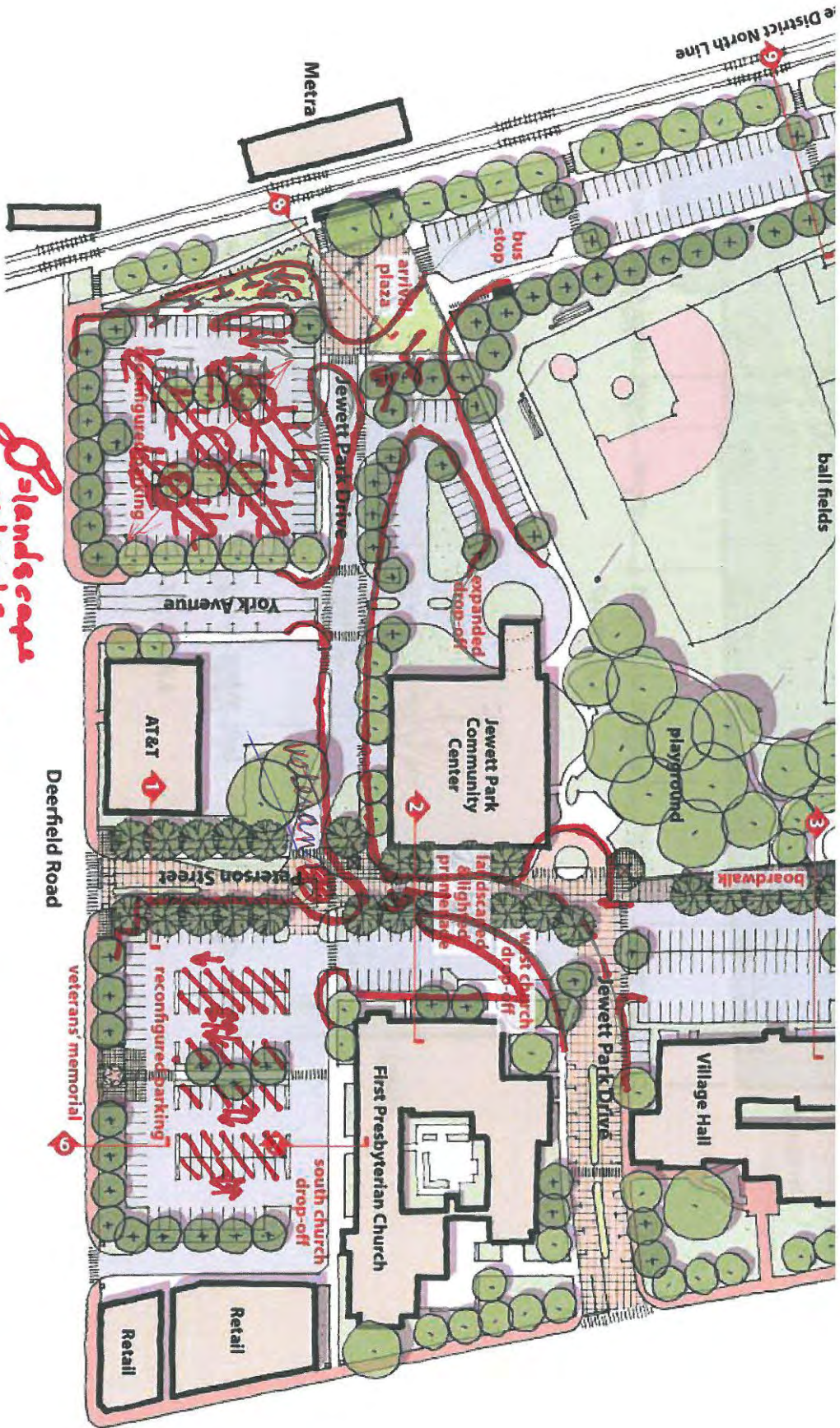
Northwest Quadrant Schematic Design Plan

Village of Deerfield, Illinois

October 23, 2012

*islands caps
develop diagonals -
draw eye w/ natural ped flow (retrofit)*

DRAFT - FOR REVIEW ONLY



what about library deck etc

look to transition to edge of existing grade

columns or tunnel

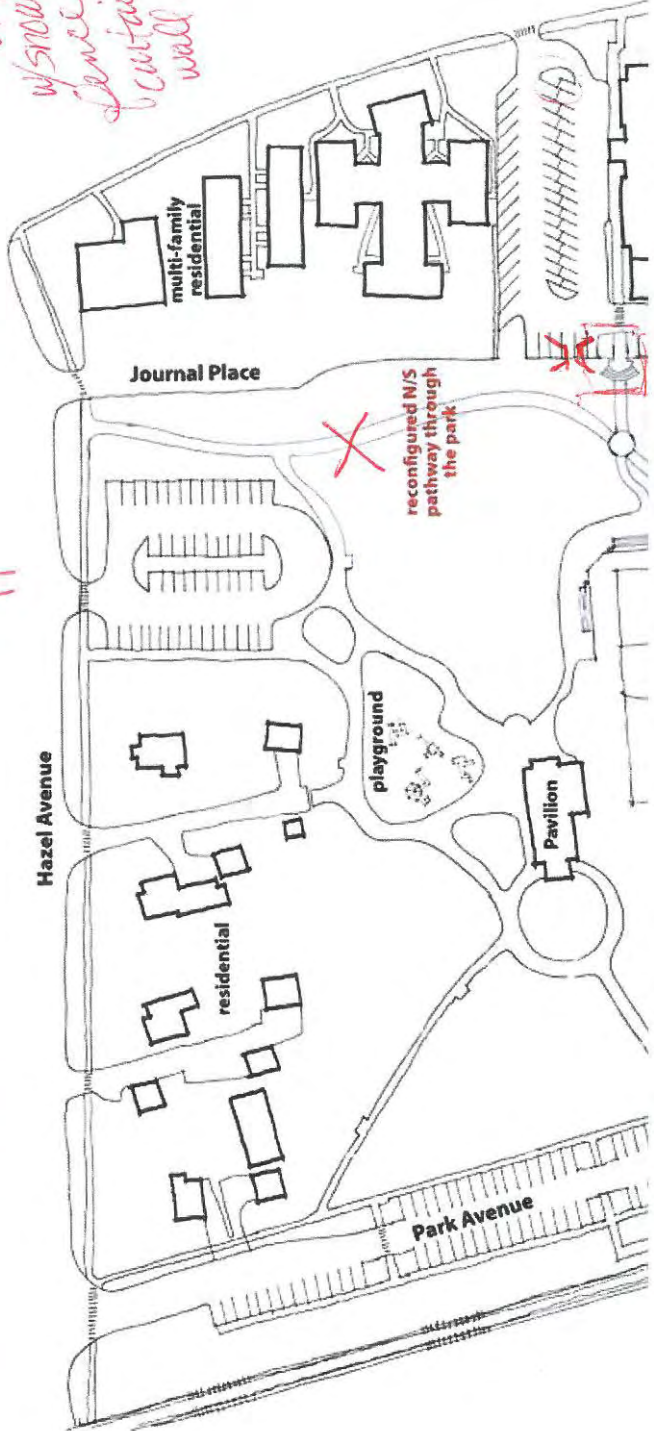
instead of concrete wall.

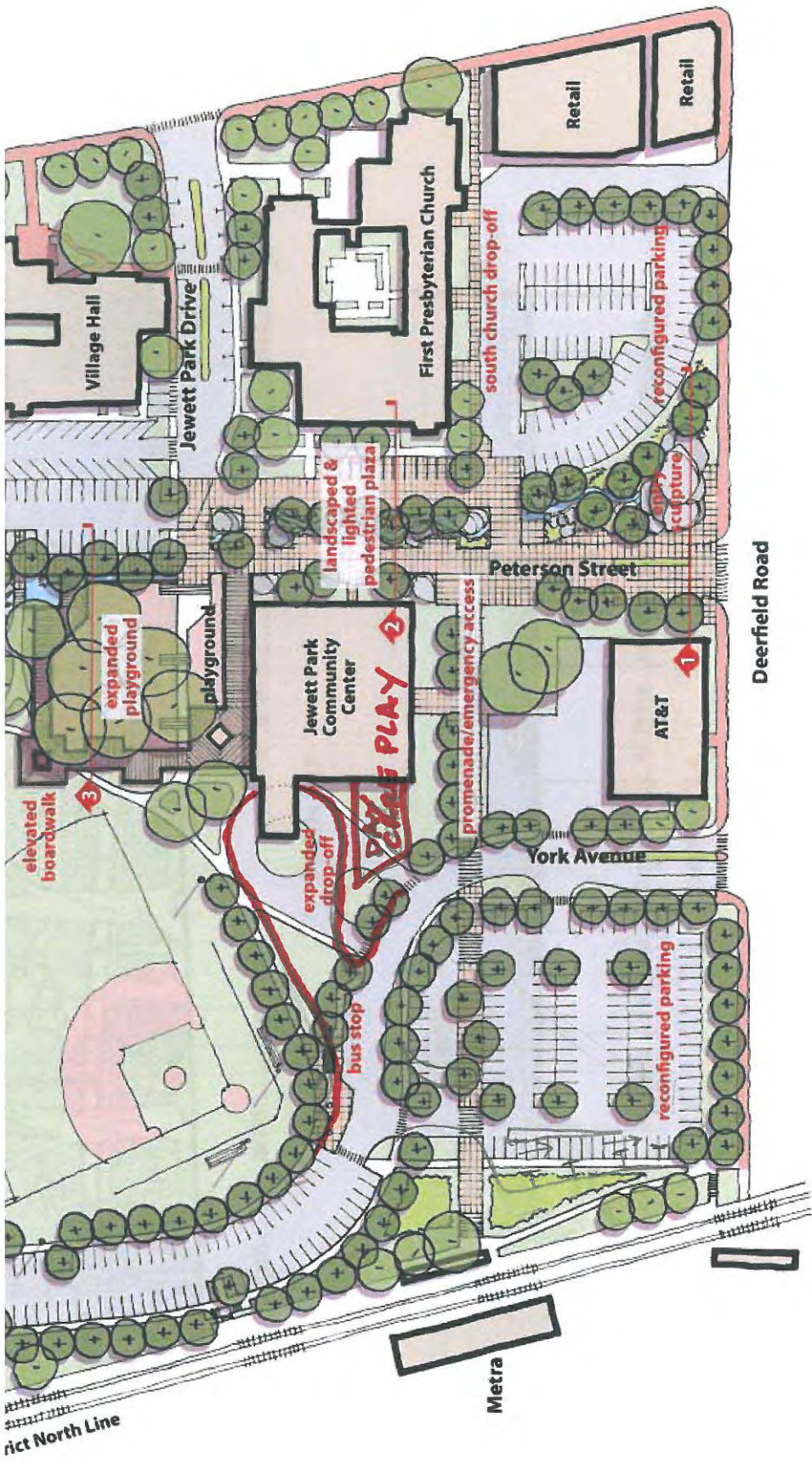


main level

HC ramp

garage + lobby levels





Option C Phase 1

Northwest Quadrant Schematic Design Plan

Village of Deerfield, Illinois
 October 23, 2012

DRAFT - FOR REVIEW ONLY



Mary Oppenheim
Village Trustee

Northwest Quadrant Task Force

Master Plan Notes 10/24/12 - Kudos and Concerns

Option A

Kudos:

- I really like the strong “L” shaped axis defining the traffic lane from Village Hall to Deerfield Road with the opening of Peterson.
- The reconfigured intersection at the north end of the municipal lot at Jewett Park Drive is a great improvement traffic wise and also visually.
- The new focal point arrival plaza at the train station is great and sorely needed.
- The boardwalk is a good solution for one of the greatest needs in the quadrant, which is moving pedestrians safely north/south out of the vehicular lanes; at the same time it gives great views of the park
- Love the pavilion overlook and tunnel at the Library connection to the park-really makes the best use of the grade change.

Concerns:

- I don't think we need to add 53 parking spaces. I'm assuming a good number of those come from adding a second level of parking at the Library. That may make sense. I do feel that we have will have enough parking in the western part of the quadrant from the redesign of Park Avenue, and I am concerned that we don't sacrifice green space in/around Lot F, the commuter lot, and the municipal lot in favor of additional parking.
- Will there be enough buffer/green to screen along Deerfield Road at the Veteran's Memorial and the unsightly wall of the AT&T building?
- With all of the options, I think we need to at least indicate how the flow would work with trucks in the municipal lot – I'm convinced that it's not the problem it was assumed to be, but some Task Force members (and perhaps the public as well) may need to be brought along to that way of thinking.

Option B

Kudos:

- I really like the notion of reconfiguring Jewett Park Drive for a more direct east/west route. It's more central and seems to just make sense both visually and with the traffic flow.
- The pedway/promenade into the quadrant from Deerfield Road to the church and Community Center is great – I love the way it wraps the back of the retail buildings and creates a cozy green/people space tucked in between the Community Center and AT&T. This option makes a real effort to separate the pedestrians from the vehicular traffic.
- Central water feature/splash pad or other focal point sorely needed at that center point where the east/west and north/south axes cross. Sharp!
- Great idea to move the Park District nursery school dropoff to the west.

Concerns:

- This option moves the north/south pedestrian access in the northern part of the quadrant to the pathways through the park. Given the grade change, is this realistic? Will people climb up and down to get to the Library or will they take the path of least resistance and walk through the parking lot? That's the current situation that we need to address.
- I would like to see the pedestrian promenade axis extended all the way to the train station, dividing the parking area, and ending in a stronger entry element/link at the station.
- Once again, we're adding more parking in this option, and I think that 46 additional spaces are not warranted. I would like to see more green space, particularly in the southwest corner of the quadrant – this option seems to have a pretty massive paved area there and to my mind, it's not balanced or unified visually with the rest of the site.
- I would love to see this option tweaked to see if it would work if we included 2 elements shown in Option C: the curved reconfiguration of Park Avenue, and a curvilinear layout of the Commuter Lot F as in the Municipal Lot in Option C. Since Robert York and Jewett Park Drive are both curving streets in this concept, I'd love to see that theme continued along Park, and at the junction of Jewett and Park and at Park and the Commuter lot. I think it really adds to the overall 'campus' feel and becomes a unifying element.
- While I can see many advantages to the relocation of the Park District nursery school playground to the new, less trafficked area, there may be some programmatic issues that would need to be dealt with. I also wonder about cutting off the Community Center from the rest of the park.

Option C

Kudos:

- I really love the reconfiguration of Park Avenue! The curves are not only visually appealing and relate to the undulating pathways in the park, but it could really help with traffic calming. The curving layout of the municipal lot is also really attractive and seems to get cars in to the area efficiently.
- The strong north/south pedestrian access from the south up to the Library is great; also the east/west pedestrian access to the train station.
- The bus stop seems well placed and the flow of Robert York from Deerfield Road past the drop off loop at the Community Center to Park Avenue seems both efficient and a pleasant journey.

Concerns:

- I am very concerned about how east/west vehicular movement will occur. It appears that it's necessary to drive out onto Deerfield Road in order to get from the uses in the east part of the Quadrant to the parking or train station in the west. Is this practical? How will it impact traffic and car stacking on Deerfield Road?
- The Phase I proposal eliminates 28 parking spaces – I'm not sure that's our best choice; it's probably too many to take out and still serve our needs. Conversely, the Phase II proposal envisions adding 222 spaces with a multi level parking structure- I can't see ever needing that many.
- I doubt that the amphitheater proposed in Phase II would ever get enough use to justify its central position and the parking structure proposed to go with it. If we ever did move the Community Center, I'm not sure that an amphitheater structure, rather than open space that could also be used for public gathering, is our best use of the space.
- The removal of the skate park in Phase I and its relocation in Phase II is problematic for me – since the phases may be spread out over time, it would represent a real loss of activities for the kids while it was gone, and its new placement in Phase II is not optimal. Placing it farther away from the Police Station and (more importantly) much closer to residential dwellings could bring up real issues.
- If the Community Center were moved to the north in Phase II, a new 'tot lot' would need to be built next to it, as the current playground at the north end of the park is not sized for nursery school children, and the existing playground seems pretty far for 3 year olds to travel to and from if their classrooms are at the north end of the park.

Deerfield NWQ Master Plan - Draft Plan Alternatives

Deerfield Public Library Feedback 10-24-12

The Deerfield Public Library representatives concur with the Objectives and Design Criteria for the NWQ Master Plan. For our purposes, special attention is paid to the safety and security aspects, maintenance, and walkability/barrier-free connectivity.

With those points in mind, we share the following observations and concerns:

- Creating safe and accessible passage for adults with small children (including wagons, strollers, e3tc.) from the Park building and the Church to the Library is a very high priority. Proposed options still require navigating steep inclines, traffic, staircases, and possibly a metal-grid walkway. We do not see that this has yet improved over the current poor and unsafe access routes.
- The partially underground parking structure next to the Library would require an accessible entry on the lower level. The only viable point for this to occur will be directly underneath the new entrance currently under construction. On the positive side, this would provide a convenient lower level- access to the Library's large new meeting rooms and even keeps people out of the weather for this access from the proposed underground parking. Elevators inside the Library would provide access to the upper level, too. At the same time, when the Library is closed there does not seem to be a plan for accessibility of the parking structure after hours. In addition, the "tunnel" structure does not have the same open and safe feel as making the west parking structure wall more open would have. But opening the western exposure of the parking structure will invite wind, rain and perhaps even blowing snow into the structure as well.
- Since our building is currently under construction, I asked the Village Engineer and our construction team about the feasibility of this proposed parking option and access to the building. They expressed concerns about the instability of the soil in that area, and the costly requirements to add additional footings to the library building to support the structure once the support of the soil is removed from the foundations.
- During the library redesign, the unobstructed views of the park were a high priority, and the design features a full wall of western views into the park. We hope that any proposed towers and other structures, intended to enhance views, do not in fact obstruct them.

Comments on Plan A

Positives:

- Boardwalk
- Pavilion
- Arrival Plaza (assumes this area will be both drop off and pick up for commuters)
- Bus stop
- Realigned intersection at Jewett Park Drive and Peterson Lane
- Expanded drop off for Jewett Park Community Center
- Provides Church drop off areas
- Provides plenty of parking south of church
- The north/south Promenade
- Expanded stage
- Reconfigured Park Avenue (parking added on Park Avenue and width of pavement decreased)
- A right-in right-out on Deerfield Road for the Municipal lot to the west of the commercial properties provides for some relief to internal roadway system.
- South portion of Park Avenue eliminated (goes for all the plans)

Negatives/Concerns:

- Veterans Memorial location
- Loss of at grade parking space at Village Hall and Library for the Boardwalk.
- Church losses some parking in their lot, but not so bad because the Municipal Lot to the south is available
- Leveled parking works? It will utilize an existing grade difference, but will it be used?
- Outdoor seating area and cleaning up needed for the back of the commercial properties.
- Bus stop/drop off adequately sized?
- Designated loading area for trucks needs to be provided in the Municipal lot
- South portion of Park Avenue is eliminated on all plans, but how do large 62 WB trucks on Deerfield Road turn around? (They now use this section of the Park Avenue to head north and then head back to Deerfield Road)

Comments on Plan B

Positives:

- A walkable, usable, pedestrian friendly area between the Jewett Park Community Center, Church, commercial properties, and AT&T where the Veterans Memorial, and other activities can occur in a safe area without

vehicles as there is no vehicular access at Deerfield Road and Peterson Lane.

- The north/south walkway should help to funnel pedestrians across Deerfield Road into Deerfield Square
- The extension of Jewett Park Drive westward offers a more direct route to Park Avenue.
- Expanded drop off for Jewett Park Community Center
- Provides Church drop off areas
- Although some parking spaces are lost, adequate parking south of church is provided.
- A right-in right-out on Deerfield Road for the Municipal Lot to the west of the commercial properties provides for some relief to internal roadway system.
- East/west lighted and pedestrian way is really nice but needs to be extended further west.

Negatives/Concerns:

- The walkway between the Jewett Park Community Center and the Library needs to be a Boardwalk like in Plan A.
- Playground to the south of the Jewett Park Community Center has been reduced in size and consideration should be given to putting it back into Jewett Park.
- How does bus drop off and pick up work on Park Avenue? How does commuter drop-off and pick-up work on Park Avenue?
- How do we address the new Jewett Park western extension road separating the Community Center from the rest of Jewett Park?
- Outdoor seating area and cleaning up needed for the back of the commercial properties.
- Designated loading area for trucks needs to be provided in the Municipal lot.

Comments of Plan C:

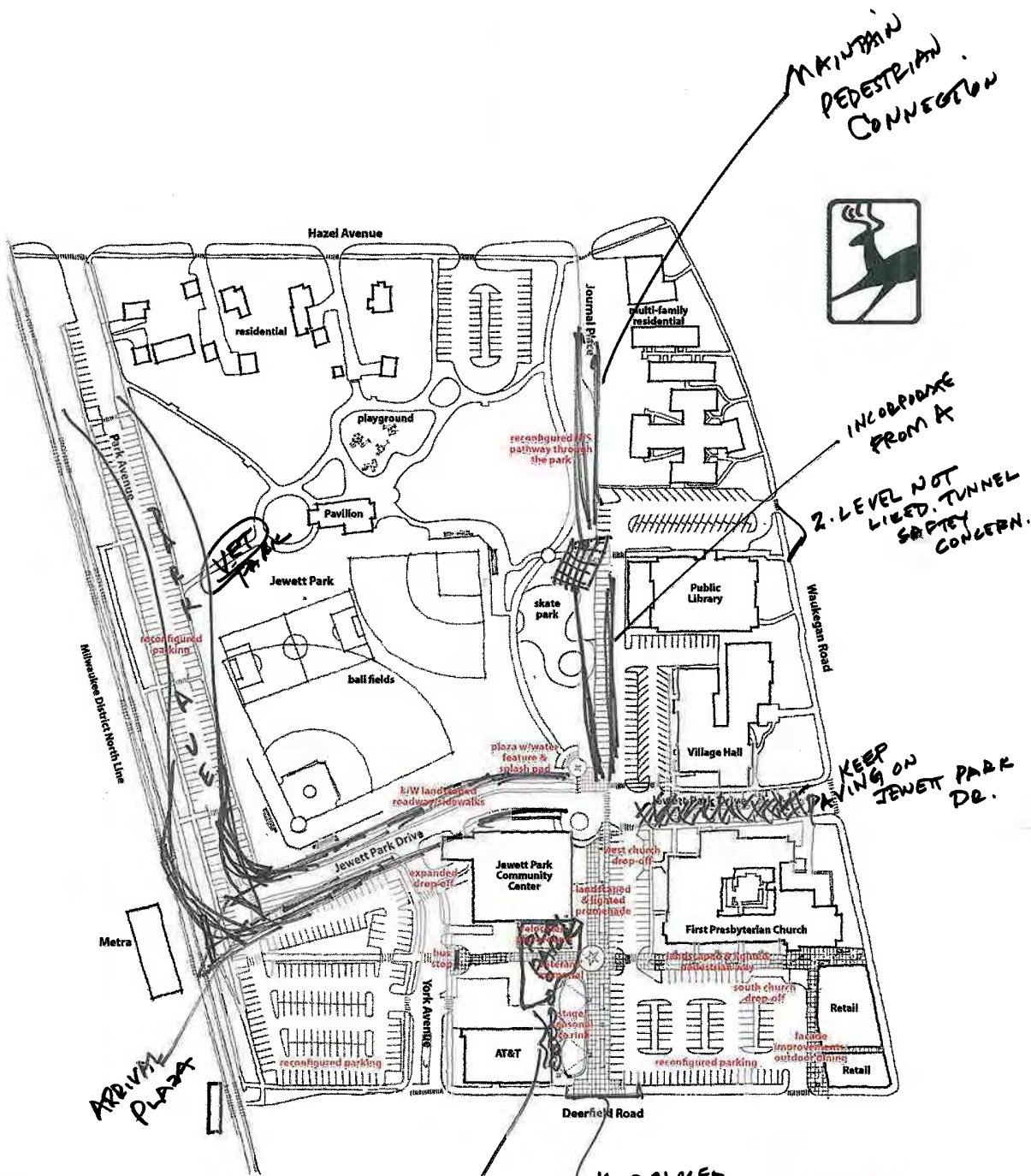
Positives:

- The curvilinear design of Park Avenue
- Elevated boardwalk
- Expanded playground
- Expanded drop off for Jewett Park Community Center
- Entry sculpture
- East west pedestrian access to Park Avenue
- South drop-off area for Church
- Veterans Memorial Location

Negatives/Concerns:

- Too much parking lost in Municipal Lot
- Vehicles have to go onto Deerfield Road to get from one side of the quadrant to the other as the roadway does not connect in the quadrant.
- In C2, multi-level parking works? needed?.
- In C2, is an amphitheater and stage needed? Seems like a large area and large investment for something that would be seasonal.
- How does bus drop off and pick up work on Park Avenue? How does commuter drop-off and pick-up work on Park Avenue?
- Outdoor seating area and cleaning up needed for the back of the commercial properties.
- Designated loading area for trucks needs to be provided in the Municipal lot.

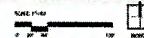
Jeff Ryckaert



Option B
Northwest Quadrant Schematic Design Plan

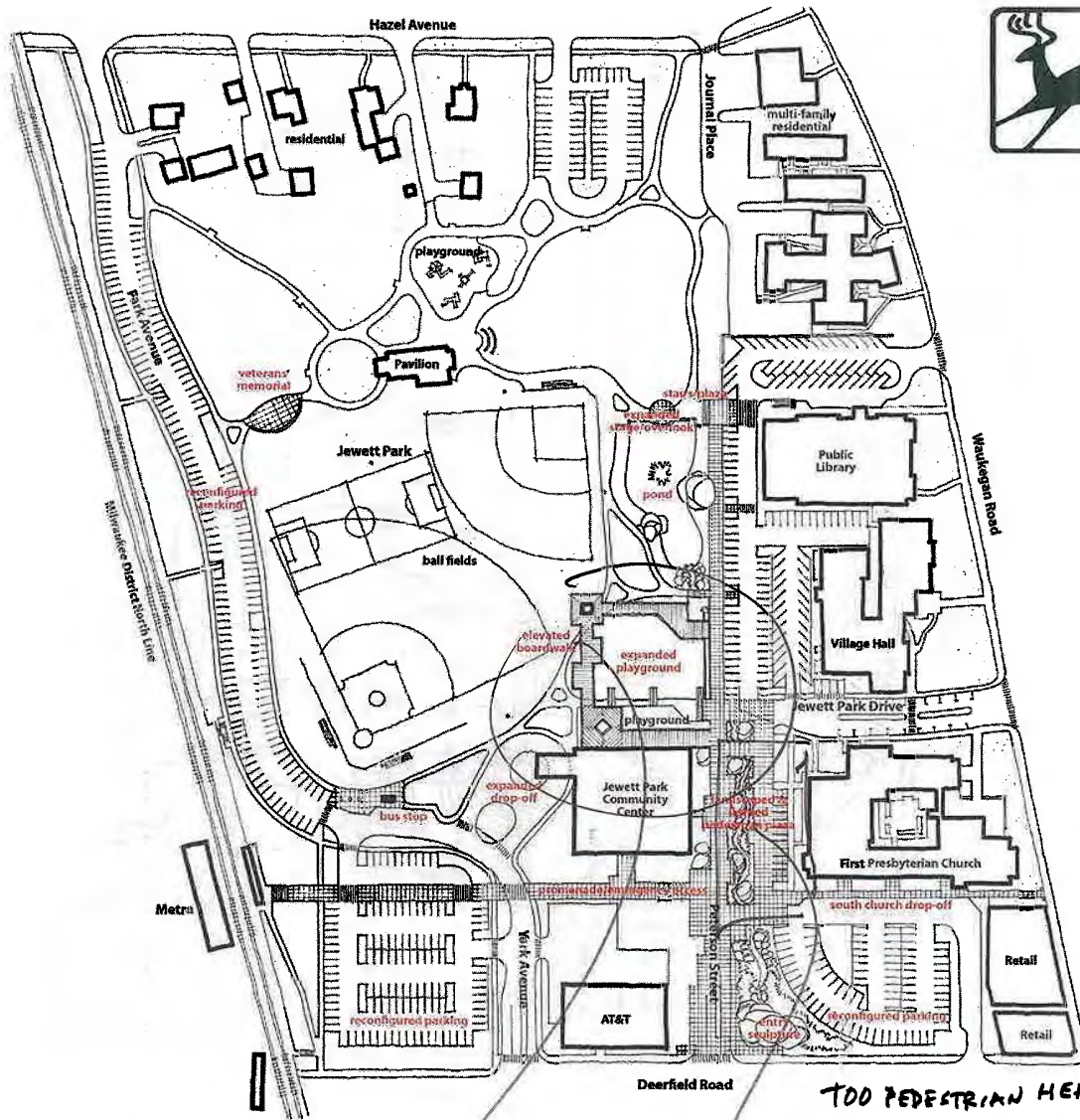
Village of Deerfield, Illinois
 October 23, 2012

DRAFT - FOR REVIEW ONLY



By: DAN SHAPIRO
 10/23/12
 8:05 PM

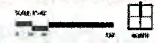




**Option C Phase 1
Northwest Quadrant Schematic Design Plan**

Village of Deerfield, Illinois
October 23, 2012

DRAFT - FOR REVIEW ONLY



Deerfield Northwest Quadrant Master Plan – Draft Plan Alternatives
Teska Associates | Hitchcock Design Group | Gewalt Hamilton Assoc. | Bondy Studio

18 October 2012
10 of 12

*Too
AMBIVOUS*

*REMOVING CHURCH
PARKING
NOT FAVORED.*

*DAN
SHAPIRO
10/23/12
8:05p.m*

TOO PEDESTRIAN HEAVY.

Northwest Quadrant, Proposed Plans A, B, C1, C2
Comments from Jean Spagnoli

Components I found to be positive:

- Converting Park Avenue to a serpentine configuration – will slow vehicles and is in keeping with Jewett Park's theme of meandering paths.
- Closing the south leg of Park Avenue – only useful to traffic westbound on Deerfield Road (very limited) and additional parking is desirable.
- The commuter arrival plaza – great idea, a specific area for pick up and drop off. (Hopefully this plaza would eliminate the need for people to stop their vehicles on the street thereby stopping traffic or the need to maneuver around the vehicle). The bus stop needs to accommodate three buses (the max observed at one time) otherwise traffic will be backed up waiting for the bus to pull in.
- The Park District's expanded drop off on the west side of the Community Center - will remove the 250+ feet of stacked vehicles dropping off at the east side. Stacking should not be backed up onto a street.
- Option B's placement of the veterans memorial – good area to gather around for a ceremony, flat area to stand, further away from the train sounds
- Option B's pedestrian friendly area between AT&T, the retail, the Church and the Community Center – moving Jewett Park Drive further north allows for a safer environment in this area.
- Opening Peterson Lane to pedestrians only – encourages a pedestrian connection to Deerfield Square in the southwest quadrant and provides a safe and attractive walkway to the north.
- The walkway north from Jewett Park Drive to the Library needs to be direct – no wandering through Jewett Park to get to the library. Regarding a boardwalk, I am concerned about the maintenance involved with a wood structure. The Village tends to prefer maintenance free materials.
- Library 2 level parking – If I was a library employee I would welcome an opportunity to have covered parking, no snow on my car and overall weather protection. Much closer than having to walk to Jewett's north parking lot (where Library employees will be asked to park).
- Retail, façade improvements and outdoor dining – incorporating this property into the beautification of the area and making it pedestrian friendly as well. The alley between the retail buildings should be cleaned up and a new pedestrian path created. The trash containers would need to be relocated. Along the south side of the Church, I like the combination of the drop off area and the parking. Handicapped Church members use the southeast entrance to the church. Also on Option B, I like the east-west pedestrian way. Closing the alley north of the retail creates a safer situation.
- The area south of the church, I envision as being used for the Farmers Market, Plaza Pleasures, Art Fairs, etc.

November 7, 2012

Alan Garfield's Design Comments on the Northwest Quadrant Plans

- Improve the appearance along the north side of Deerfield Road between Running Away and the railroad tracks
 - Concern there might not be enough green space along this portion of Deerfield Road.
 - This would be a good location for the proposed sculpture garden with paths to walk on and places to sit.

- If the Veteran's Memorial is relocated, it should be placed in a prominent spot in the Village Center where everyone will see it.
 - The US Bank corner (for which the Village is working on obtaining a ground lease) may be a good spot.
 - The Veteran's Memorial could be placed on the former Lindemann's property if featured in a nice setting.

MINUTES
NORTHWEST QUADRANT UNIFIED TASK FORCE
November 28, 2012

A meeting of the Northwest Quadrant Unified Task Force was called to order by Chairman Tom Jester at 7:00 p.m., Wednesday, November 28, 2012 in the Robert Franz Board Room of the Village Hall. In attendance were:

Trustee Tom Jester, Chairman	Ray Craig
Trustee Mary Oppenheim	Dan Shapiro
Jan Caron	Don Anderson
Rick Julison	Joy Fiorini
Mary Pergander	Larry Dondanville
Mary Courtney	Joe Pugliese
Suzan Hawkinson	

Also Present:

Lee Brown, FAICP, President, Teska & Associates, Inc.
Jodi Mariano, PLA, CLARB, Senior Associate, Teska & Associates
Bruce Bondi, Principal Bondi Studios
Rick Hitchcock, ASLA, President, Hitchcock Design Group
Craig Farnsworth, ASLA, Hitchcock Design Group
Tim Doran, Director of Transportation Planning, Gewalt Hamilton
Amanda Larson, Traffic Engineer, Gewalt Hamilton

Absent:

Alan Garfield	John Coughenour
Dick Coen	Linda Benedetto
Sy Taxman	

Staff

Barbara Little, Director of Public Works
Jeff Ryckaert, Principal Planner
Jean Spagnoli, Planner

Chairman Tom Jester brought the meeting to order and asked if anyone would like to comment on a non-agenda item. There were no public comments.

Chairman Jester noted that the meeting would consist of a brief presentation from the consulting team with the majority of the time devoted to comments and questions from the Task Force. Chairman Jester also noted January 8, 2013 is scheduled as a public open house to introduce the plan to the public. This meeting will focus on presenting the Plan to the public.

Commissioner Jester commented that the material sent to the Task Force members prior to tonight's meeting contained traffic and parking input from the traffic consultant.

Jodi Mariano, Senior Associate, Teska & Associates, noted that the first part of the presentation would focus on the design of the proposed Concept Plan D while the second part of the presentation would cover traffic, circulation and parking. Ms. Mariano stated following the last meeting, the consulting team worked with Village Staff to go over the comments and questions that the Task Force raised. The consultants organized these comments and questions to bring forth a proposed Concept Plan D. Ms. Mariano touched on a few of the recurring themes that contributed to the proposed Preferred Plan D:

- Keep as much parking as possible.
- Replacing east parking loss with west parking gain is not considered a trade-off.
- Positive response to boardwalk from Concept Plan A.
- Mixed messages on Entry Way Plaza; attractive but too large and took up too much parking.
- A lot of response in improving circulation and reorganizing Municipal and Church Parking Lots for better pedestrian and vehicular split.
- Improve appearance of area behind commercial buildings. Outdoor dining not necessarily desired.
- Veteran's Memorial needs to be accessible by pedestrians traveling by foot and near a traveled roadway.
- Strong feelings on areas around Park District building particularly proposed north roadway.
- Addressed section of Jewett Park Drive to be pedestrian friendly access road but also accommodate vehicles.
- Reorganizing parking in Commuter and Community Center lots to be more green and pedestrian friendly and allow for better vehicle stacking.
- Keep playground in tact and in close proximity to the park.
- Positive reaction to tree canopy walks.
- Pedestrian only access to Peterson Street (Peterson Lane formerly a street)
- Positive reaction to curvilinear Park Avenue.
- Positive reaction to closure of Park Avenue at Deerfield Road.

Rick Hitchcock addressed the Task Force with the goals and objectives which are the driving force behind the design of the Concept Plans. Mr. Hitchcock commented that the driving force is to simply transform the Northwest Quadrant into a cultural centerpiece. **(Note: The goals, objectives and design criteria can be found on page 2 in attached Design Workshop #3 Draft prepared by Teska)**

The outcome of these goals and of the Northwest Quadrant is to allow pedestrians unrestricted north-south and east-west access in a safe and attractive environment. The pedestrian and vehicular access allows not only better access to the destinations in the quadrant, but also makes the Northwest Quadrant a destination in its own right. Mr. Hitchcock touched upon the circulation and parking and highlighted the reconfigured area between the Church and the Park District as being a very important to the success of

the quadrant and vital to this Plan. Mr. Hitchcock noted the new child drop-off areas on the south side of the church and the west side of the Community Center. Both drop-off areas are designed with child safety in mind. The new Community Center drop-off area is far superior to the Park District's existing drop-off operation.

Mr. Hitchcock commented that from the beginning a common statement from Task Force members is that the northwest quadrant needs to be attractive. Making this space gorgeous is the outcome of the goal statement. Mr. Hitchcock noted that most of the action takes place on the south 1/3 of the quadrant. This area is where the improved north-south and east-west connectors intersect and not only becomes the center of the quadrant, but also a destination. This space has spectacular views overlooking the park and is a gorgeous pastoral setting becoming a showcase for the beautiful views. So not only do the connectors get someone to the destinations, but the area becomes a destination in its own right.

Mr. Craig Farnsworth and Ms. Mariano presented Concept Plan D to the Task Force. Using the Concept Plan D, Concept Cross Sections and Perspective Renderings (**See attached Design Workshop #3 Draft - NWQ Perspectives 5**). Mr. Farnsworth commented on the overarching design principles of connectivity and cohesiveness used in Concept Plan D. Different vertical elements which could be pavilions or sculptures act as visual and subliminal cues help to reinforce the cohesiveness of the north-south or east-west paths. Mr. Farnsworth noted a water element such as a zero depth pool that was envisioned around one of the proposed vertical elements.

Mr. Farnsworth noted that the Concept Plan D lends itself to unrestricted pedestrian access while vehicular access is restricted to defined areas especially at the intersection of the north-south and east west access ways. Bollards define vehicle access and circulation but allow pedestrians to flow freely and offer flexibility of the space. This is a shift on how the quadrant is currently being utilized. Mr. Hitchcock commented that one way to think about this is that instead of a pedestrian crossing a vehicular roadway; think of it as a vehicle crossing a pedestrian space.

Mary Pergander is concerned and curious about the safety of the shared pedestrian and vehicle space. Mr. Farnsworth noted that signage, bollards and curb cuts act as visual and physical cues of the defined space. The road width remains at a standard 24 feet.

Mr. Doron added that there will be certain protocols that will be followed in the design of the roadways and pedestrian paths, and while it will be a context sensitive design, the concept is agreed upon by the traffic consultants. Mr. Doron added that the roadways will have a structure necessary for drainage and will segregate pedestrians from vehicles. Mr. Doron is comfortable that the concept of Concept Plan D will be feasible. Some key points on traffic and circulation.

- Library access from Waukegan Road unchanged.
- No truck delivery access on Jewett Park Drive from Waukegan Road.
- Truck deliveries will be channelized to enter the quadrant from the south.
- Signage plan will direct trucks on how to enter and exit quadrant.

- Peterson Street will not be accessible to vehicles.
- Park Avenue will be closed at Deerfield Road.
- Curvilinear Park Avenue.
- Reconfigured perpendicular parking on Park Avenue.
- Park District drop-off area located on the west side of the Community Center.
- New Park District drop-off area allows adequate queuing.
- Church's west parking lot north-south vehicular access way.
- Traffic in church west parking lot estimated at one car per minute in each direction during peak times.
- New south drop-off area for Christian Beginnings.

Mr. Doron noted one parking space will be lost in the overall parking scheme in the Concept Plan D. Key points regarding parking in Concept Plan D.

- Library parking lot loses 4 parking spaces.
- Village parking lot gained 1 parking space.
- Church's west parking lot loses 4 parking spaces.
- Church south parking loses 14 parking spaces, to a drop-off lane.
- Municipal parking lot loses 14 spaces (Municipal parking lot included parking spaces behind commercial building and the Church south parking spaces).
- Marathon lot (Farmer's Market lot) gains 15 parking spaces.
- Designating parking spaces in the Marathon parking lot for Park District employees.
- Park District parking lots loses 11 spaces.
- Reconfigured Park Avenue parking lot gains 18 parking spaces.
- Shift commuter parking in Marathon parking lot to the Park Avenue parking lot.

A discussion ensued about the church's south parking spaces turning into a drop-off lane. The drop off lane could potentially become parallel parking spaces.

A discussion arose about the Park District's concerns on moving the drop-off area to the west side of the Community Center and the loss of 11 parking spaces. The Park District has serious concerns regarding proposed drop-off area and the manner in which they will get children to their classrooms in a safe and convenient manner. The Park District also noted that during summer months, drop-offs occur on both the east and west sides of the building. The proposed drop-off area will increase the volume of cars if the only drop-off point is on the west side of the building. Major interior alterations to the Community Center building will be needed to accommodate the proposed west drop-off point. Mr. Doron acknowledged that the Park District's current drop-off operation is not safe on the east side of the Community Center.

The Church also raised a safety concern on the volume of traffic that will use their west parking lot. At the present time it is hard to imagine that the volume of traffic that will use this parking lot will lessen as projected by the consultants. (Mr. Doron earlier explained that the traffic going through this parking lot would lessen because the majority of the traffic that used this route was using it to drop off children at the Park District's

east drop off location. Mr. Doron explained that the proposed west drop off location will have vehicles coming from the south (Deerfield Road) and Robert York Avenue and therefore eliminating the need to go through the Church's west parking lot.

Mr. Dondanville commented that there is a lot of cut-through traffic that presently use this Jewett Park Drive north-south route that have nothing to do with dropping-off children. Mr. Dondanville noted that the proposed circulation will discourage the cut-through traffic because it will not be convenient for motorists. Mr. Doron stated that the new circulation pattern is designed to discourage cut-through traffic and lower vehicle speeds through out the quadrant.

A comment was made to move the Park District's drop-off operation to the north side of the building and moving the playground slightly. The Park District realizes that there are other possibilities but they feel that no one has asked them about how their operation functions or the needs for their operation.

Chairman Jester believes that there has been considerable documentation of the needs of the entities along with discussions and alternatives. Chairman Jester commented that there appears to be a need for more discussion about individual entity needs and note that it is not inconceivable that some of the interior patterns of the Community Center can be modified.

Ray Craig commented that when the entities entered into the discussion of coming up with a feasible plan for the Northwest Quadrant it was understood that property lines would be ignored but there has not been enough discussion about the impacts of the plan to individual properties. Mr. Craig believes that there will not be a lot of support for this Concept Plan D if it is to be taken to the public in January. Other entities commented that they would like to discuss the Concept Plan D with their respective Board of Trustees. A discussion arose about public support of the overall Plan and perceived negative assumptions of traffic, circulation and parking. Chairman Jester noted that the substantive reality is that for all practical purposes, the amount of parking remains unchanged.

Mr. Doron wonders if there could be an agreement or easement that will dedicate parking to the Church to make up for their parking loss. Mr. Craig feels that there could be an enforceable agreement to guarantee parking for the Church indefinitely. Chairman Jester stated that negotiating property issues is not the function of this Plan or in the Plan's purview. Chairman Jester added that the question is whether or not the Plan is workable, desirable and beneficial to everyone involved subject to working out the intergovernmental agreements. Ms. Oppenheim noted that the goal of the Plan was to meet the needs of the quadrant and now the discussion is if the proposed Plan meets people's needs. Mr. Craig commented that he doesn't see the feasibility or safety of using the church's west parking lot as a main thoroughfare when children will be crossing frequently to get to and from the park playground with.

Mary Courtney commented that they have not had the chance to talk to the Library Board of Trustees about the different Plans and wonders if it is necessary to have the public meeting on January 8, 2013. Ms. Courtney does not dislike the Plan but would like time to get input from the Library Board of Trustees. A discussion arose about the lack of time that has been available to discuss the concept plans with their prospective boards. Ms. Pergander commented that it would be nice for the Library Board of Trustees to adequately discuss the Plan.

Suzan Hawkinson commented that each entity has been brought in to listen to the possibilities and the goals attached to them. Discussions have revolved around ignoring property lines and self interests. Ms. Hawkinson noted that the Church has been a significant player and envisions negative impacts with the proposed road on Church property. There has not been an opportunity to share some of the things that are concerning to each individual institution. Ms. Hawkinson noted that she was initially discouraged from talking to her Session Elders (Board of Trustees). Ms. Hawkinson has not felt that these concerns have been encouraged or addressed. Ms. Hawkinson commented a meeting devoted to answering questions would be a good start.

Ms. Fiorini commented that it would be nice to hear a financial perspective on what the cost issues will be to erect a plan of this scale.

Mr. Dondanville discussed the procedure of talking to the different boards before any plans are formulated.

Ms. Hawkinson would like to know how traffic flows through the Church's west parking lot and would like to understand how the traffic is accommodated with vehicles backing into and out of the perpendicular parking spaces. Mr. Doron commented that a car per minute at peak times is not a huge volume of traffic. A discussion arose on the decreased volume of traffic due to the proposed Park District drop-off on the west side of the Community Center and the new access off of Deerfield Road into the municipal parking lot.

A suggestion was made to note the questions from the entities and decide on an approach to answering these questions and addressing the concerns. These questions are attached in the document: **Deerfield Northwest Quadrant Master Plan Design Workshop#3 Meeting Notes dated November 29, 2012.**

A discussion arose on the process of the next steps that need to be taken in order to communicate addressing the issues and concerns of the different entities and the process of resolving these conflicts.

Chairman Jester wanted to add that there has been a lot of time spent looking at the issues of the quadrant and what is hoping to be accomplished. Chairman Jester is very open to suggestions and encouraged Task Members to voice their suggestions in writing or by marking up the Concept Plan to visually represent their suggestions. Chairman Jester

understands that only the Boards of the Park District, Library and Church can make the decisions for their respective entities.

Mr. Don Anderson asked if there is substantial knowledge or support that the entry plaza will be utilized because it takes up a lot of space in municipal lot. He said that if the entry plaza were smaller in scale, it could address parking concerns. Mr. Anderson also questioned if the proposed narrowing of Park Avenue and proposed north-south connector through the Church's west parking lot will bring about safety concerns. Mr. Anderson would like to see data that supports that improving these streets as illustrated in Concept Plan D will improve the existing conditions.

Ms. Joy Fiorini noted that if the Plan were adopted there are presumptions which calls for things to be moved around or improved within the quadrant. The assumed changes have the potential to be financially significant. Ms. Fiorini wonders how the Village of Deerfield Board of Trustees will make the entities whole. Chairman Jesters noted the stated that there will have to be substantial inter-governmental and inter-entity negotiations to make this Plan happen. Chairman Jester noted that cost estimates are not in the scope of work for the Plans being discussed, but when there is a Preferred Plan there will be a cost estimate for that Plan. Chairman Jester stated that the cost estimate will be a rough estimate due to the many design issues that exist in the Plan. Chairman Jester stated that the point of formulating a Plan for the Northwest Quadrant is for the entities to start doing projects that are consistent for the entire Northwest Quadrant.

Mr. Julison asked if the Park District drop-off area and the area between the Church and the Community Center could be reexamined because it is such an important area for the Park District's childcare operation. Mr. Doron acknowledged that the area will be looked at again but urged that the Park District Board should also look at the Plan and the limited space that they have to work with.

Chairman Jester commented that since it is clear that the Task Force is not yet comfortable with the Concept Plan D, it is unlikely that there will be a public open house in January. Ms. Hawkinson feels the best course of action would be to discuss the Plans with the different Boards.

Mr. Dondanville stated that from a taxpayer's perspective an economic analysis should be done to highlight the economic benefits of this Plan to the community.

Ms. Oppenheim commented that the proposed location for the Veteran's Memorial may not be conducive or practical for the users and suggested moving it to the northeast corner of the AT&T property. Ms. Oppenheim realizes that there are major concerns with the Plan but noted that there is a lot of agreement that there is much potential with Concept Plan D.

There being no further business to discuss Chairman Jester thanked the Task Force for their diligence and consideration while reviewing this Plan.

The meeting was adjourned.

Respectfully Submitted,
Daniel Nakahara

Attachments:

- Design Workshop #3 Draft and NWQ Perspectives 5
- Deerfield Northwest Quadrant Master Plan Design Workshop#3 Meeting Notes dated November 29, 2012

DEERFIELD NORTHWEST QUADRANT
DESIGN WORKSHOP #3 - DRAFT
28 November 2012



GOALS, OBJECTIVES AND DESIGN CRITERIA

Goal:

By 2020, transform the NWQ into the cultural centerpiece of Deerfield.

Objectives:

1. Maintain the cluster of related civic assets/destinations. Incorporate compelling, new and compatible destinations and features (such as a civic plaza for everyday and special events).
2. Invite and engage pedestrians / bicyclists, accommodate motorists. Support deliveries of people and goods.
3. Create a series of visually stunning experiences.

Design criteria:

1. Conveniently walkable
2. Barrier-free connectivity
3. Extremely attractive
4. Reliably safe
5. Environmentally friendly
6. Fiscally responsible/phased
7. Respectful and neighborly
8. Reasonably maintained
9. Reliably durable
10. Fully integrated between uses



Option D
Northwest Quadrant Concept

Village of Deerfield, Illinois
 November 16, 2012

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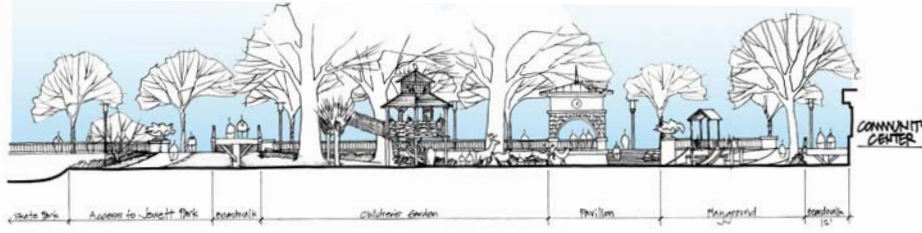


Concept D | Plan

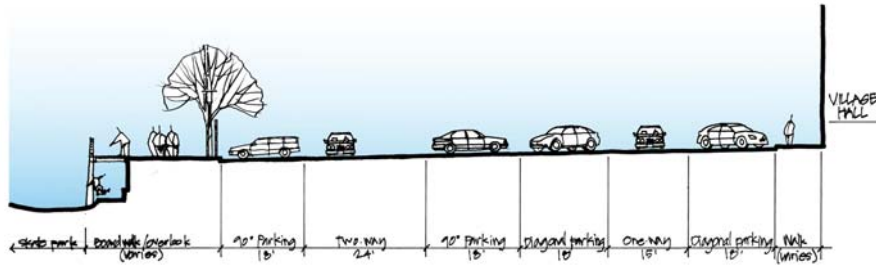




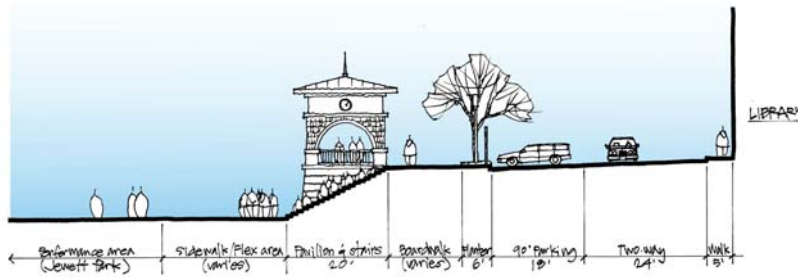
Section D.1



Section D.2



Section D.3



Section D.4

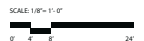


Option D

Northwest Quadrant Concept Cross Sections

Village of Deerfield, Illinois
November 16, 2012

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Option D

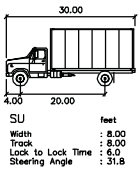
Northwest Quadrant Concept

Village of Deerfield, Illinois
 November 16, 2012

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Concept D | Autoturn Diagram - Eastbound Truck Traffic



Option D

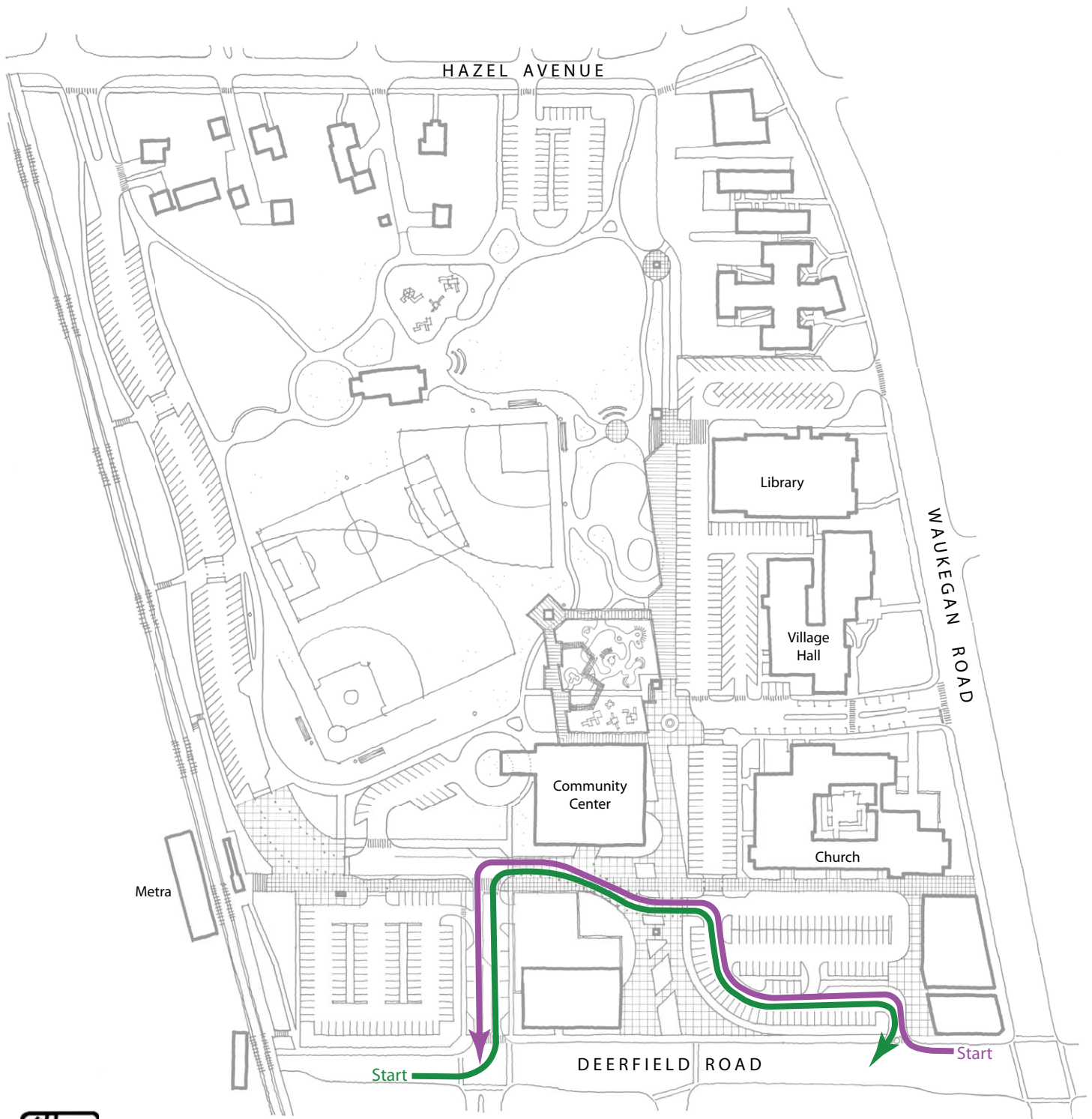
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Village of Deerfield, Illinois
November 16, 2012

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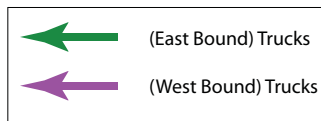
Concept D | Autoturn Diagram - Westbound Truck Traffic



Option D

Northwest Quadrant Concept

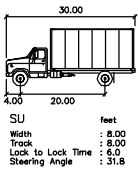
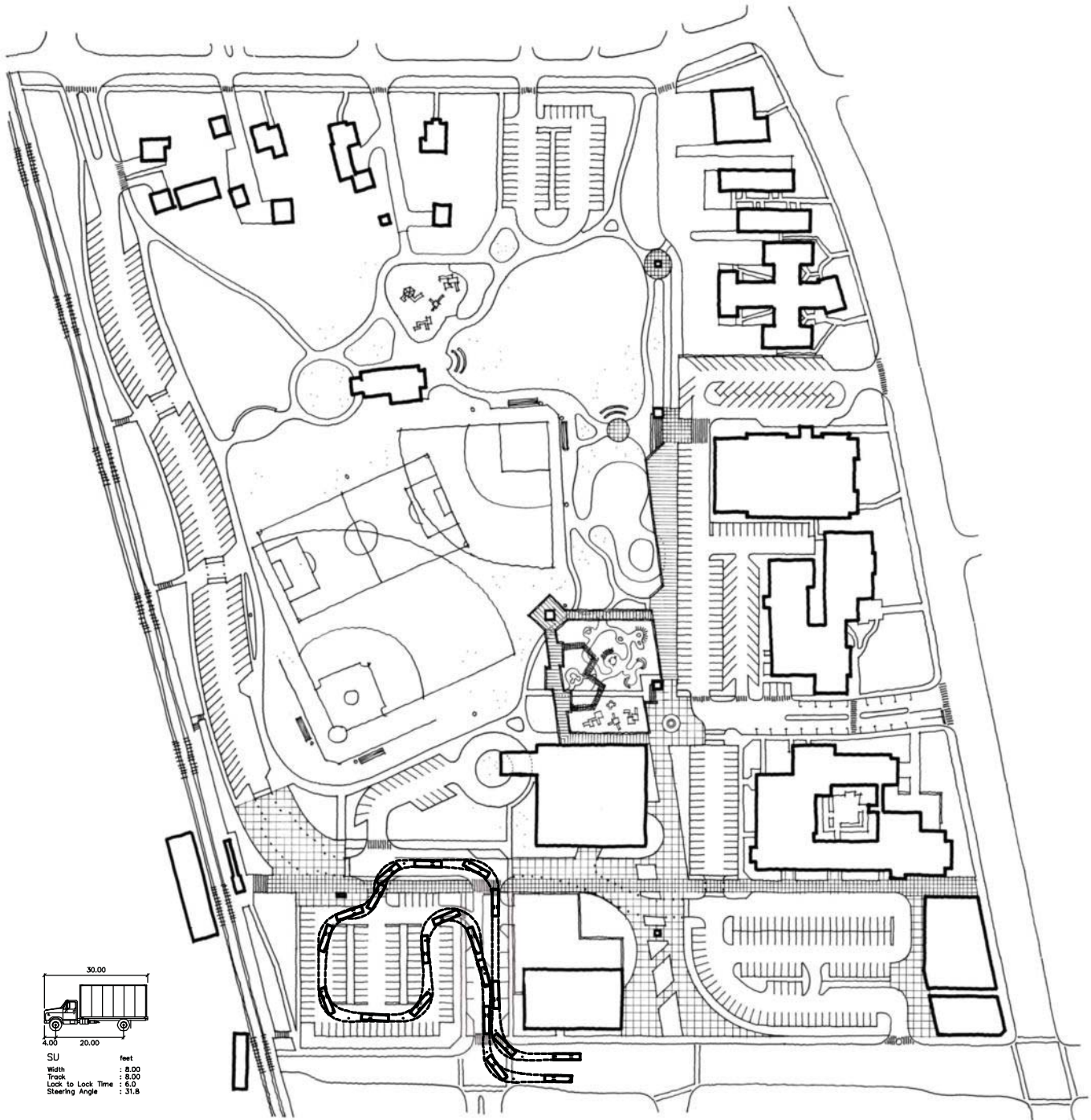
Village of Deerfield, Illinois
November 16, 2012



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Concept D | Circulation Diagram - Truck Traffic



Option D

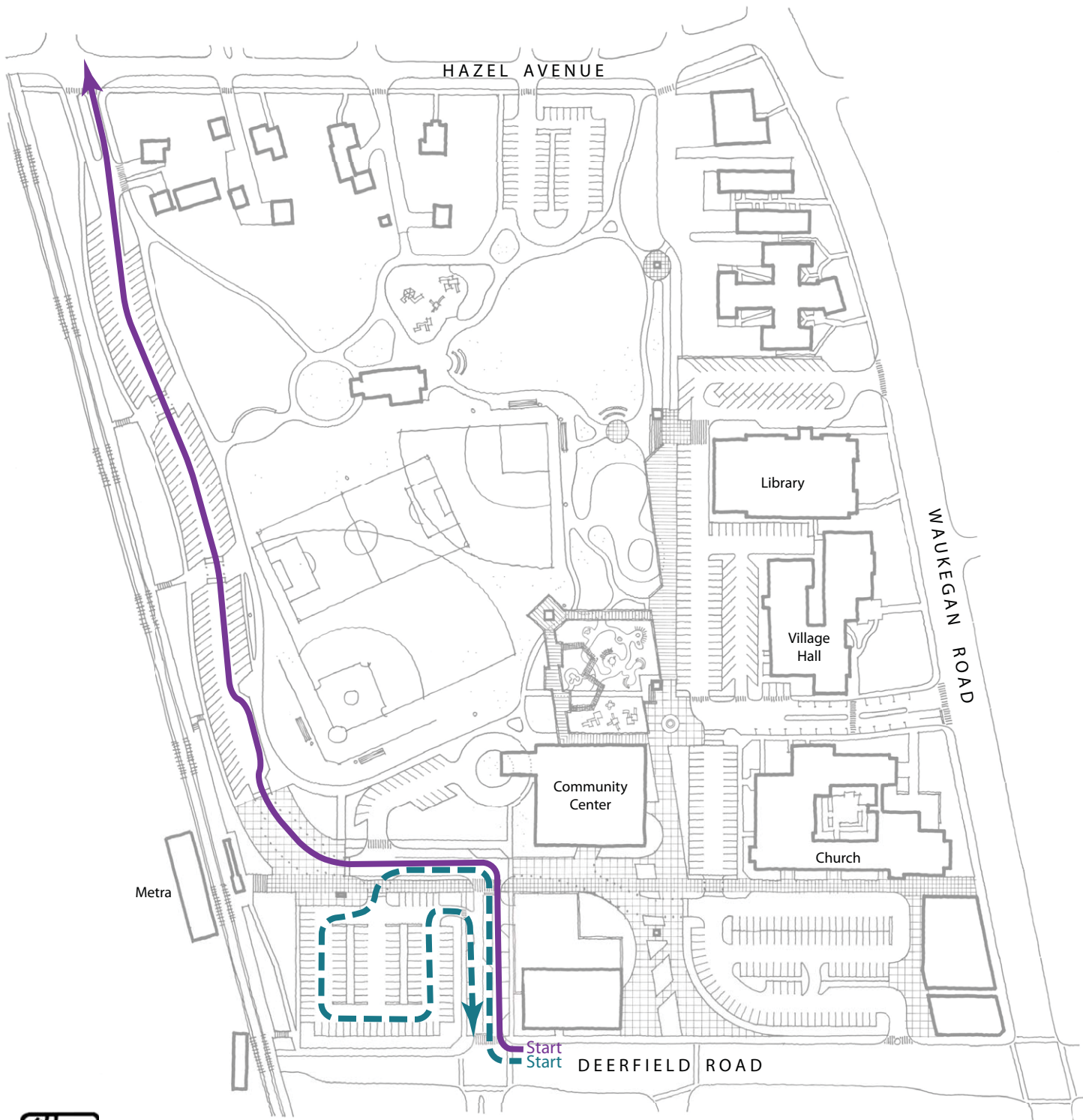
Northwest Quadrant Concept

Village of Deerfield, Illinois
November 16, 2012

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Concept D | Autoturn Diagram - Bus Traffic



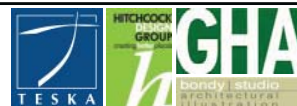
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Village of Deerfield, Illinois
November 16, 2012



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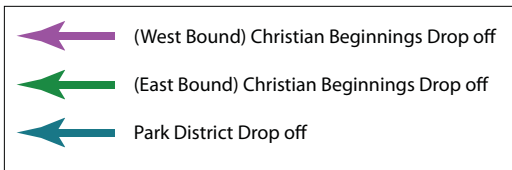
Concept D | Circulation Diagram - Bus Traffic



Option D

Northwest Quadrant Concept

Village of Deerfield, Illinois
November 16, 2012



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Concept D | Circulation Diagram - Automobile Drop Off Traffic

Parking Analysis Deerfield Northwest Quadrant Deerfield, Illinois			
Parking Lot	Existing Spaces	Option D	
		Spaces	Difference
Lot A - Library Lot	65	61	-4
Lot B - Village Lot	90	91	1
Lot C - Church Lot	41	38	-3
Lot D - Municipal Lot ⁽²⁾	116	102	-14
Lot E - Robert York Parking	14	9	-5
Lot F - Commuter Lot (Marathon)	84	99	15
Lot G - Park District Lot	30	19	-11
Lot H - Park Ave Permit	31	49	18
Lot I - Park Ave Daily Fee	73	69	-4
Lot J - Hazel Ave Lot	49	55	6
Total:	593	592	-1

(1) Total spaces do not consider ADA accessible spaces

(2) Municipal lot existing space count includes the 11 commercial parking spaces located behind the stores on Waukegan Rd

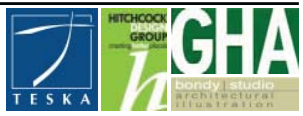


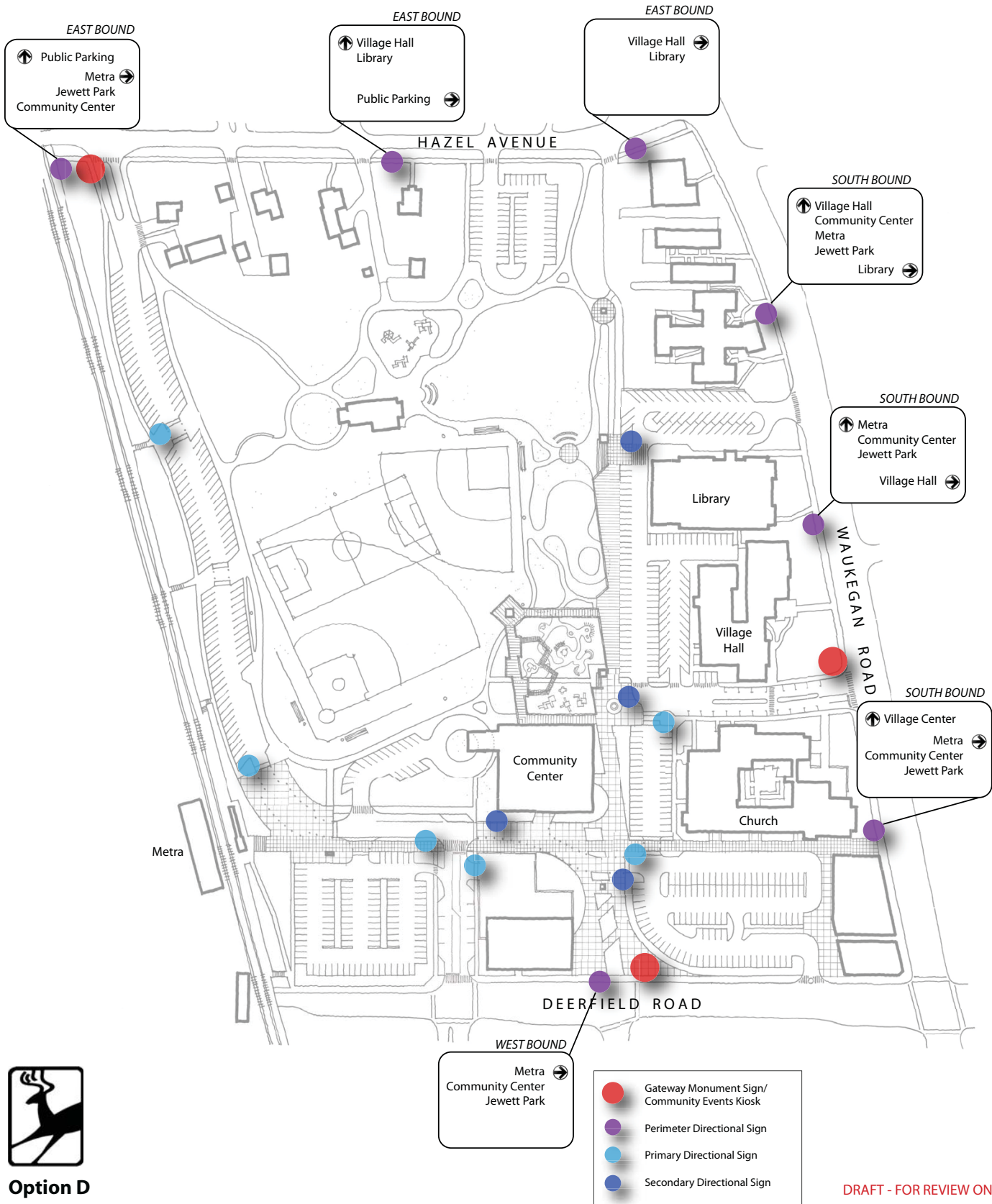
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Village of Deerfield, Illinois
November 16, 2012





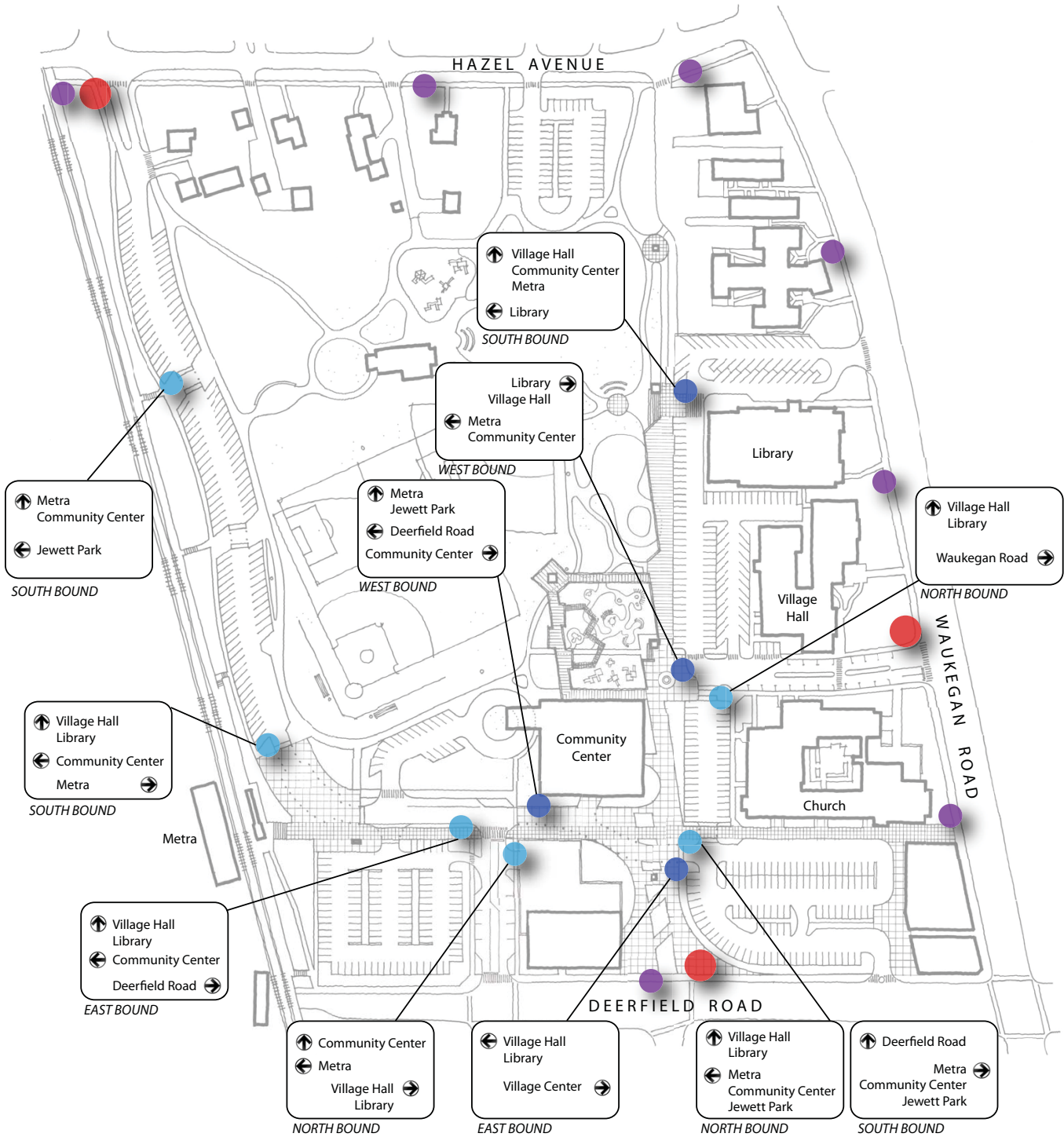
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Northwest Quadrant Concept

Village of Deerfield, Illinois
November 16, 2012

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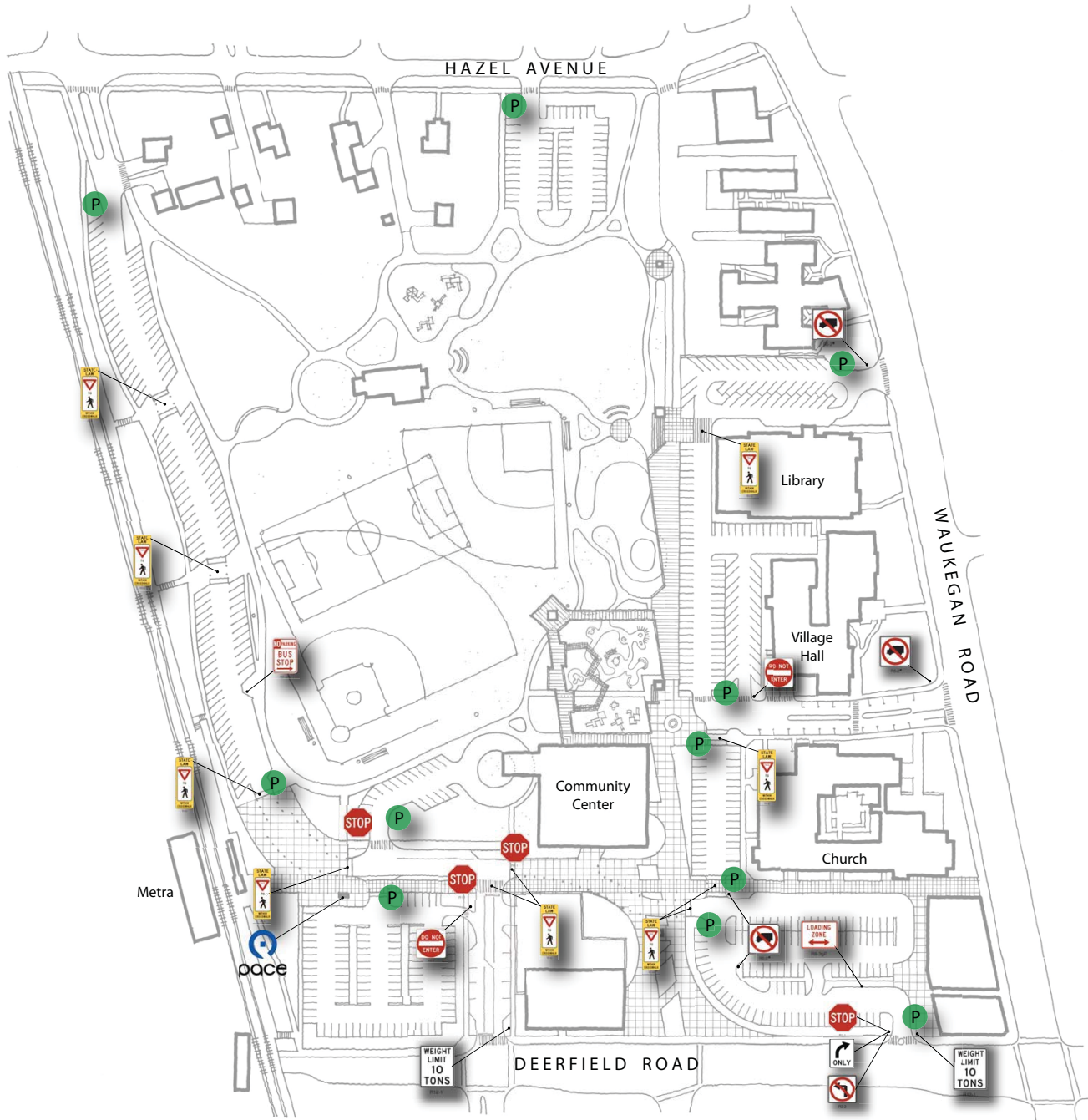
Northwest Quadrant Concept

Village of Deerfield, Illinois
November 16, 2012

- Gateway Monument Sign/
Community Events Kiosk
- Perimeter Directional Sign
- Primary Directional Sign
- Secondary Directional Sign

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	P Parking Signage Time Limits Permit Daily Fee		Yield to Pedestrians Within Crosswalk		Loading Zone
	Stop Sign		No Trucks (Except local deliveries)		Weight Limit 10 Tons
	Do Not Enter		No Left Turn		PACE Bus Stop
	No Parking Bus Stop		Right Turn Only		



Option D

Northwest Quadrant Concept

Village of Deerfield, Illinois
November 16, 2012

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Signature Elements

Standard Symbol (Black)



Standard Symbol (Green)



Standard Signature (Vertical)



Standard Signature (Horizontal)



Option D

Northwest Quadrant Concept

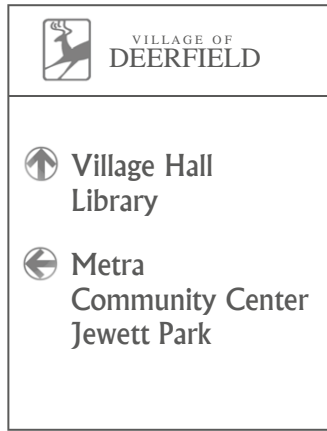
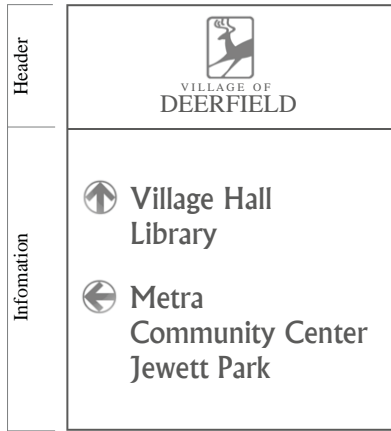
Village of Deerfield, Illinois
November 16, 2012

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Signage System Framework

Standard Framework (Vertical)



Standard Framework (Horizontal)



Color Palette



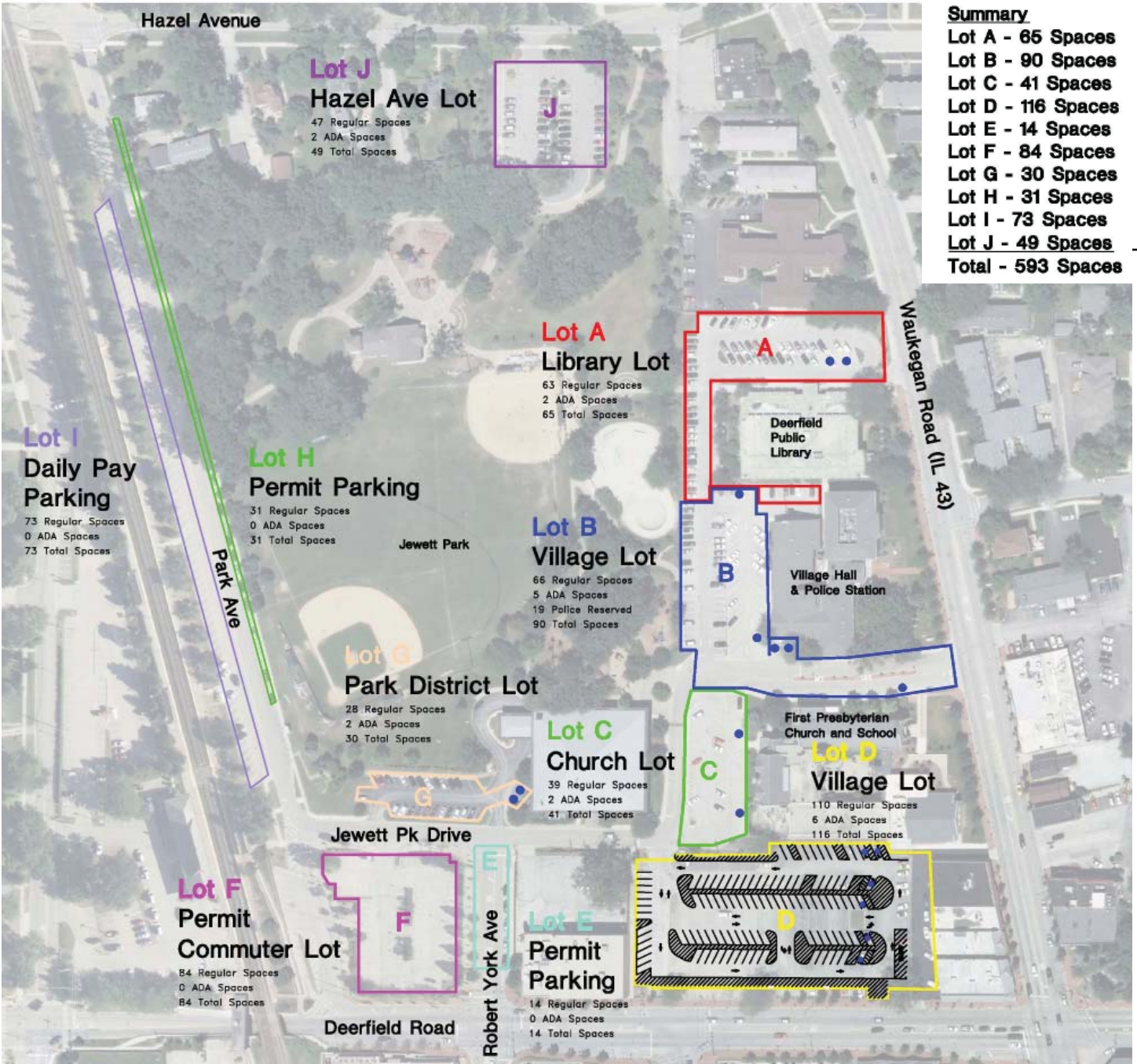
Option D

Northwest Quadrant Concept

Village of Deerfield, Illinois
 November 16, 2012

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Summary

Lot A	- 65 Spaces
Lot B	- 90 Spaces
Lot C	- 41 Spaces
Lot D	- 116 Spaces
Lot E	- 14 Spaces
Lot F	- 84 Spaces
Lot G	- 30 Spaces
Lot H	- 31 Spaces
Lot I	- 73 Spaces
Lot J	- 49 Spaces
Total	- 593 Spaces



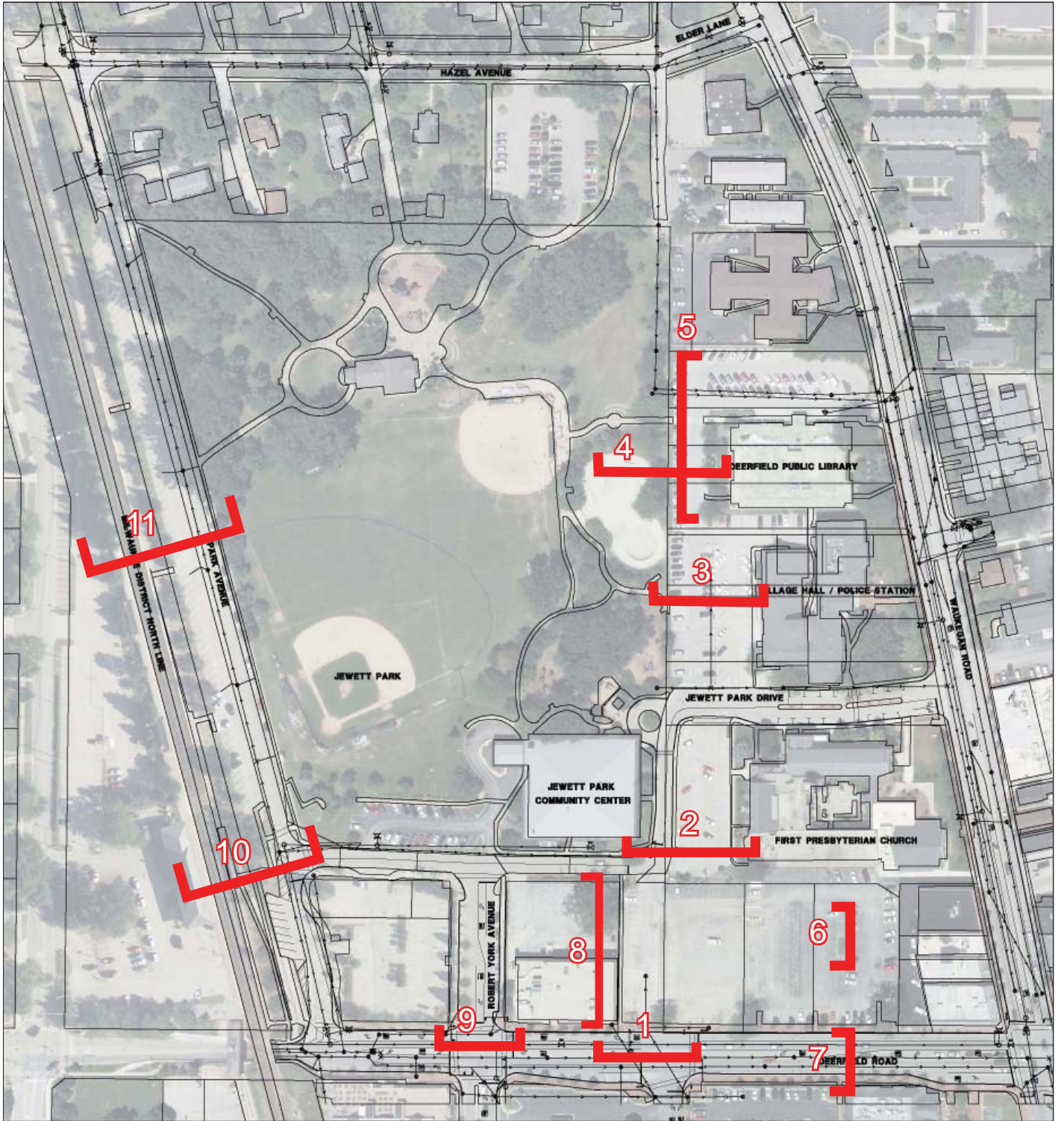
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Northwest Quadrant

Village of Deerfield, Illinois
November 16, 2012



Existing Parking Data



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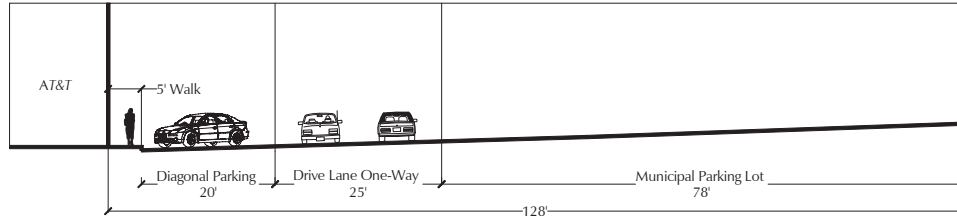
Northwest Quadrant

Village of Deerfield, Illinois
November 16, 2012

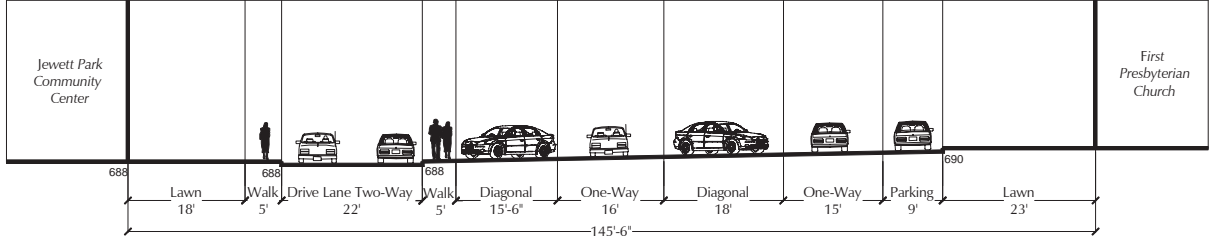


Existing Aerial with Section Lines

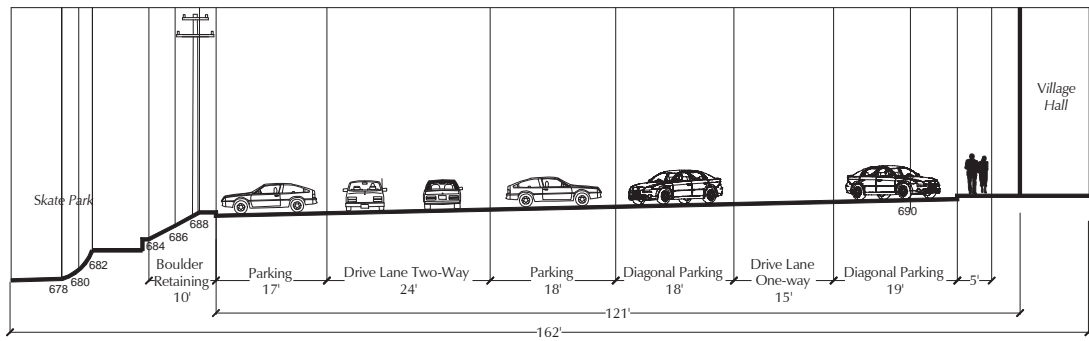
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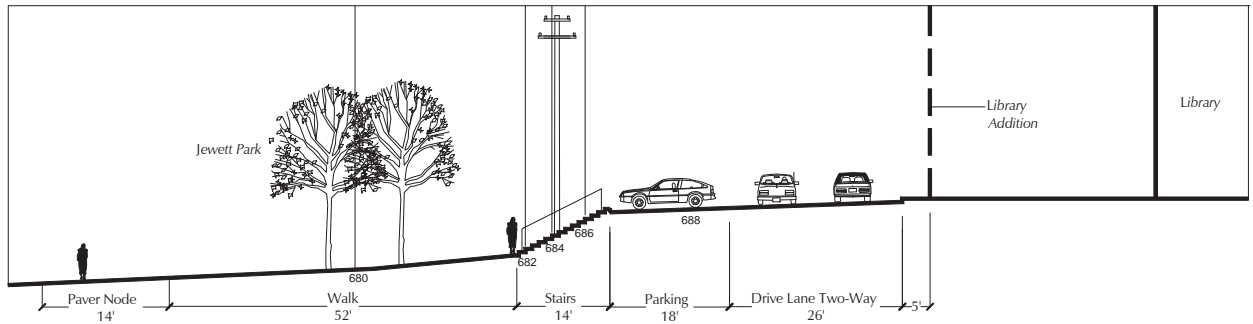
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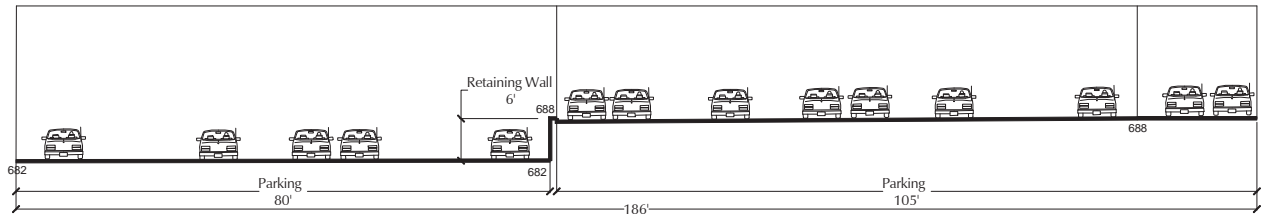
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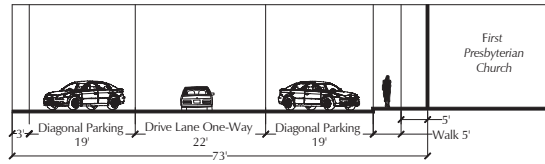
Northwest Quadrant

Village of Deerfield, Illinois
November 16, 2012

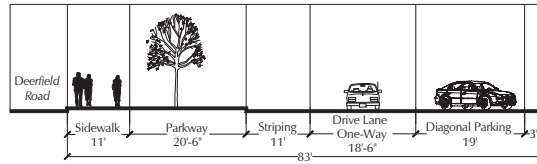


Existing Sections

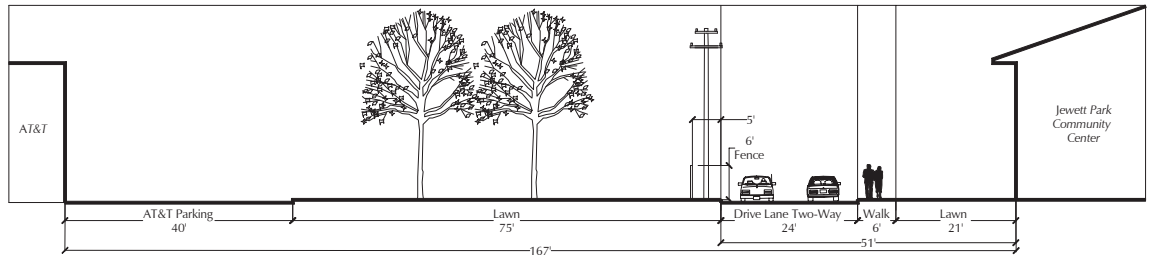
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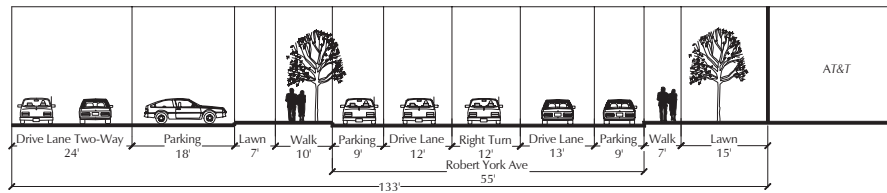
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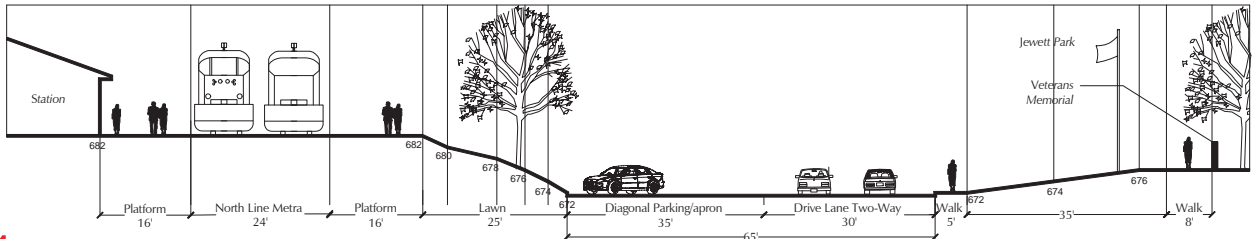
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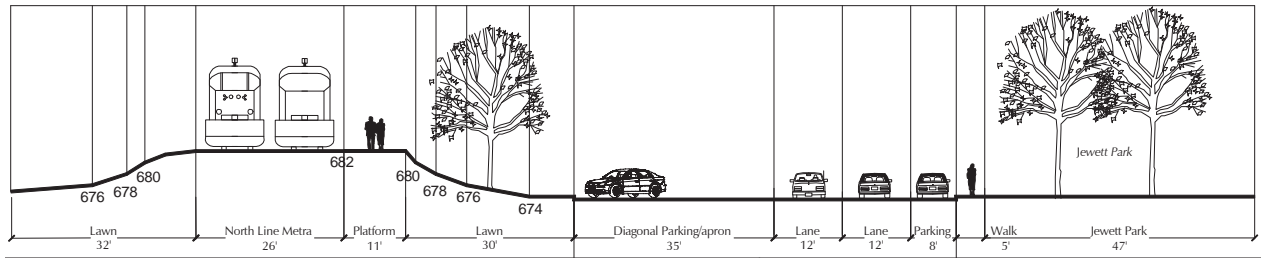
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11



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Northwest Quadrant

Village of Deerfield, Illinois
November 16, 2012



Existing Sections



Option D

Northwest Quadrant Concept

Village of Deerfield, Illinois
November 16, 2012

 Pedestrian Use Areas

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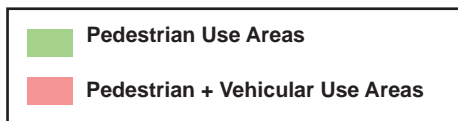




Option D

Northwest Quadrant Concept

Village of Deerfield, Illinois
November 16, 2012



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Deerfield Northwest Quadrant Master Plan
Design Workshop #3 Meeting Notes

The following questions and comments were documented during the Northwest Quadrant Unified Task Force Design Workshop #3:

1. How is the Concept Plan an advantage to the Church? What are the impacts of the following items:
 - a. The reassignment of traffic from Jewett Park Drive to the parking area?
 - b. The loss of parking? (3 spaces + spaces in the Municipal Lot)
 - c. The distance between parking in the Municipal Lot and Church
 - d. The perceived 'road' thru the west parking lot
 - e. Proposed trees along the south building façade blocking views to the Church
2. Library questions:
 - a. Is the boardwalk supportive of stroller use?
 - b. Does the plan provide accessible ways between Jewett Park and the Library
 - c. The Library expansion at the west side has a patio at grade level – does the plan block views to the Park?
3. What will the police think of the plan?
4. How does traffic within the NWQ access the north?
5. When motorists are waiting to pick up/drop off at the Metra/PACE stations, will they become stacked on Park Ave due to the narrowed road section? How does the plan accommodate cars picking up at the Metra station?
6. Park District questions:
 - a. What is the process/forum for plan review?
 - b. Additional conversations with board and staff are needed prior to public open house.
 - c. How can the plan accommodate preschool drop off if the east drop off is relocated to the west?
Can the east drop off be reconsidered?
7. How do we know that the entry plaza will be used? If the entry plaza is reconfigured, can we gain more parking at the Municipal Lot? The plaza appears to be too big.
8. Regarding proposed reconfiguration to Park Avenue and the Church lot: Does data exist to support pedestrian safety issues in these instances?
9. Regarding finances: How will all property owners be made whole (after items such as parking are relocated)?
10. Will these spaces be used by the public? Will it work? Will it not create new problems? Will it generate new walkers?
11. How does this plan impact the Church parking and programming?
12. Are there examples where this has been successful?
13. Can the plan consider energy sharing across the NWQ (geothermal)?
14. Can the plan consider sustainable materials, such as paving and others?
15. When does the plan have a cost estimate associated?
16. What are the economic benefits of this plan?
17. Regarding the Veterans Memorial: currently depicted in a grove of trees. Memorial space needs steady ground. Are there alternative sites? Consider relocating to east side of ATT Building?

MINUTES
NORTHWEST QUADRANT UNIFIED TASK FORCE
Public Open House
March 19, 2013

A public open house to present a Master Plan for the Northwest Quadrant was held at 7:00 p.m., Tuesday, March 19, 2013 in the Robert Franz Board Room of the Village Hall. The public open house was an opportunity to present materials to date and gather input from the Community as the Task Force works toward a Master Plan for the Village of Deerfield's Northwest Quadrant.

Task Force Members in attendance were:

Trustee Tom Jester, Chairman	Ray Craig
Trustee Mary Oppenheim	Dan Shapiro
Jan Caron	Rick Julison
Joy Fiorini	Larry Dondanville
Suzan Hawkinson	

Also Present:

Jodi Mariano, PLA, CLARB, Senior Associate, Teska & Associates
Bruce Bondi, Principal Bondi Studios
Craig Farnsworth, ASLA, Hitchcock Design Group
Tim Doran, Director of Transportation Planning, Gewalt Hamilton
Amanda Larson, Traffic Engineer, Gewalt Hamilton

Staff

Barbara Little, Director of Public Works
Jeff Ryckaert, Principal Planner
Jean Spagnoli, Planner

Chairman Tom Jester began the public open house with by acknowledging and thanking those in attendance for taking the time to become a part of this exciting public process. Chairman Jester noted that the meeting would consist of a brief presentation from the consulting team followed by the consultants breaking out into three different stations. At that time the public would be encouraged to visit the stations to ask questions on the proposed elements of the Master Plan to date.

Jodi Mariano, Teska & Associates, commented that the Master Plan to date is the result of the participation of the different shareholders in the Northwest Quadrant. The Master Plan is meant to guide future development of the quadrant through a thoughtful planning process. The Master Plan is meant to enhance the existing assets of the quadrant while rectifying the different traffic, circulation and design conflicts that exist.

Ms. Mariano noted that the consultants would be divided into three stations and encouraged those in attendance to visit the stations if they had specific questions or just wanted a better understanding of the Plan. The three stations were set up as follows:

1. Traffic and Circulation – Gewalt Hamilton Associates
2. Urban Design and Landscape Architecture – Hitchcock Design Group
3. Planning Process – Teska Associates

Questions/Comments from the audience:

Q: Currently there is no place where twenty-somethings can go. Will this plan have a place where this age group can go?

A: This plan is a concept but it is intended to create pedestrian-friendly spaces for people of all ages. Tables and benches can be added to different areas to encourage this type of pedestrian-friendly environment.

Comment:

People use the quadrant as a cut-through. This plan is nice but are we missing an opportunity to better connect the Northwest Quadrant to the other quadrants. If there are no links to the Northwest Quadrant, it doesn't matter how nice the quadrant becomes, no one will be able to get there if it is not convenient to do so. Connecting this quadrant to the rest of the community is the key to the success of this Plan.

Comment:

The Northwest Quadrant is landlocked and presents physical barriers that don't allow the general public into the quadrant. This is especially true of the residents on the west side of the train tracks. There needs to be more entry points into this quadrant to make it more accessible. One suggestion is to create a pedestrian underpass under the Metra train tracks for residents living west of the quadrant. Another suggestion is to use York Avenue as a main entry point from the south.

Q: Are there any plans to have a fountain in the Northwest Quadrant? (The comment was made that a fountain appeared in one of the renderings.)

A: This plan is a concept but during the planning process fountains were mentioned as a feature that could be added. This plan does not specify having a fountain.

Q: What is the timeline of the Master Plan? What is the next step?

A: This Plan is a vision document meant to guide direction for future development in the Northwest Quadrant. The timeline is for the next 10-20 years. Chairman Jester commented that the likely first step would be to put together a cost of the development of the Plan. Early projects could be the municipal parking lots but it will take time for the Village to come up with funding.

Q: Are there any plans for the AT&T building.

A: A representative from AT&T has been a part of the planning process. The building exterior could be altered to make it blend better with its surroundings.

- Q: Where will the main Park District drop-off be located? How will children from Christian Beginnings walk to the park?
- A: In Phase I of the Plan the drop-off for the Park District would remain the same but over the long term the drop-off would occur on the west side of the building. The Park District building would need to be remodeled to accommodate the relocation of the drop-off on the west side. Children walking from Christian Beginnings to the park would do so on an east-west path crossing a parking lot drive aisle and a pedestrian path.
- Q: Will the Farmer's Market parking lot be reconfigured?
- A: The closing of Park Avenue at Deerfield Road will allow the Farmer's Market parking lot to be reconfigured with more parking.
- Q: Since Park Avenue will be closed on Deerfield Road, where will motorists wait for Metra passengers? Will there be a Kiss and Ride zone?
- A: The closure of Park Avenue and the relocation of the Veteran's Memorial will allow motorists to wait in the area previously occupied by the Veteran's Memorial. There will be space for motorists to wait on both sides of Park Avenue.
- Q: The area behind the retail buildings is an ugly mess, are there plans to do anything with this area?
- A: The Plan will close the alley north of the retail buildings to reduce pedestrian and vehicular conflicts in this area. Discussions in the planning process addressed beautifying the back of these buildings and this area and screen garbage receptacles.
- Q: How will cars access the municipal lot from Deerfield Road?
- A: Vehicular access to the municipal lot will be right-in, right-out access only. Left turns will be prohibited at this access point.

Comment:

The Task Force should be commended on the Master Plan. The Plan looks awesome and it is something to be proud of. I wish the Plan would happen tomorrow.

- Q: Will there be a place to sit or benches at the relocated Veteran's Memorial?
- A: Specific seating has not been worked out but it is anticipated that there will be an area for seating at the Veteran's Memorial.
- Q: What is an expanded stage?
- A: The expanded stage is flexible space for different types of entertainment.
- Q: Will the improvement be handicap accessible?
- A: Access through the pedestrian improvements will be handicap accessible.

NWQ Master Public Open House
March 19, 2013

Following the questions and comments, the consultants broke off into their individual stations to answer specific questions regarding traffic and circulation, urban design and landscaping and the planning process. The following comments were collected by the consulting team:

- Add tables and chairs; remove BBQ grills.
- Screen AT&T walls to improve their appearance.
- Consider better pedestrian access and circulation to NWQ from beyond, better crossings at Deerfield Rd, Waukegan Ave and over or under the RR tracks.
- Church parking lot (west) Consider 2-way diagonal parking to allow better visibility when backing out. (Note that this would reduce parking quantity).
- Entry plaza and Deerfield Rd crossing: update traffic signal to include pedestrian signals; add a crosswalk on the west side of the intersection to direct people to the front of Deerfield Square shops.
- Extend the north-south pedestrian spine all the way to the north. Terminate with a small plaza area similar to one shown north of library pavilion.
- Show dumpster screens/areas behind retail. Confirm garbage trucks can make turning radii.
- Add speed table at crosswalk between library and pavilion/stairs.
- Program detention pond area east of existing playground/pavilion; “This area looks like it was forgotten, not improved.”
- Make strong connections to surrounding neighborhoods: East from Village Hall, track underpass near Metra station.

Respectfully Submitted,
Daniel Nakahara

PUBLIC COMMENT
NORTHWEST QUADRANT UNIFIED TASK FORCE
Public Open House
March 19, 2013

A public open house to present planning documents and obtain input on a Master Plan for the Northwest Quadrant of the Village Center was held at 7:00 p.m., Tuesday, March 19, 2013 in the Robert Franz Board Room of the Village Hall.

The following comment cards were received from the public open house.

Comment Card #1

Please consider improved pedestrian access into the quadrant. The “crosswalk” at Orchard Street should either be made safer (improved signage; flashing lights) or eliminated. I realize this involves working with IDOT, but spending the money to improve the quadrant without improving access into it would be a waste. Very nice plan and ideas otherwise.

Jennifer Holtz
926 Rosemary Terrace

Comment Card #2

- Angle parking in all lots.
- Possible bridge from Chestnut over tracks for walkers in that area to reach area safely.
- Move Veteran’s Memorial – Fundraisers to help pay for.

Barb Reich
1545 Laurel Avenue

Comment Card #3

Really Good Plan! Can always be improved:

1. Extend promenade north all the way to Hazel. Traffic light at Hazel can pull people from north of Holy Cross & beyond.
2. Please work on entrance to park from:
Orchard, York Avenue and Underpass at Walnut (to bring in people west of tracks). More welcoming it is, more people will use it.
3. Notate space for small concerts/entertainment/food carts.
 - How tie into grand staircase?
4. Private donations? Walgreens? First Brands?

Scott Kluge
726 Colwyn Terrace

NWQ Master Public Open House
March 19, 2013

Comment Card #4

The plan looks very attractive.

- Table and chairs along promenade from Community Center to north of library; kids can sit on stairs but young adults to seniors need real chairs.
- Vending (juice, coffee etc...) gives you a reason to sit and stay.
- The path needs to expand beyond catering to “seven year olds”
- Removal of barbeque pits
- Removal of deteriorating dysfunctional picnic tables (save the barbequing for the beach or the backyard)

I am a stakeholder/homeowner on the northern edge of the park.

Joab Silverglade
843 Hazel Avenue

Comment Card #5

Parking in the shopping center is very close and dangerous. There should be angled parking in this plan wherever possible.

Lorraine Clark
1759 We Go Trail

Comment Card #6

We are members of First Pres and feel that the proposed (90 degree) parking behind the church is extremely dangerous since one has to back into 2 way traffic. (Angled) Parking would be far better since you could back into the close center lane and not have to worry too much about cars in the far center lane. Some spaces would be lost but the center lane space would be wider and thus safer. I find it dangerous near Walgreens with 2 way lanes and drive east until I can pull forward and leave front first.

Barry Clark
1759 We Go Trail

Comment Received on March 15 from Online Comment Box on Village Website

The amphitheater with stage and tiered seating would be nice for small concerts in the park not sure you have to take out the community center to gain this venue. Other park features nice to consider; bike paths, walking trail with exercise stations along it, a golf putting area (would need to be secure to avoid bike riders ruining it like a tall turnstile entry and a visible security camera) ,a Bon fire area for the holiday celebrations ie, Halloween 4 th of July etc...a water feature / fountains for kid splashing
Plenty of shaded benches for seniors
Thanks for taking suggestions ...not sure of the budget

Bob Tegman
640 Robert York

NWQ Master Public Open House
March 19, 2013

Comment Received on April 9 from Online Comment Box on Village Website

Wonderful concept, but why would the Park District not include to raze houses they own along Park and Hazel Ave?

Danny Bourbon
860 Hazel Avenue

Comment Received on April 18 from Online Comment Box on Village Website

Hello. I would like to assure the village that we will continue to be full partners in the community process but we have several concerns about the plan as presented on March 19. 1. The plan currently incorporates our private parking lot and driveway and changes it's use to pedestrian. 2. We would lose the ability for our tenants and customers to park near our stores. 3. We could not have overnight parking for cars/vans available. 4. Our employees need long term parking during the work day. 5. Our deliveries currently are handled on our property and would be moved much further from our stores. 6. Parking looks to be challenging for handicapped and elderly as the closest spots are probably 40 feet away from our back doors. 7. If we received dedicated parking who would patrol and enforce the private parking features in a public lot? 8. Would all maintenance and repair be handled by the Village at their expense? Would this include snow removal on our property? 9. Who would carry liability coverage on my property? There are many more long ranging financial and legal concerns that need to be discussed but I think the Village needs to determine the viability of this project in terms of cost to the village before more substantial conversations are held.

Joy Fiorini
810 – 816 Waukegan Road

March 6, 2013

To: Northwest Quadrant Task Force
From: Deerfield Public Library Board of Trustees
Re: Feedback regarding proposal

Thank you for the opportunity to learn first-hand about the work of the NWQ Task Force, and the resulting proposal, through a presentation by the consultants at the Special Board meeting on February 6. At the February 20 Board meeting, the Library Board reviewed the proposal and developed the following comments to share with the Task Force:

- The Library Board acknowledges the desire to develop a campus feeling in the Northwest Quadrant, and it is grateful for the opportunity to have input.
- Overall, the reaction of the Board is that the direction of the NWQ proposal is promising. There is agreement with the goals and objectives of the process. Specifically, it seems that the Library's goal of safer access for pedestrians, especially from the south to the north along the park, has been addressed.
- The Board remains very concerned about the loss of parking in the quadrant. Of particular concern is the apparent intention to draw vehicles and pedestrians to the Jewett Park entrance which abuts the Library parking lot. The planned broad steps and tower are features that will undoubtedly increase attempts to park nearby, and may reduce the Library parking by as many as four spaces. This will put an increased burden on the already over-committed parking lot.
- During the Library's renovation process, the Commissions often expressed deep concern over parking for the expanded Library, and this was also expressed by residents. The Library worked closely with the Park District and Village to provide an acceptable alternative. However, this option will lose its effectiveness if the proposal is executed as planned.
- The Library Board is concerned about the lack of any information regarding costs related to the proposal, and also the lack of clarity around who will be expected to contribute and how much for its fulfillment. The Library Board notes that it is currently completing a construction project costing over \$13 million, and that it has not planned for further construction or other major financial commitments.



Deerfield NWQ Unified Task Force Meeting Agenda

Wednesday 24 April 2013

7.00 pm

Village Hall, Robert D Franz Council Chambers

Meeting Purpose: To review comments gathered from NWQ stakeholders and the Public Open House;
To hear Task Force input as we are working towards finalizing the NWQ Master Plan.

Meeting Agenda: Consultant overview of input gathered since the last Task Force Meeting

- Stakeholder meeting comments;
- Public Open House comments.

Review Master Plan Concepts D and D-1

Review Signage Concepts

Task Force Comments

Next Steps

- Presentation to Mayor and Board of Trustees;
- Amendment to Comprehensive Plan.

MINUTES
NORTHWEST QUADRANT UNIFIED TASK FORCE
April 24, 2013

The Northwest Quadrant Unified Task Force was called to order by Chairman Tom Jester at 7:00 p.m., Wednesday, April 24, 2013 in the Robert Franz Council Chambers of the Village Hall.

In attendance were:

Tom Jester, Chairman
Mary Oppenheim
Jan Caron
Rick Julison
Mary Pergander
Suzan Hawkinson

Ray Craig
Alan Garfield
Joy Fiorini
David Swanson
Larry Dondanville

Absent:

Mary Courtney
Dan Shapiro
Sy Taxman

Dick Coen
Don Anderson
John Coughenour

Village Staff:

Barbara Little, Director of Public Works
Jeff Ryckaert, Principal Planner
Jean Spagnoli, Planner

Chairman Tom Jester thanked the Task Force for the time and thoughtful input during this process. He commented that the consultants have worked very hard to incorporate what was heard throughout the process and believes that collectively this was accomplished.

Chairman Jester turned the meeting over to Jodi Mariano of Teska Associates to go over the comments from the Open House meeting and the suggested signage for the proposed Northwest Quadrant Plan.

Ms. Mariano affirmed that the comments from the last meeting and thereafter were helpful and useful in advancing the Plan forward. One of the main comments was the concern on how members of this Task Force would communicate this Plan to their respective boards and staff especially due to the complexity of the Plan. Ms. Mariano noted that over the last few months, the consulting team had met with the individual stakeholders and their boards to communicate this Plan and to gather feedback.

The consultants met with the Church in January & February of this year and discussed and modified the drop-off area for their childcare facility and their concern over the west parking lot drive aisle used as a north-south connector drive. The plan was modified to

lengthen the parking stalls so that people backing out of a parking space would have more visibility.

The consultants also met with the Park District in January and February. Ms. Mariano commented that the Plan will happen over a period of time with a series of phases. The thought being that one of the phases would be to maintain current drop functions at the east while the Community Center building is in its current configuration. Phase 1 or Option Plan D-1 would keep the current drop-off functions on the east side of the community center but reconfigure the drop-off area so that it would not take up as much space as its current configuration. Option Plan D-1 would allow access from Robert York Avenue to the Community Center's west parking area but still allow for drop-off to occur on the east side of the building, accommodating 4 cars, therefore maintaining east and west drop-off functions. Over time, the intention is that if and when there are modifications to the Community Center building there may be an opportunity to have all drop-off functions occur on the west side of the building. This is illustrated in Option Plan D. The west drop-off area has been shifted south to provide additional buffering from the ball field bleachers and amenities. No light towers or bleachers were impacted by this layout. Park Avenue was realigned and removed parking spaces adjacent to the ball field to minimize conflicts with foul balls.

Staff met with the American Legion representatives and obtained their comments on the location of the Veteran's Memorial. The Veteran's Memorial is located under the Oak Trees near the AT&T building giving the memorial better visibility from Deerfield Road and better access from the walkways.

The consulting team met with the Library Board in February and their major concern revolved around parking. Previous plans illustrated a proposed pavilion and wide stairway that would decrease library parking by 4 spaces. The consultants were able to recoup 2 of those spaces thereby decreasing parking by only 2 spaces.

Ms. Mariano noted that they also worked with Village Staff to make sure that they were hearing the comments from the different entities as well as comments from the Public Open House meeting. Some of the comments from the Open House were about the implementation process and the types of amenities such as table and benches that would be offered in the Plan.

Alan Garfield asked what the thinking was in reducing the green area along Deerfield Road from the rear of the commercial building to the railroad tracks. Ms. Mariano noted that canopy trees in a planting strip would line Deerfield Road. Ms. Mariano clarified that the planting strip would be approximately 10-12' wide and could have berming or other greenery. The design of the landscaping was relegated to balancing the parking in the defined space.

Mary Oppenheim shared ideas that she heard from the Open House meeting. The following suggestions were as follows:

- A speed table at the north end of the Village Hall parking lot behind the Police station where the library property abuts the Village property.
- There was a lot of discussion about being able to access the quadrant. The crosswalk that crosses Deerfield Road to go over to Deerfield Square is lined up with the east side of the driveway and not the west side so when you cross at that crosswalk pedestrians don't come out in front of Walgreens. Instead pedestrians end up in the parking lot thereby having to cross the drive aisle to get to Walgreens and the other retail stores.. This could be rectified by moving or adding the crosswalk to the west side of the driveway. Ms. Oppenheim noted that this is a tangible and easy fix that could be solved easily to allow for better access around the downtown area. Ms. Oppenheim commented that access into and out of the Northwest Quadrant should be at the forefront of the thinking while this plan is being implemented.
- Another comment was made on whether there will be enough room for vehicle stacking for motorists while waiting for passengers coming off the train since Park Avenue will be closed at Deerfield Road. Ms. Oppenheim wanted to verify that the consultants have reviewed this space area and that there will be adequate space for vehicle stacking. Mr. Doran has commented that pick-up during the evening hours will be the challenge because cars are waiting to pick someone up. His observation during evening pickup at 5:00PM is that a lot of parking spaces are vacant on Park Avenue and he feels comfortable that there will be enough spaces for cars to stack and park while waiting. Mr. Doran noted that if cars begin to stack on Park Avenue, there will be spaces for motorists to pull into while they wait. A discussion ensued that the current queuing is happening on a wide Park Avenue and Park Avenue will be a lot narrower. Mr. Doran noted that the width of Park Avenue can be widened but widening the road often encourages motorists to drive faster.

Ms. Oppenheim also wanted to know how compatible the Park District's Master Plan for a Jewett Park expansion is with the Northwest Quadrant Plan. Mr. Julison did not think that their Master Plan for Jewett Park would counter anything that is being considered. Chairman Jester confirmed that the Park District's Master Plan for Jewett Park was one of the first things that were considered and their Plan anticipates the eventual acquisition of the homes on the south side Hazel Avenue in the Northwest Quadrant. Mr. Julison stated that their Master Plan is a concept plan that will turn those home acquisitions into green space with views into Jewett Park. After further discussion it was concluded that there is nothing in the Northwest Quadrant Plan that precludes anything the Park District has planned in their Master Plan.

Ms. Oppenheim also addressed a concern that was brought up by Joy Fiorini. It should be taken into consideration that the municipal lot has a three hour parking limit and the employees in the commercial building will need longer term parking due to their work hours. Chairman Jester noted and understands these valid concerns and commented that these matters will be resolved through agreements with the entities involved. Ms.

Mariano stated that they met with Ms. Fiorini about her concerns and they have gathered valuable input.

David Swanson commented that he does not like closing off AT&T's Jewett Park Drive to relocate the driveway due to the elevation and internal access issues. Mr. Doran clarified that east-west access on Jewett Park Drive is not closed off. The design of Jewett Park Drive will look different but it is not closed to vehicular traffic. Mr. Swanson noted that this would be the third time their driveway has been relocated. A discussion ensued about how AT&T vehicles would internally move through the quadrant. Mr. Swanson commented that things can be worked out and they are willing to work with the Village but it does not seem appropriate to relocate their driveway entrance to create a promenade.

Jan Caron asked if Plan Option D was still an option or was it a long range plan. Ms. Mariano noted that the Option D was the long range plan for the quadrant and hinged on whether or not the Community Center would be updated and there were changes in programming whereby allowing the nursery school drop-off functions to be on the west side of the building. Ms. Mariano understands that this would not take place in the near term so that is the reason for Plan Option D-1. Still Ms. Mariano stated that the Village and the consultants believe that Option Plan D is a valid option in the future in the event that the building underwent some modifications.

Suzan Hawkinson stated that this change from Plan Option D to Plan Option D-1 also changes the church's perception on the viability of the Plan as well. Ms. Hawkinson commented that the volume of traffic going through their parking lot in Plan Option D-1 will be altered. Mr. Doran noted that the volume of cars through the Church's parking lot is estimated to be 3 cars per minute during the busiest time. Mr. Doran believes that this will be dependent on what is worked out with the Village, but from a circulation standpoint the parking lot drive aisle is more of a connector drive. This connector drive will not be designed like a parking lot. The new Church lot will have and deeper parking stalls to make it safer for motorists to back out.

Ms. Mariano discussed the circulation and the need for pedestrians and motorist to get into and circulate throughout the quadrant. In order to do this effectively, signage will a key factor. The signage package is made up of sign elements that pick up on the Village's current deer logo, font and text type. The sign package offers different options for consideration in the way the text and logo are organized as well as the color palate. The intention of the signage is to bridge the gap between the traditional downtown streetscape and the more contemporary space planned for the northwest quadrant. The idea behind the signage is to welcome people in from outside of the quadrant by relating to the downtown streetscape. Ms. Mariano displayed different types of signage and displayed an option for a brick faced and limestone capped LED community event sign and an internally lit gateway element resembling the existing prairie style light fixtures. The idea for the gateway element is that it could glow at night or glow different colors depending on the season or for different events.

The sign poles and structures offered for consideration also picked up on the existing prairie-style light poles and the scale of the poles and sign structures varied depending on their location. The larger and taller signage structures were placed at the periphery of the quadrant while internal pedestrian and wayfinding signage were sized accordingly for their purpose within the quadrant. Ms. Mariano displayed suggested placement of the different types of signage within the quadrant as well reviewing regulatory signage.

Ms. Hawkinson asked if private institutions, located within the quadrant, would be on the signage. Ms. Mariano commented that private institutions can be on the signs and it will be up to the Task Force to decide what goes on the signs but added that the church is a destination.

Mr. Ryckaert asked Ms. Mariano to explain the internally lit gateway sign. Ms. Mariano noted that the gateways sign could have an internally lit cabinet that could turn red for Valentine's Day, orange for Halloween or just be something dynamic and always changing.

Pastor Hawkinson asked if the Village of Deerfield has restrictions on LED signs. Mr. Ryckaert stated that currently the Village does not allow electronic, LED signs, an exposed lighting source being the issue.

Chairman Jester asked for comments about the Plan from the assembled Task Force members and realizes that there is not complete satisfaction but clearly appreciated everyone's participation. It has been a long process and he noted that a lot of effort was spent on what the northwest quadrant is and what the Task Force would like to see it become in the future. Chairman Jester commended Teska and the consulting team for addressing the concerns and wishes of the Task Force. Being involved in negotiating the scope of work, Chairman Jester noted that Teska has been most gracious in their iterations and they have done an excellent job. From the beginning property lines and cost were not going to be discussed; the object was to create a long term plan that would be an addition to the Village of Deerfield's Comprehensive Plan. Chairman Jester has every expectation that going forward there are many issues to be resolved and questions to be answered.

Rick Julison commented that the Park District is not 100% satisfied with everything but thinks that the consultants did a wonderful job putting together what they could based on the insurmountable amount of material. Mr. Julison noted that their major concerns were listened too and addressed in the Plan.

Jan Caron commented that the Park District Board appreciated all of the listening and addressing of their key concerns. Ms. Caron's questions are more directed to the next steps going forward but in general she would like to see something happen in the quadrant. Ms. Caron noted concern in the details and the specifics.

Ray Craig noted that from the onset of planning it was clear that the Church's property was at the core of the quadrant traffic. The Church has endured the suggestion of putting

a street through their parking lot because the point was made that there would be less traffic due to the Park District's main drop-off moving to the west side of the building. Mr. Craig commented that traffic will only increase now that the Park District will continue with drop-off on the east side of the building. Mr. Craig pointed out with the renovated library, he cannot conceive of any motorist in the southwest quadrant using any other route than the one through the Church parking lot to get to the Deerfield library. He anticipates more traffic going through their parking lot especially with the closure of north-south segment of Jewett Park Drive. Mr. Craig cannot see how this would be beneficial to the Church and this remains their biggest problem with the Plan. Mr. Craig thinks it is a beautiful Plan but it does not work well for the Church's property.

Suzan Hawkinson passed out a written document summarizing this concern to the Task Force members. Although the Church's parking lot is now being considered to be a north-south connector, Ms. Hawkinson and the Church still think of it as a parking lot. She stated that the Church has been a huge contributor into what exists now for the Village and very interested in being a community contributor and a part of this conversation. When the consultants met with the Church's Session (their Board), they had not met with the Park District yet. Ms. Hawkinson stated that the Church and the Park District have a great sharing relationship and cooperative agreement which they intend to continue, but the Plan as designed (Option D & D-1) are not the best use of the Church's property. Ms. Hawkinson commented that she has had constructive conversation with Chairman Jester and realize it is not about drawing property lines but the increased traffic does not seem to be a compatible use with the Church's function. The Church would like to continue working on this and stay in this conversation but there has to be a plan that doesn't put more traffic in less space with no assurances on issues (liability, maintenance, etc) that have not been resolved.

David Swanson commented that AT&T is not in favor of relocating their driveway but believes that the Veteran's Memorial can be worked out. Mr. Swanson noted that the drawings do not indicate that the AT&T property will be taken to construct this monument. Mr. Swanson noted that they will not allow murals on their building walls. Murals on their building walls become a safety detraction for motorists driving on Deerfield Road. Other than these issues, Mr. Swanson doesn't see why anything else that affects the AT&T property can't be worked out with the Village in some way or another.

Joy Fiorini acknowledged that she has had conversations with the Village and from her perspective there is still a bit of work to be done. Things that are not being discussed, (money and property lines) do not need to be discussed right now but when it is the right time to talk about it, she will continue to be partners. Ms. Fiorini thinks a good solution can be found for everyone.

Mary Oppenheim noted that one of the most exciting things about this Plan is that it is going to have more green space. It is difficult to see it in the Plan because of the tiny scale of the Plan but she is confident that the way this Plan is laid out it will give a sense of the park coming down to the road. Ms. Oppenheim's feels strongly that this green concept should be kept firmly in our minds when thinking about this Plan. Access and

parking is very important and she is convinced that there is a way to do this. Ms. Oppenheim thinks this Plan has a good handle on mixing the green space in and keeping this quadrant from becoming the sea of asphalt that it is now. Ms. Oppenheim is excited about the Plan and realigning Park Avenue. She is excited about the cooperation that has existed to this point and believes that this Plan is an improvement and expressed the need to move forward with this Plan. Ms. Oppenheim is encouraged that even though some entities have concerns with the Plan, they are still interested in continuing the discussions.

Barbara Little noted that she is thrilled with the Plan and hopes that the proposed “T” intersection at Robert York and Jewett Park Drive can be retained. In some of the earlier exhibits this intersection was shown as a 4-way intersection, but Ms. Little believes that it should remain a “T” intersection.

Jeff Ryckaert commented that it has taken a lot of cooperation to get this far and it will take a lot of cooperation to move forward as the plan is implemented over time. Mr. Ryckaert thinks that this will be a fabulous area that will draw people into, a great public space for the benefit of all, and noted that the pedestrian is front and center in the Plan. In the long term, the plan will be a great benefit to the community.

Larry Dondenville asked Jean Spagnoli what route she took to get to work. (Village of Deerfield employee Jean Spagnoli is a Deerfield resident who lives off of Hazel Avenue.) Ms. Spagnoli described her route as going east on Hazel Avenue, south on Park Avenue, east on Jewett Park Drive to get to the Village Hall. Mr. Dondenville noted that a lot of residents use Park Avenue to get to where they need to go. Mr. Dondenville stated that Park Avenue is not a parking lot, but a secondary street and carries a lot of traffic. He has done his own traffic counts and stated that this is a main route to get to the Village Center carrying several thousand vehicles per day. Mr. Dondenville doesn't think that Park Avenue will be able to accommodate the vehicular traffic as easily as it does today with the 22' wide street and people reversing into traffic as they leave the parking lot. Mr. Dondenville thinks that people from the northwest and west will be cut off from the northwest quadrant. Further, the motorists from the east that want to make a left turn into the library or the Village Hall take Robert York Avenue instead so they can make a right turn into the quadrant and avoid left turns that cross oncoming vehicular traffic. Mr. Dondenville would like to tour examples where a plan like the one proposed has been successful.

Ms. Mariano commented that the Northwest Quadrant is a unique environment in so many ways and there is nothing that they are aware of that is exactly the same match. She believes that this is an opportunity to create something that is really unique. This Plan is built on the best design guidelines and standards to make sure it works from a traffic circulation standpoint as well as a pedestrian place making standpoint.

Jean Spagnoli commented that her route to work may be different if this Plan were enacted because it may not remain as the quickest and easiest route. Ms. Spagnoli believes that motorists prefer the quickest and fastest route and this Plan will no longer make her route the quickest way to get to work. Other than that, Ms. Spagnoli is

personally pleased with Chairman Jester for taking on such a large project. She sees this as benefit to the community and the way this Task Force has worked together rather than only looking at their individual properties, but looking at the entire quadrant is very pleasing to her. Ms. Spagnoli also noted that there are many positive features in the Plan that are very exciting.

Alan Garfield realizes how difficult it is to take on a project like this and commended Chairman Jester for all that he has done. This is a unique project and Mr. Garfield noted the difficulty in dealing with the varying interests that are involved here. Mr. Garfield is concerned with the traffic generation and that the right-turn in off of the municipal lot on Deerfield Road will create stacking up to and on Waukegan Road. Mr. Garfield knows that they have to make it work between the various interests and understanding that everyone will have to make sacrifices to make this Plan work. Mr. Garfield noted that the Village purchased the municipal lot for an entirely different reason and now we are using it for something that was not originally contemplated. Mr. Garfield hopes that this great Plan can be used as a basis to reach an agreement reiterating that when everything is done everyone will not be 100% satisfied. He also commented that he hope sacrifices can be made so that everything works and for the safety of people who use it.

Mary Pergander stated that the Library Board appreciated the presentation and the chance to digest the Plans. Representing her Board, Ms. Pergander commented that many of their concerns have gone away and they are excited for the increased amount of people it would bring to the quadrant. The Library Board is very concerned that the draw of people to the pavilion at the library's west end will increase people coming to the park and pavilion will leave less parking for library patrons. Ms. Pergander's personal concern is children safely crossing traffic to get to and from the quadrant destinations (library, park district, church, community center, park). Ms. Pergander feels that the boardwalk is a big improvement for the north - south pedestrian traffic. In general, the Library Board feels that if the price is right then they see value in proceeding with most of the Plan.

Ms. Mariano commented that it can't be easy to have outsiders come in and suggest what should be on your property, but the Task Force members have been wonderful to work with and the consultants appreciate the discourse and the opportunity. She hopes that the conversation keeps going. Mr. Doran noted that from the beginning the objectives and goals were to make the quadrant a pedestrian oriented and pedestrian safe area and the design was driven by these concepts. The color pictures are concepts and not design specifications. Mr. Doran referred to Ms. Pergander's comments about the importance of the children safely crossing traffic and commented that this was a large part of the design of the north-south connector. The road and parking lot were pushed together to create less space and a more controlled area that children would have to cross. Mr. Doran noted that Park Avenue and the north-south connector drive will be designed in a way not to have wider lanes, but deeper parking stalls for safety. Mr. Doran commented that there are many examples of this that work very well. Mr. Doran noted Lehigh Avenue along Metra's Milwaukee District north line from Glenview down to Morton Grove. He commented that cars back out of 90-degree parking spaces into much higher volume

traffic that would ever be experienced on Park Avenue or the north-south connector drive and motorist can do it safely due to the design of the parking stalls being 22' long and not the standard 19' length. Motorists can see as they back out of their parking stalls and oncoming traffic can also see the vehicle moving out of the stalls.

Mr. Swanson commented that usually a plan of this size involves some demolition and he does not see any plans for demolition in this Plan. Mr. Swanson wonders if something needs to be relocated or demolished to make this Plan work and resolve some of the issues. Chairman Jester noted that from the beginning some of the constraints for this Plan were to not observe property lines, not talk about costs and accept the buildings as they are in the quadrant. Chairman Jester also noted that the timing for constructing a plan for this quadrant was appropriate since many of the entities recently completed expansion and or redevelopment of their facilities.

Ms. Hawkinson asked the constituencies involved if any of them thought that they were making a sacrifice for this Plan to go forward with the exception of the Church property. Ms. Caron commented that everyone was giving something up and mentioned that the boardwalk was being constructed on the Park District's property. Mr. Garfield posed the question of who is not getting a benefit from the property that the Village purchased and turned into a municipal parking lot. Ms. Caron pointed out that what is making this Plan work is that the Village has not decided to put a building on the municipal lot along Deerfield Road. Chairman Jester noted that one thing that has not changed much in this Plan is the amount of parking that currently exists.

Ms. Hawkinson pointed out that the signage plan drawings illustrated the wrong parking configuration along the south side of the Church. Ms. Mariano noted the error and confirmed that once the Plan is finalized the plan drawings will be updated.

Chairman Jester talked about the next steps keeping in mind that the objective is ultimately an amendment to the Village's Comprehensive Plan. He stated that anything that is constructed will require a process, one of which is funding the projects. Chairman Jester realizes that there are issues and questions that all need to be done around property lines. Mr. Craig asked if the concept of the Comprehensive Plan could be explained. Mr. Ryckaert stated that a comprehensive plan is an advisory document that guides the growth of a community over time. Deerfield has used a Comprehensive Plan since approximately the 1950's to guide its growth. Mr. Ryckaert noted that the Village has been fortunate in that the Village has grown by its Comprehensive Plan. What happens next is that a report from this Task Force will go to the Board. The Master Plan would then become a supplement/amendment to the existing Comprehensive Plan in the Village Center section. Chairman Jester reminded the Task Force that the existing Comprehensive Plan was given to each member of the Task Force when this process began. Mr. Craig commented that as an advisory document, the Comprehensive Plan does not have the power of an ordinance but a document that has been worked on and agreed upon by a number of people which presumably makes sense.

Ms. Caron questioned if this was a take it or leave it type of process. Chairman Jester stated that the Village Board could do what it wants with the Plan. Ms. Caron wanted to know that if the Board makes changes to the Plan does it presume that the Task Force is in agreement with the change or would the Task Force have any input regarding those changes. Chairman Jester stated that the Board would not make that presumption. Chairman Jester pointed out that everything that has gone on in this process is public information and has been documented and is available on the Village's website. Chairman Jester has every expectation that the comments and observations will be heard again when there is a proposal to do something specific. The substantive issues will have to be worked out before any money will be spent on it, before it is designed and before it goes before the Plan Commission.

Chairman Jester stated that the process, the thinking and the record of what has been done is admirable and he has appreciated that the senior interests have been represented and have participated. Mr. Craig asked if the Master Plan would go to the Plan Commission after it goes to the Board of Trustees. Chairman Jester confirmed that it would not go to the Plan Commission after it has gone to the Board. Ms. Oppenheim commented that it would go the Plan Commission when a concrete proposal is being submitted. Mr. Ryckaert said when the entities make improvements to their properties in the future, the plans will go to the Plan Commission.

From the Church's perspective, Mr. Craig is bothered by the fact that this Plan would go forward when there is a clear objection to having a street run through their parking lot. He added that for half of the cars parked in the Church's parking lot, the drivers of these vehicles will have to cross the connector street which does not make sense. Mr. Craig cannot imagine that the Church would give up an easement for this purpose and it would seem dishonest to vote to send this to the Village Board if there are reservations and clear objections. Chairman Jester clarified that there would not be a vote. Mr. Craig wanted to know what the reason for this process is if we cannot come up with something that we all agree upon. Chairman Jester commented that this Task Force was charged with the responsibility to bring forward a plan with no assumption that there would be unanimous consent in all aspects. Mr. Craig noted that the Church would go on record that they do not approve of the Plan. Chairman Jester stated that all would be welcome to come to the Board meeting to express their comments and concerns.

A conversation ensued about the time it would take until the Plan was enacted and that there was an iteration of a plan for the municipal lot but one of the objections to this Village Green plan a couple of years ago was that it only addressed one area and not the entire context of the quadrant. The point of this Plan in going forward is that it will be for the entire northwest quadrant. Ms. Caron asked if this was the last meeting for the Task Force or if it would continue. Chairman Jester stated that this was the last meeting. Mr. Craig asked if the Church could be notified when this Plan goes before the Village Board. Mr. Ryckaert indicated that the entities will be notified of the date it will go to the Board.

Northwest Quadrant Unified Task Force
April 24, 2013

Chairman Jester thanked the Task Force for their caring, efforts and participation.

There being no further business to discuss the meeting adjourned.

Respectfully Submitted,
Daniel Nakahara