

REQUEST FOR BOARD ACTION

Agenda Item: 13-93

Subject: Report of the Northwest Quadrant Unified Task Force for an Amendment to the Village's Comprehensive Plan for the Northwest Quadrant of the Village Center

Action Requested: Acceptance of Report

Originated by: Northwest Quadrant Unified Task Force

Referred to: Mayor and Board of Trustees

Summary of Background and Reason for Request:

In late 2011, the Board of Trustees authorized the creation of the Northwest Quadrant Unified Task Force. The Task Force is comprised of all of the major stakeholders in the quadrant. The purpose of the Northwest Quadrant Unified Task Force was to bring together the stakeholders to study the Northwest Quadrant of the Village Center and work together to develop a Master Plan for the entire quadrant to benefit the community. In the winter and spring of 2012, three visioning sessions were held with the Task Force to determine the goals and visions for the Northwest Quadrant. In summer 2012, the Village retained the consultant team of Teska Associates, Hitchcock Design, Gewalt Hamilton and Bondy Studios to help the stakeholders create a Master Plan for the Northwest Quadrant. In fall 2012 and spring 2013, the Northwest Quadrant Unified Task Force held three meetings and a public open house, in order to develop a Master Plan that will serve as a design plan to guide future development in the Northwest Quadrant. A Master Plan is a long term plan looking years into the future and is implemented over time. If the proposed Master Plan is adopted by the Village Board, it would need to become part of the Comprehensive Plan. All of the planning materials and minutes for the Northwest Quadrant Unified Task Force are available on the Village's website, and have been placed on the Village's website since the beginning of the process: www.deerfield.il.us → Village Government → Boards and Commissions → Northwest Quadrant Unified Task Force.

Reports and Documents Attached:

Proposed Comprehensive Plan Amendment
Northwest Quadrant Report
First Presbyterian Church Letter
Commercial Property, Fiorini Letter
Deerfield Public Library Letter

Date Referred to Board: August 5, 2013

Action Taken: _____

Northwest Quadrant - Proposed Amendment to the Deerfield Comprehensive Plan:

Add the following language to page 63 of the 4.1 Village Center Subarea:

Northwest Quadrant

Goal:

Transform the Northwest Quadrant into the cultural centerpiece of Deerfield.

Objectives:

1. Maintain the cluster of related civic assets and destinations. Incorporate compelling, new and compatible destinations and features.
2. Invite and engage pedestrians, and 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

The Master Plan (Plan D) and interim Master Plan (Plan D-1) will serve as the comprehensive design plan for the Northwest Quadrant as the various entities make improvements to their properties in future years.

VILLAGE OF DEERFIELD NORTHWEST QUADRANT MASTER PLAN

Preferred Plan D

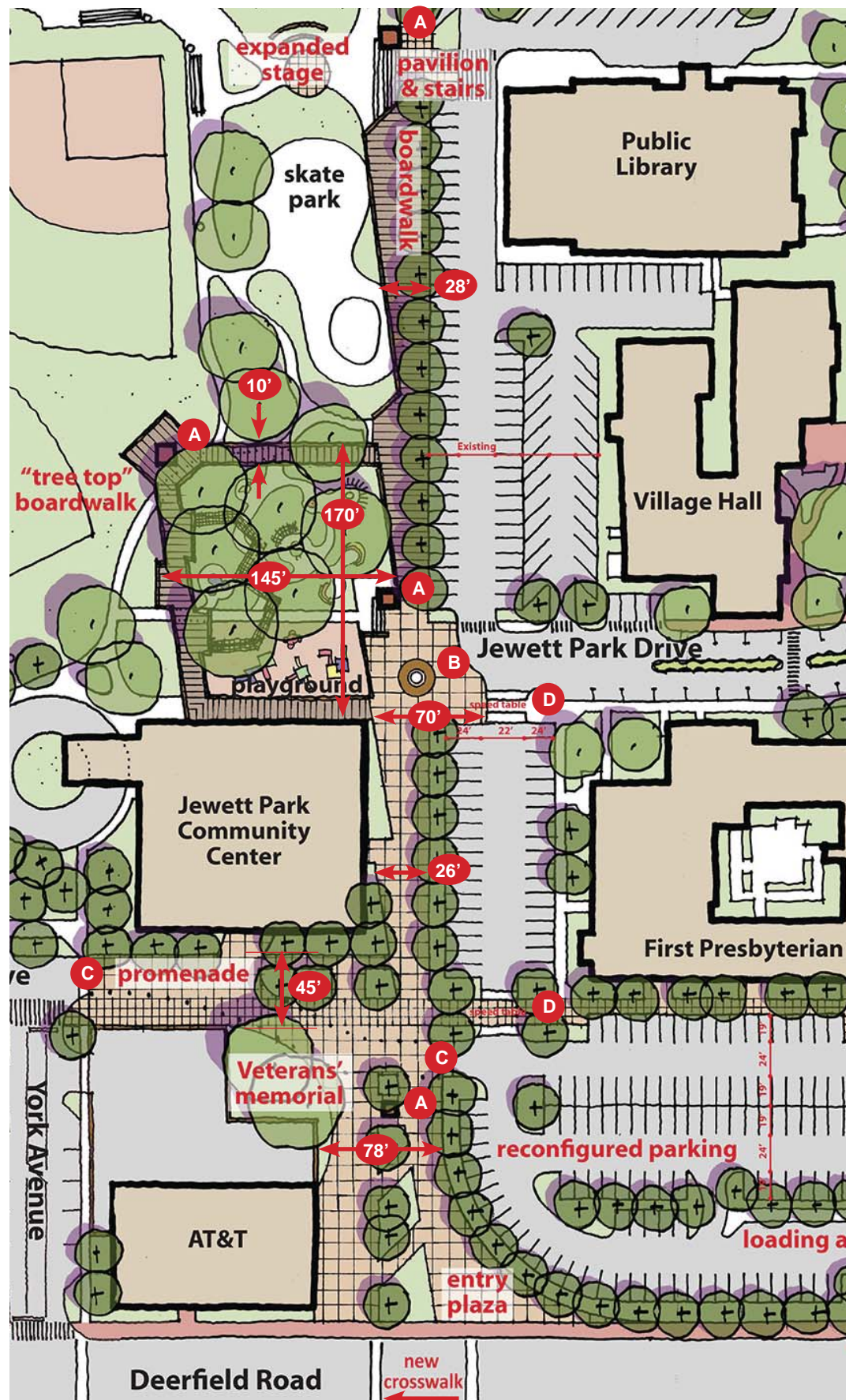


MASTER PLAN D

Entry Plaza /
Boardwalk /
Tree Top Boardwalk
Enlargement

The Entry Plaza, Boardwalk, and Tree Top Boardwalk are key design features of the Master Plan. Dimensions are provided to assist with understanding the proposed scale for these areas. Dimensions shown are based on aerial photography and are conceptual in nature. Additional features are noted on the plan and below:

- A** Tower Features along the walkway and boardwalk provide orientation and wayfinding.
- B** Focal Feature at the west terminus of Jewett Park Drive includes a fountain and/or sculpture.
- C** Promenade Area may be temporarily closed to vehicular traffic via removable bollards to support community events.
- D** Speed Tables within the parking lot include raised textured surfacing to reinforce pedestrian routes between the Church and Jewett Park.



VILLAGE OF DEERFIELD NORTHWEST QUADRANT MASTER PLAN

Interim Plan D1





VILLAGE OF DEERFIELD, ILLINOIS

Northwest Quadrant Master Plan

SUBMITTED TO THE BOARD OF TRUSTEES

August 5, 2013

PREPARED FOR THE VILLAGE OF DEERFIELD

Table of Contents

Section	Page
E: Executive Summary	
1: Introduction to the Northwest Quadrant	01
2: Visioning Process	02
3: Master Plan Process	05
4: Master Plan	06
» Preferred Plan D	08
» Interim Plan D-1	10
» Enlargement Plan	12
» Sketches	14
» Pedestrian/Vehicular Circulation Diagram	19
» Autoturn Diagrams	20
» Gateway & Wayfinding Signs	24
5: Materials & Amenities	31
A: Appendix	A1

Northwest Quadrant Unified Task Force

Tom Jester, Chairman, Village of Deerfield Board of Trustees

Mary Oppenheim, Village of Deerfield Board of Trustees

Jan Caron, Deerfield Park District, Park Board

Rick Julison, Deerfield Park District, Executive Director

Mary Courtney, Deerfield Library, Library Board

Mary Pergander, Deerfield Library, Library Director

Suzan Hawkinson, First Presbyterian Church, Pastor

Ray Craig, First Presbyterian Church, Member

Dan Shapiro, Village of Deerfield, Plan Commission

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

Sy Taxman, Commercial Property Owner, 800-808 Waukegan Road

John Coughenour, American Legion

Dave Swanson, AT&T Representative

Larry Dondanville, At-large Community Member

Jeff Ryckaert, Village of Deerfield, Principal Planner

Jean Spagnoli, Village of Deerfield, Planner

This document was prepared for the Village of Deerfield, Illinois, by the Consultant Team of:

Teska Associates, Inc.

In association with

Hitchcock Design Group

Gewalt Hamilton Associates, Inc.

Bondy Studio



VILLAGE OF
DEERFIELD

E: Executive Summary

It is an exciting time for the Village of Deerfield. The Village is abundant with festivals and events, businesses continue to grow and recent expansions to the Village Hall and Public Library are building momentum to continue enhancing the Village Center. Progress has certainly brought its benefits, but it has also taken a toll on the overall environment of the Northwest Quadrant (NWQ). Occupied by Village Hall, Public Library, Community Center, Jewett Park, Church, shops and dining, Metra Station and Pace Bus, the NWQ is also a community destination for Farmer's Markets, summer events, winter ice skating and baseball games.

Although successful improvements have been made to individual properties within the NWQ, the spaces between have deteriorated significantly. As a result, pedestrian safety and accessibility are lacking, presenting an appearance that is inconsistent with the position of this important community asset. Although the community is devoted to the destinations in the quadrant, we have heard a tremendous dissatisfaction with the open spaces between. This begs the question: ***Is the NWQ a group of great destinations bound together by parking lots? Or can this be something really significant?***

This is an opportune time to invest in the significance of this space. We believe that the Village of Deerfield, working collaboratively with stakeholders and the community, has the opportunity to transform the Northwest Quadrant into the cultural centerplace of Deerfield.

By following through on the following project objectives, the community can achieve its goal:

- **Maintain the cluster of related civic assets and destinations. Incorporate compelling, new and compatible destinations and features.**
- **Invite and engage pedestrians, and accommodate motorists.**
- **Create a series of visually stunning experiences.**

Throughout this assignment, we have worked with the Northwest Quadrant Unified Task Force (Task Force) to develop a contemporary space that references the context of Jewett Park. The entire process has been collaborative and the final product reflects the input that has been received through Task Force meetings, design workshops and a community open house.

The Master Plan document is the culmination of visioning sessions, design workshops, stakeholder meetings, public presentations and discussions about how the NWQ can and should reflect the high quality of life that the Village provides. In addition to this Executive Summary, the document includes a background of the project, the Master Plan and its associated materials, interpretive elements and plans that outline how the NWQ can continue to function while also promoting itself as the cultural centerplace of the community.

Once the Village Board approves the Master Plan, we recommend that the Village continue advancing the Plan, including continued discussions with stakeholders and the community towards building the recommendations outlined here into future plans for the NWQ.

Sincerely,

Teska Associates



Jodi Mariano
Principal



The Farmers Market is one of many community events that attract large crowds into the Northwest Quadrant.

1: Introduction to the Northwest Quadrant

BACKGROUND

Since 1999, Task Forces have been involved with planning for the future of the NWQ. The following conclusions were reached by a Task Force in 2000:

1. The Village should amend its comprehensive Plan to clearly establish that the NWQ of the Village Center is and should remain the institutional cornerstone of the community.
2. The parking supply is sufficient for current and projected uses of the quadrant.
3. Additional or more intensive commercial use should not be allowed.
4. The Bank One / Deerfield Savings and Loan parking lot (located west of the commercial uses) is of critical importance to the quadrant.
5. The conversion of parking spaces on Park Avenue to perpendicular spaces would create approximately 60 new spaces, but the spaces were not needed in 2000.

During 2003 – 2004, the Village's Comprehensive Plan was evaluated and updated. *One of the major themes expressed as part of the Comprehensive Plan update was the need to make the NWQ more pedestrian friendly and improve upon the lack of sidewalks in some areas.*

Although proposals were solicited by the development community for a mixed use transit oriented development in the NWQ, in 2006-2008, the Village Board decided not to proceed with redevelopment because of concerns with density and the uncertain market conditions.

In 2008, an advisory committee re-focused its attention towards improvements to the pedestrian environment and usable green space. A Village Green concept was considered for the Municipal Parking Lot site (west of the commercial uses). Although this project did not proceed, the Village Board discussed a more comprehensive design approach for the NWQ, including an assessment of all open spaces and a need for improved pedestrian functions throughout the NWQ.

STUDY AREA

The study area includes approximately 28 acres and is bounded by Waukegan Road to the east, the Railroad Tracks to the west, Deerfield Road to the south and Hazel Avenue to the north. The NWQ includes civic, commercial, institutional and park district uses, including Village Hall, Public Library, First Presbyterian Church, Jewett Park Community Center, Retail Uses, AT&T (switching station) and Jewett Park. The focus of the Master Plan includes the open spaces, parking lots, drives and roadways located between existing buildings.

PROCESS

The planning and design process consisted of two parts. Part 1, initiated in the Spring of 2012, was the Visioning Process, which included visioning sessions with the Task Force. The result of the Visioning Process was a defined vision for the NWQ, including a set of Goals and Objectives that guided part two of the planning process.

Part 2, initiated in the Fall of 2012, was the Master Plan Process, which included design workshops and presentations with the Task Force, discussions with individual stakeholders and their respective boards, traffic and parking studies, conceptual level design studies and a public open house presentation. This document presents the result of the Master Plan process.

2: Visioning Process

During the Spring of 2012, Teska completed two workshops with the Task Force. The purpose of these workshops was to establish a collective vision for the NWQ that can be adopted and supported by each of the stakeholders in the quadrant and the Village. The group collaboratively agreed to the following vision for the Northwest Quadrant:

“The Northwest Quadrant is a place of community pride, representing the civic and cultural heart of Deerfield. Throughout the year, 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.”

The Task Force identified the NWQ as a place of community pride and the place they would choose to bring friends and family from out of town to experience the spirit of the Village. The NWQ is a place of diverse and coordinated activities, the Task Force acknowledged the unimportance of property lines, and the strong need to plan for the NWQ comprehensively. The Task Force described a desire for a campus setting, emphasizing the separation between modes of travel, a focus on pedestrian safety and coordinated urban design. Finally, the Task Force described a desire for timelessness in the design of the NWQ, including high quality design and durable materials that would endure for generations to come.

The “Wordle” graphics shown on the following page are graphic representations of answers provided to questions posed to the Task Force during the Visioning Process. The largest text represents those answers that were repeated most frequently.



WHAT IS POSITIVE
ABOUT THE NWQ TODAY?



WHAT MESSAGE SHOULD
THE NWQ CONVEY?



WHAT SHOULD
TAKE PLACE IN THE NWQ?



Amidst mature Oak groves, ball fields and playgrounds, Jewett Park is one of the community's favorite destinations and is the focal point for the Northwest Quadrant Master Plan.

3: Master Plan Process

The Master Plan process consisted of three phases. The first phase, Opportunity Analysis, included an assessment of existing resources and review of work completed to date. Information was gathered through an on-site walking tour and design workshop with the Task Force and stakeholders. Vehicular traffic and parking data was collected and documented by the team. Through the Opportunity Analysis process, the following Goals, Objectives and Design Criteria were established and shared with the Task Force. These identified a set of standards by which the design team would prepare the design plans.

Goal:

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During Phase 2, Preferred Strategy, the Team prepared four (4) alternative Master Plan concepts A - D which responded to the Goals, Objectives and Design Criteria listed above. These concepts were presented and evaluated with the Task Force, stakeholders and Village staff. The team collected Task Force input, made revisions to plan documents, and worked with Village Staff towards the preparation of a Preferred Strategy for the Master Plan.

The Preferred Strategy for the Master Plan consisted of a Preferred Concept 'D' and Interim Concept 'D-1'. These materials were presented and discussed with the Task Force, Village and stakeholders. High quality color rendered illustrations were prepared to further describe the plan as a series of 'before and after' scenarios.

A well-attended public Open House offered the community the opportunity to comment on the design and created the foundation for the final set of refinements found in this document. During Phase 3, Master Plan, input was collected from the Task Force, Village, stakeholders and public. Revisions were made to the Preferred Master Plan documents per the input gathered.

4: Master Plan

The NWQ is comprised of many well-loved community destinations. The next step for the Village is to address the open spaces between the destinations. When complete, this area will maintain existing destinations and will also invite pedestrians to walk into the NWQ, linger and socialize via a series of compelling experiences.

The community cherishes pastoral views to Jewett Park. As a result, the Master Plan is focused inward towards the Park. When complete, Park views will be highlighted from several vantage points throughout the NWQ.

The Master Plan is the culmination of the research, design workshops and presentations that occurred during the Opportunity Analysis phase of the project which focused on the following goal: ***Transform the Northwest Quadrant into the cultural centerpiece of Deerfield.***

The Master Plan layout for the NWQ takes advantage of dramatic views to Jewett Park, provides linkages to the Village Center towards the south and connectivity to the Metra Station and Pace Bus to the west. The design for the NWQ establishes a contemporary style and a clear geometry that puts the pedestrian first.

The following elements are key design features.

Entry Plaza

A bubbling fountain, wayfinding signage, attractive public art and landscaping welcome visitors and residents into the NWQ to sit, relax or continue on to other features of the NWQ. This area is clearly defined from the municipal parking lot via landscape screening materials and public art features. This area incorporates a relocated Veterans Memorial and suggests enhancements to the east face of the AT&T building.

North-South Linear Boardwalk

The north-south boardwalk connects the NWQ to the Village Center towards the south. As well it focuses views on Jewett Park. The Boardwalk makes use of the grade differential via a cantilevered paved and accessible path with protective railings. The paved path is treated with continuous paving accommodating safe ADA and stroller uses. This boardwalk area provides overlooks to Jewett Park and the existing skate park below.

East-West Promenade

The east/west connection allows temporary service access between the commercial uses and signalized intersection at York Avenue. It is constructed of textured and colored paving materials that are coordinated with pedestrian use areas throughout the site. The promenade is lined with lighted landscape bollards and provides a direct linkage between the entry plaza and the Metra Station and Pace bus. This area may be closed off to accommodate community events and celebrations.

Tree Top Boardwalk and Playground

A new signature destination for the quadrant, this area takes advantage of dramatic views to Jewett Park. The raised tree top boardwalk offers a truly unique experience – an opportunity to experience Jewett Park from the treetops. The Plan maximizes a grade differential of approximately 8'-0" with a raised tree top boardwalk and renovated playground north of the Community Center area. Located within a canopy of mature Oak and Pine trees, the tree top boardwalk offers magnificent views of the ball fields, oak groves and park pavilion. The existing playground below is renovated to accommodate adventure and discovery play features that are supportive of Park District programming.

Pavilion and Stairs

The terminus of the north-south experience is the pavilion which is designed to reference the existing Jewett Park pavilion architecture. Along with a grand stair access between Jewett Park and the Public Library, this area provides passive park uses to view the park and related activities.

Municipal Parking Lot

The municipal parking lot is redesigned with a new right-in / right-out access at Deerfield Road. This lot includes a reconfigured parking and loading area pattern which separates pedestrian use from vehicular and service uses. When complete, this lot will have (4) additional spaces, and will be generously landscaped adjacent to the entry plaza area.

West Church Parking Lot

The west Church parking lot is redesigned to accommodate north-south through traffic. This lot incorporates traffic calming features such as speed tables and textured paving to slow traffic and accommodates safe east-west pedestrian traffic flow. When complete, this lot will have (05) fewer spaces, but will incorporate traffic calming devices and landscaping adjacent to the north-south walkway.

Park Avenue and Commuter Lot

Park Avenue is reconfigured to accommodate additional parking, a kiss n' ride and bus stop area. The curvilinear pattern of this road evokes a park like setting. The south leg of Park Avenue is closed and incorporated into an expanded and reconfigured Commuter Lot area. The design of this parking lot supports Farmers Markets that occur on this site today. When complete, the commuter lot will have (15) additional spaces. the Park Avenue Daily Fee Lot will have (4) fewer spaces, but additional space will be provided for bus layover. The Park Avenue Permit Lot will have (6 - 18) additional spaces per Master Plan D-1 & D respectively.

Jewett Park Community Center Drop Off

Drop off functions at the Community Center have a large impact on traffic and pedestrian use in the NWQ. Currently, the Community Center operates two drop-off locations at the east and west sides of the building. Master Plan D relocates drop-off functions to the west side of the Community Center. This would require modifications to Park District programming and/or interior building functions. In the interim, Master Plan D-1 depicts a reconfigured drop off at the east side until such modifications are made. When complete, as shown in Concept D, this lot will have (11) fewer spaces, but will accommodate all drop off functions thereby minimizing traffic conflicts at the east in the Village Hall, Church and Library parking lots.

MASTER PLAN

Preferred Plan D



FIGURE 4.1 - PLAN VIEW
Preferred Plan D



Parking Analysis
Deerfield Northwest Quadrant
Deerfield, Illinois
July 8, 2013

Parking Lot	Existing Spaces	Option D	
		Spaces	Difference
Lot A - Library Lot	65	63	-2
Lot B - Village Lot	90	92	2
Lot C - Church Lot	41	36	-5
Lot D - Municipal Lot ⁽²⁾	116	120 ⁽³⁾	4
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	611 ⁽¹⁾	18

(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

(3) Municipal lot proposed space count includes 18 Church spaces located at the north end of the parking lot

MASTER PLAN

Interim Plan D1



FIGURE 4.2 - PLAN VIEW
Interim Plan D-1



Parking Analysis Deerfield Northwest Quadrant Deerfield, Illinois <i>July 8, 2013</i>			
Parking Lot	Existing Spaces	Option D1	
		Spaces	Difference
Lot A - Library Lot	65	63	-2
Lot B - Village Lot	90	86	-4
Lot C - Church Lot	41	36	-5
Lot D - Municipal Lot ⁽²⁾	116	120 ⁽³⁾	4
Lot E - Robert York Parking	14	9	-5
Lot F - Commuter Lot (Marathon)	84	99	15
Lot G - Park District Lot	30	28	-2
Lot H - Park Ave Permit	31	37	6
Lot I - Park Ave Daily Fee	73	69	-4
Lot J - Hazel Ave Lot	49	55	6
Total:	593	602⁽¹⁾	9

(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

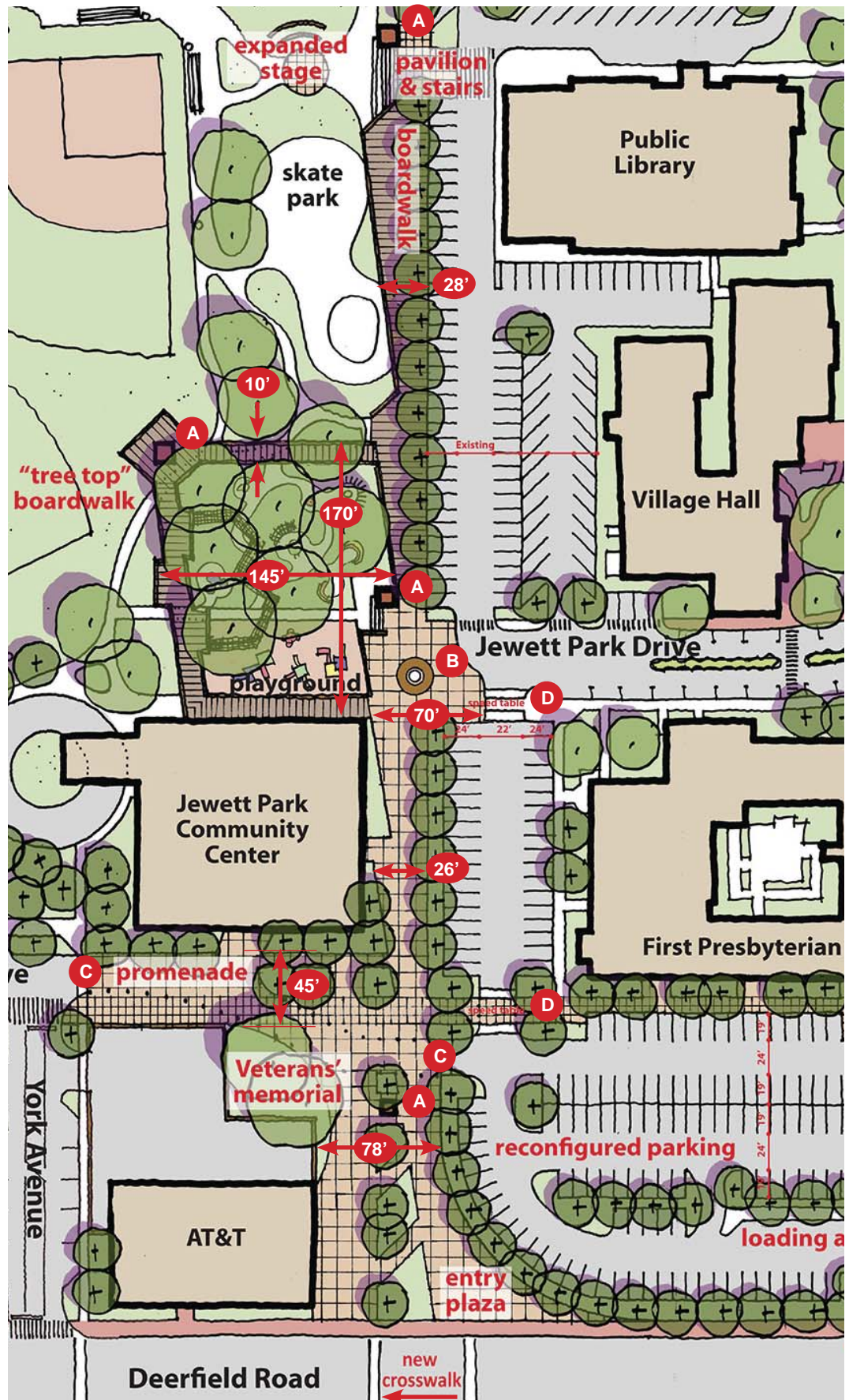
(3) Municipal lot proposed space count includes 18 Church spaces located at the north end of the parking lot

MASTER PLAN

Entry Plaza /
Boardwalk /
Tree Top Boardwalk
Enlargement

The Entry Plaza, Boardwalk, and Tree Top Boardwalk are key design features of the Master Plan. Dimensions are provided to assist with understanding the proposed scale for these areas. Dimensions shown are based on aerial photography and are conceptual in nature. Additional features are noted on the plan and below:

- A** Tower Features along the walkway and boardwalk provide orientation and wayfinding.
- B** Focal Feature at the west terminus of Jewett Park Drive includes a fountain and/or sculpture.
- C** Promenade Area may be temporarily closed to vehicular traffic via removable bollards to support community events.
- D** Speed Tables within the parking lot include raised textured surfacing to reinforce pedestrian routes between the Church and Jewett Park.



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LOCATOR MAP



BEFORE



FIGURE 4.3 - SKETCH
Entrance Plaza looking North Along Deerfield Road



LOCATOR MAP

BEFORE



FIGURE 4.4 - SKETCH
View to the Community Center from the Church Parking Area



LOCATOR MAP



BEFORE



FIGURE 4.5 - SKETCH
View to the Community Center from the Entrance Plaza



BEFORE

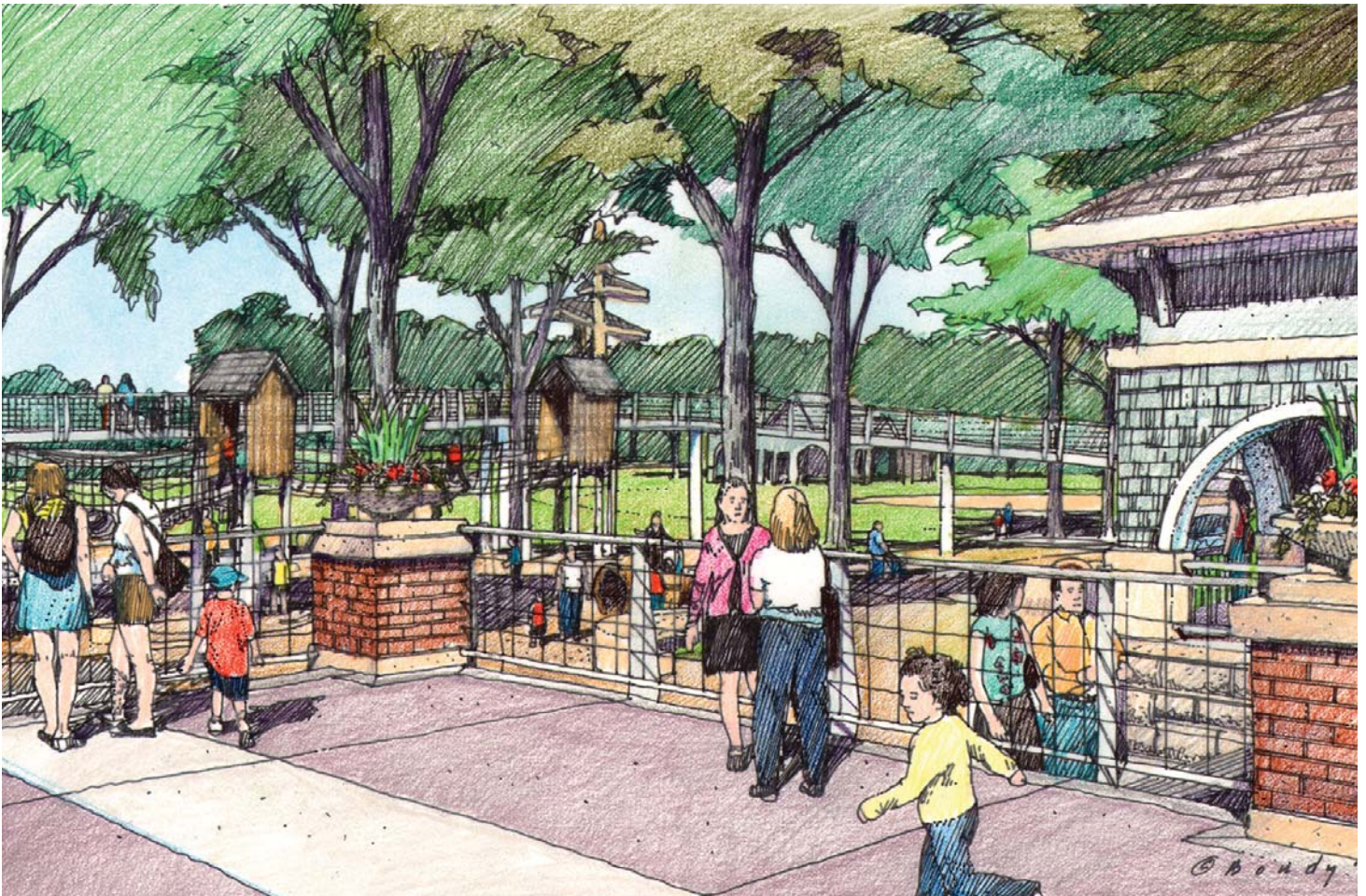


FIGURE 4.6 - SKETCH
View looking to Tree Top Boardwalk from Jewett Park Drive Plaza



LOCATOR MAP



BEFORE



FIGURE 4.7 - SKETCH
View looking to Pavilion & Skate Park from Expanded Stage

PEDESTRIAN/VEHICULAR CIRCULATION DIAGRAM



FIGURE 4.8 - PLAN VIEW
Pedestrian/Vehicular Circulation Diagram

AUTOTURN DIAGRAMS

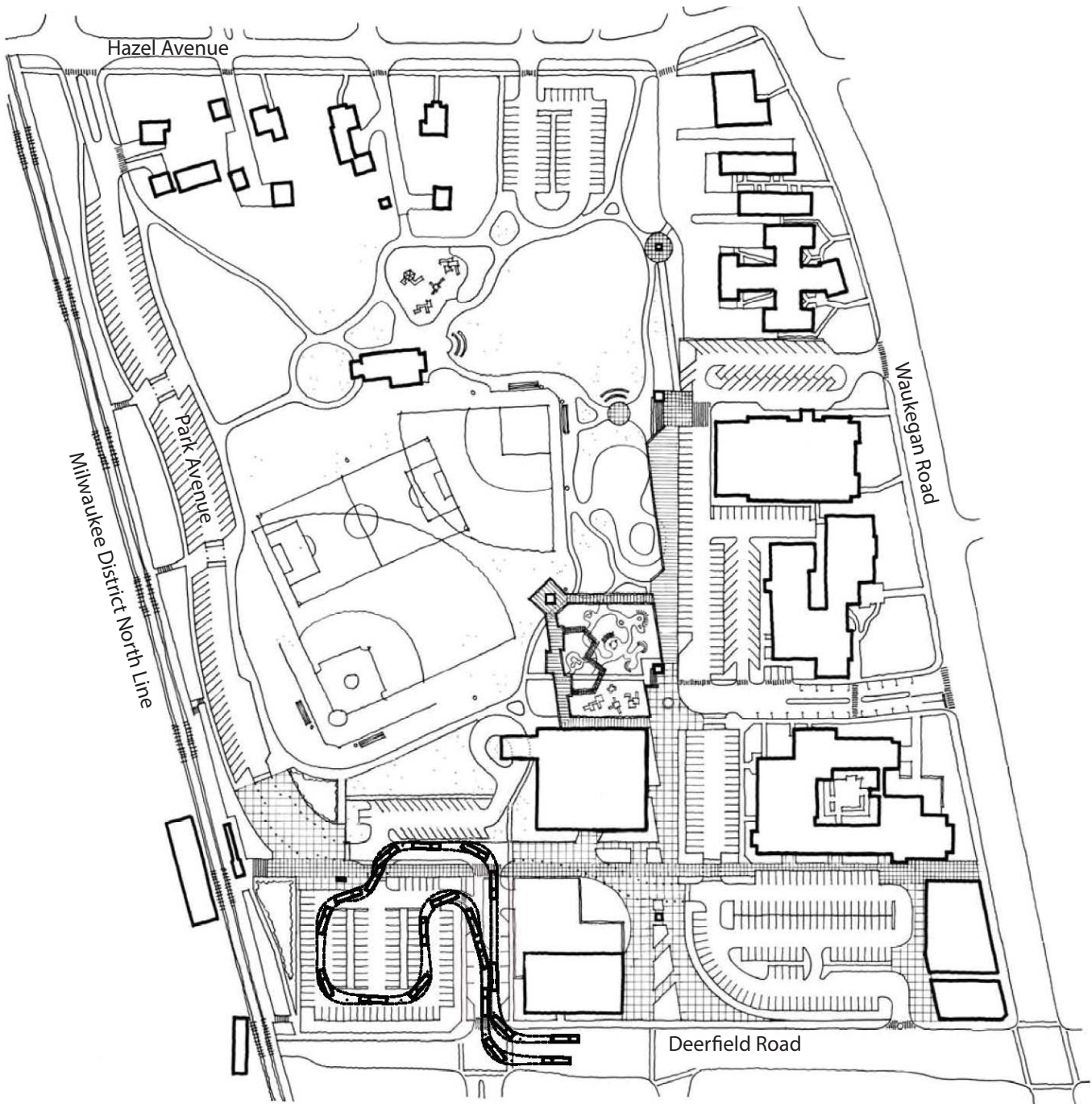


FIGURE 4.9 - PLAN VIEW
Bus Autoturn Diagram





FIGURE 4.10 - PLAN VIEW
Community Center Automobile Drop-off Autoturn Diagram





FIGURE 4.11 - PLAN VIEW
Westbound Truck Autoturn Diagram



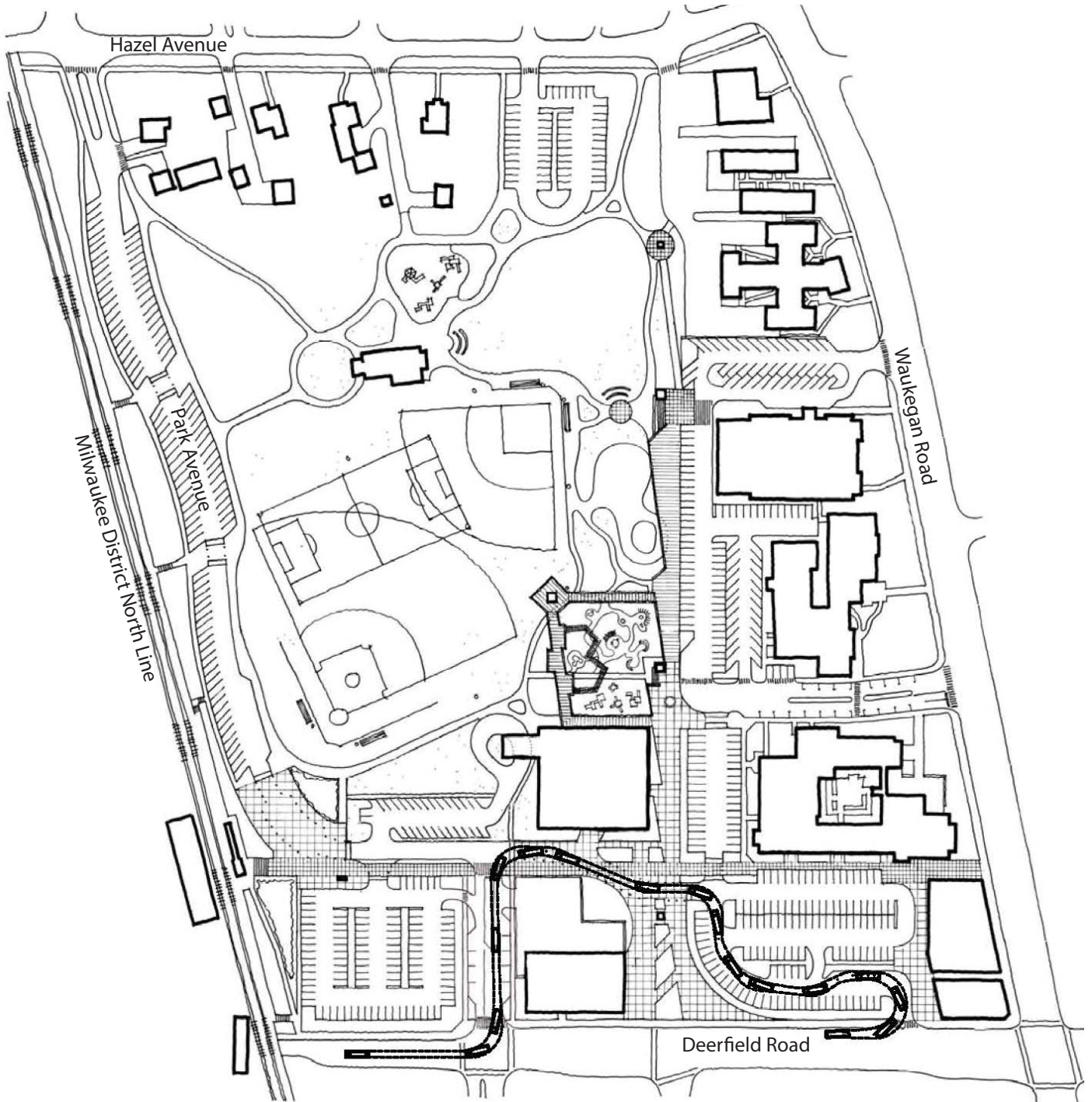


FIGURE 4.12 - PLAN VIEW
Eastbound Truck Autoturn Diagram



GATEWAY & WAYFINDING SIGNS

Gateway and wayfinding signage for the NWQ is designed to attract and direct visitors and residents into the quadrant. Sign elements are designed to utilize the Village's existing logo and logotype in a clear and contemporary way. As well, sign structures are designed to reference the horizontal patterning of the Village's prairie style light poles. The gateway pier is designed to reference the Village's light poles with an internally lit sign cabinet that may be lit with different colors depending on season.

Standard Framework



Color Palette

Option A



Option B1



Preferred Option

Option B2



Visual Framework Standards

Signature Elements

Standard Symbol (Black)



Standard Symbol (Green)



Standard Signature (Vertical)



Standard Signature (Horizontal)



Background Color (Green)

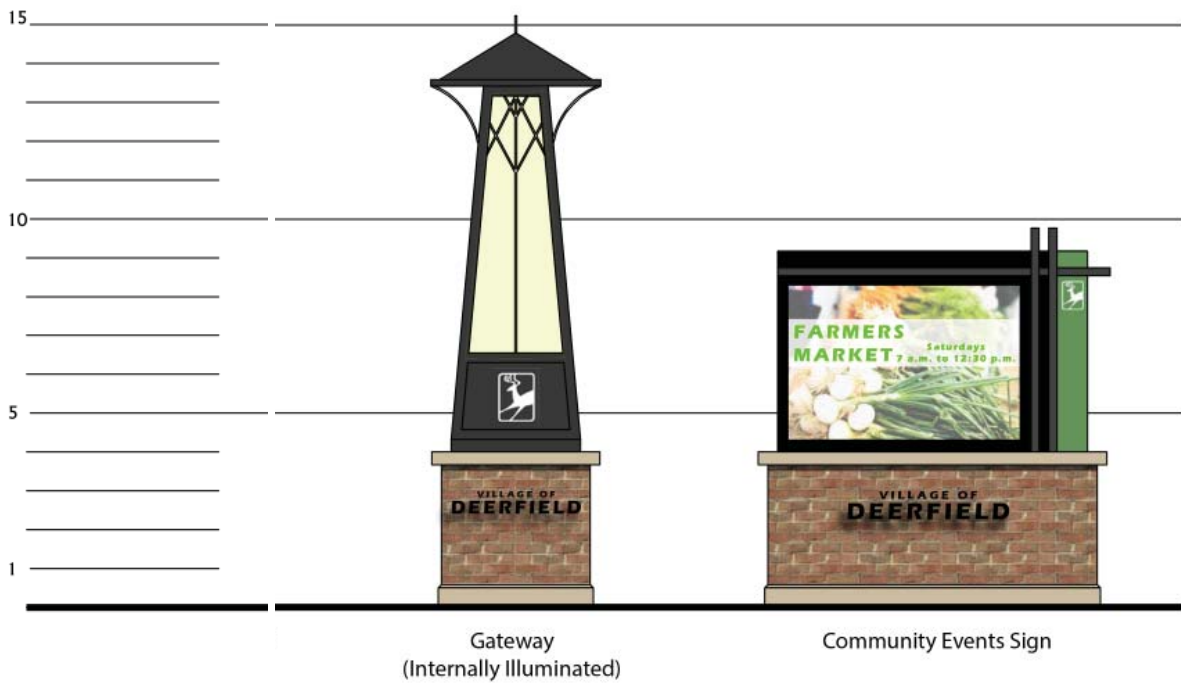
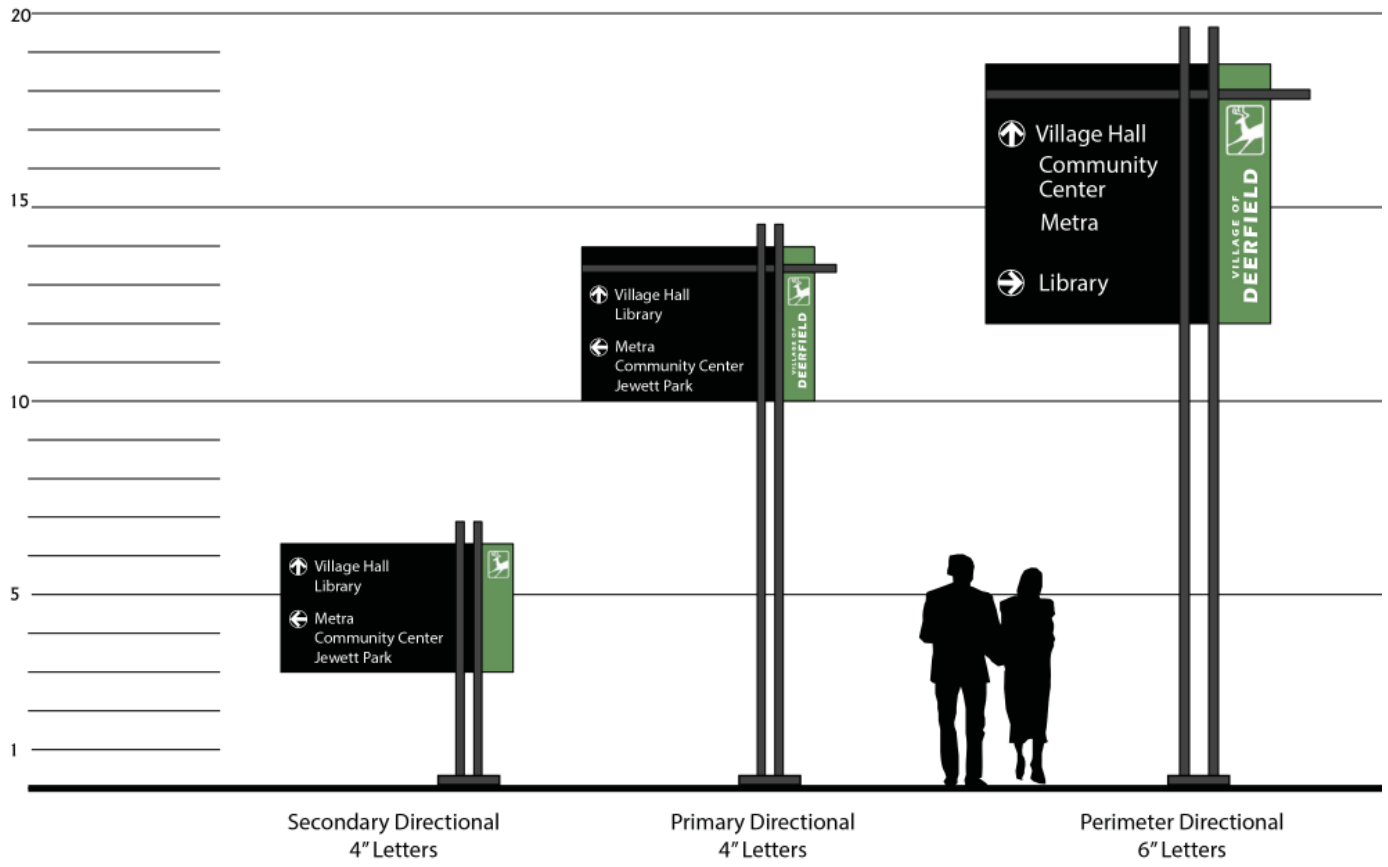
Village Standard
PMS #348



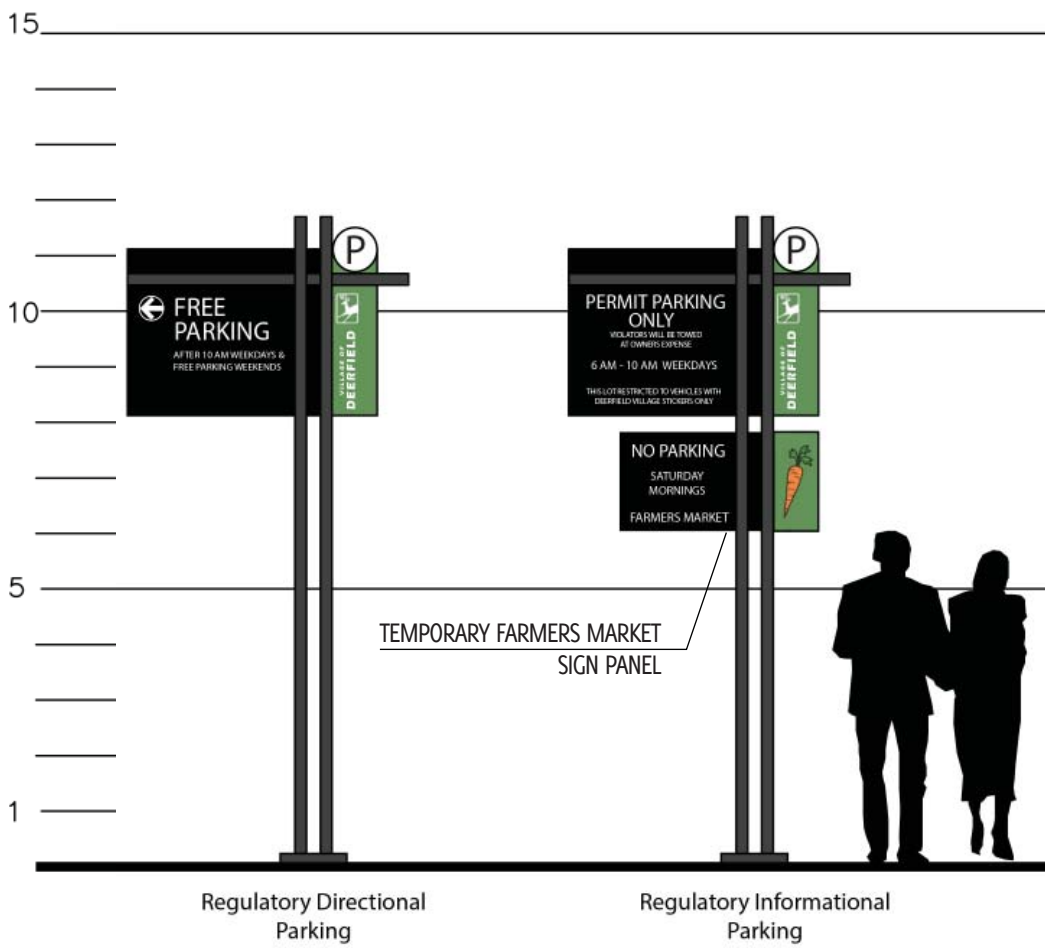
Village Website
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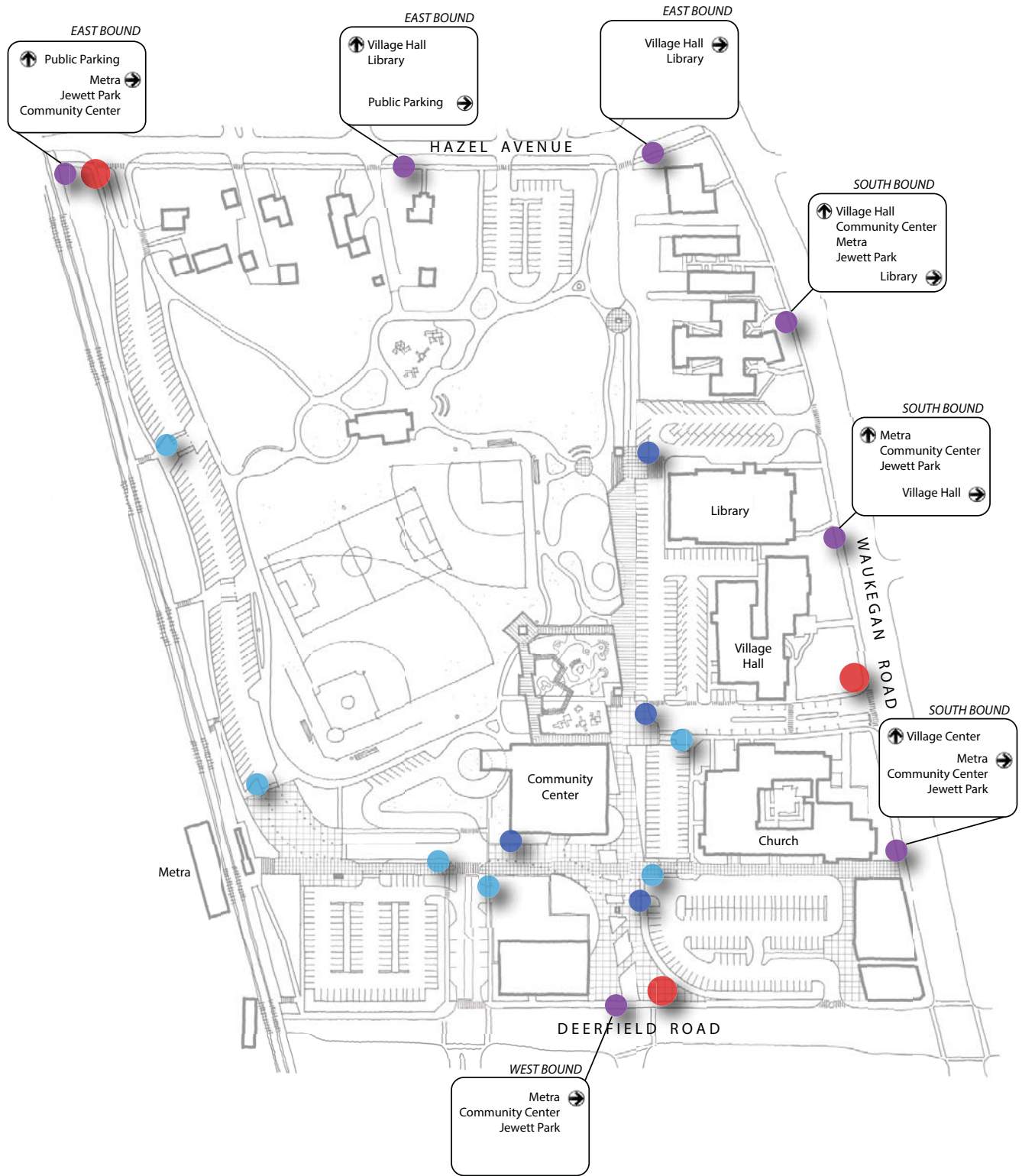


Wayfinding Signage Family



Regulatory Parking & Temporary Farmers Market Signage Municipal Parking Lot





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

FIGURE 4.13 - PLAN VIEW
Wayfinding Plan - Perimeter Directional Signs



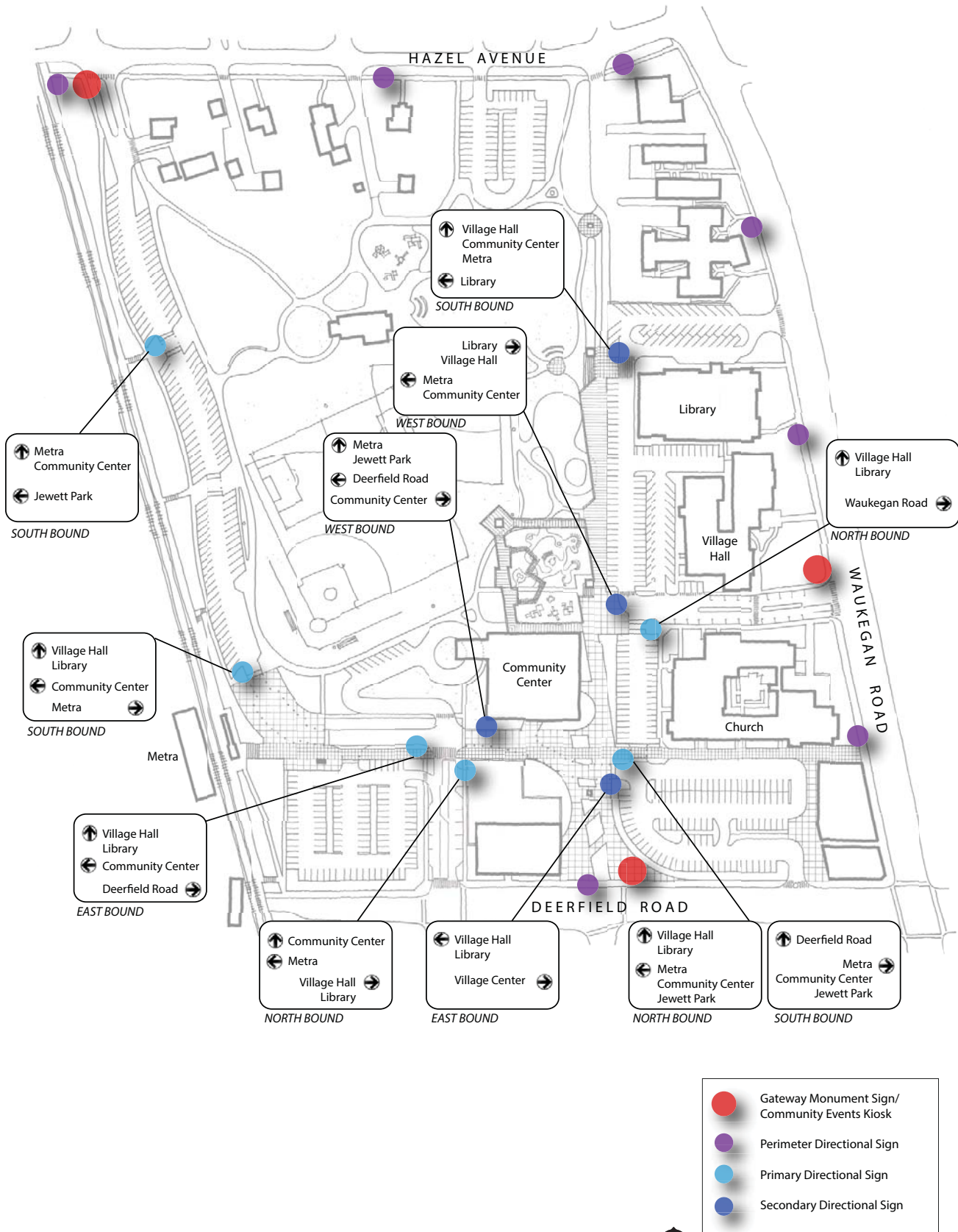
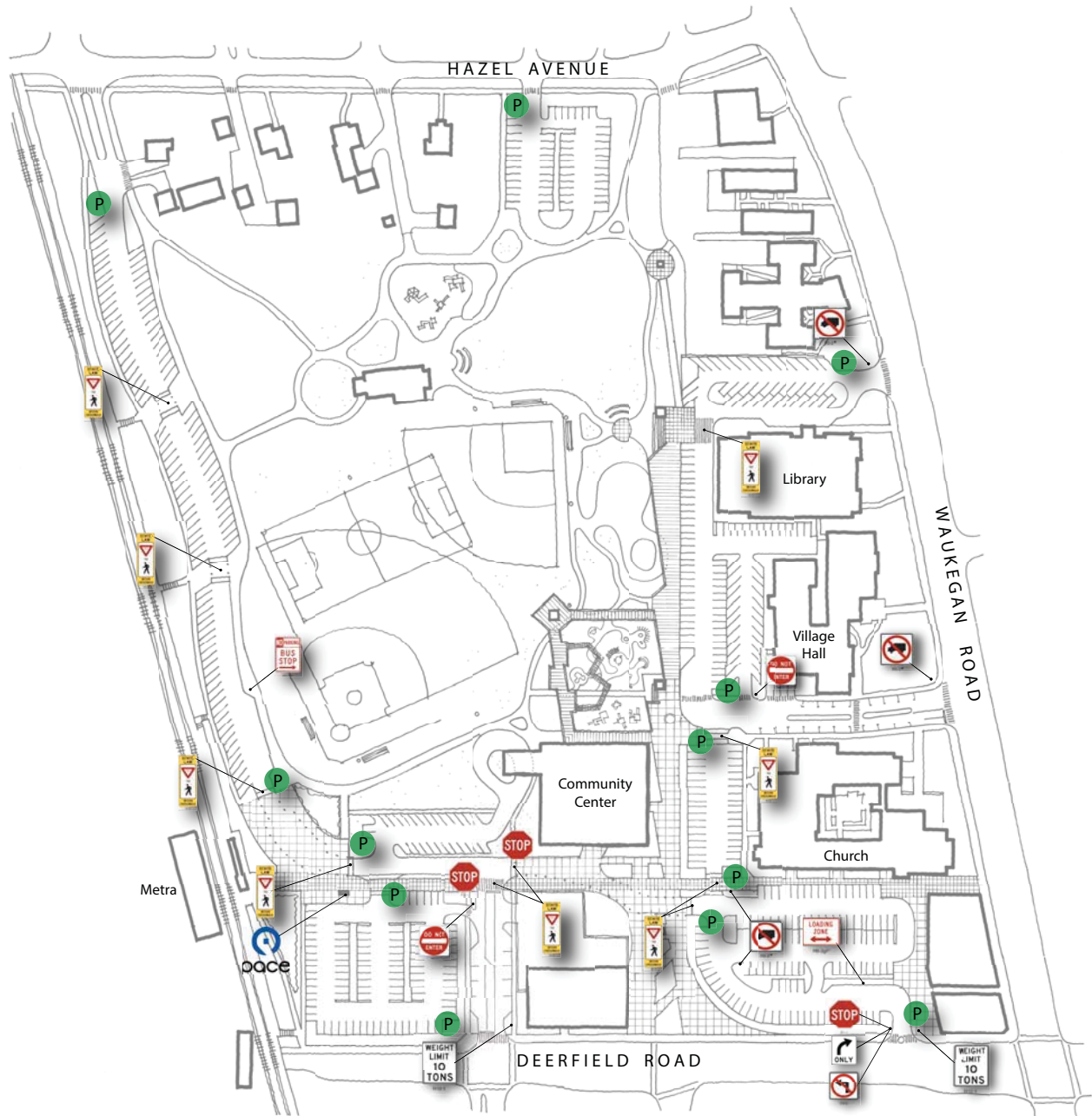


FIGURE 4.12 - PLAN VIEW
Wayfinding Plan - Primary & Secondary Directional Signs



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




	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		

FIGURE 4.15 - PLAN VIEW
Wayfinding Plan - Regulatory Signs





The Jewett Park pavilion and landscape setting influences the design elements and amenity selections for the NWQ.

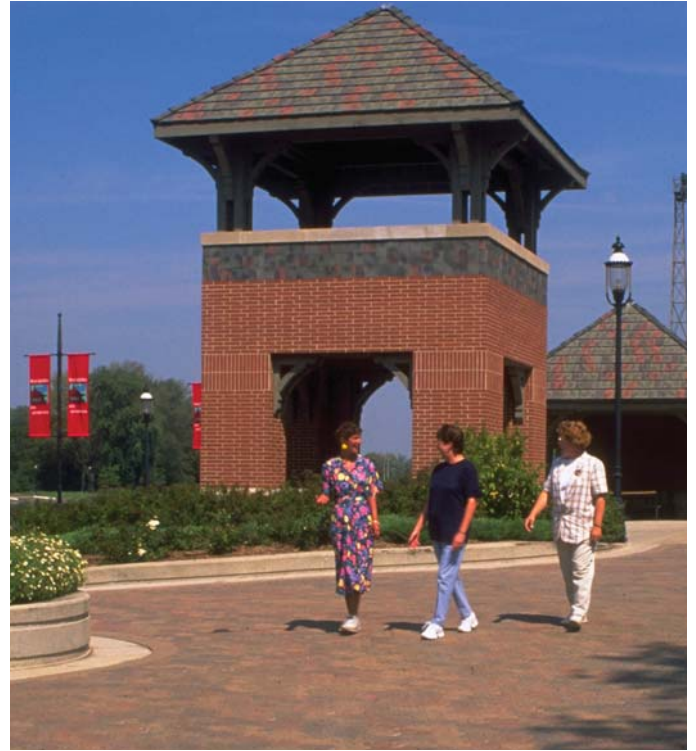
5: Materials and Amenities

The surrounding context and community input led us to conclude that high quality materials such as wood, stone, ornamental metals, water, lush plantings and light features be used throughout the NWQ. The pavilion architecture in Jewett Park along with mature stands of Oak trees contribute to a welcoming park setting that influences the design elements and amenity selections for the NWQ. The following categories describe materials and amenities selected for the quadrant and are further described on the following pages:

- sculptures & structures
- boardwalk
- paving
- playground
- planting
- lighting

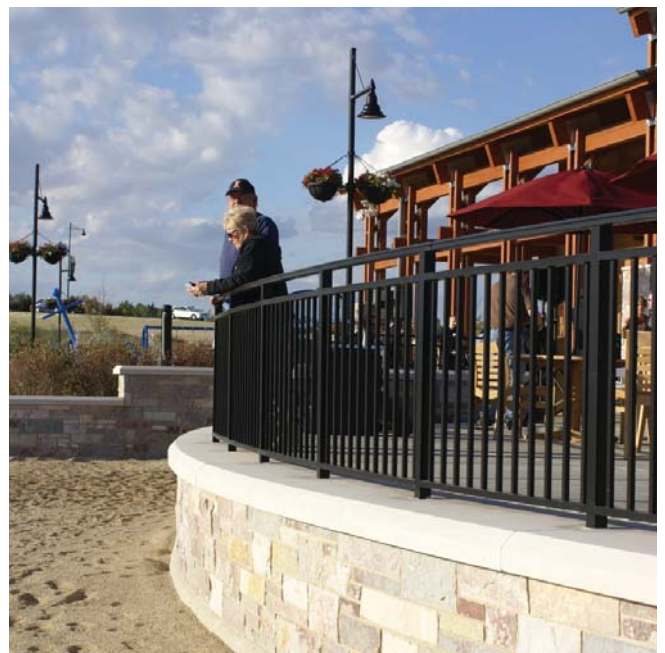
SCULPTURES & STRUCTURES

Jewett Park Pavilion (left) is an attractive feature which is referenced in its materials and forms throughout the NWQ. The entry plaza draws visitors into the quadrant with public art, such as the deer sculpture below which is paired with native boulders, lush landscape plantings and splashing water features.



BOARDWALK

The new destination in the NWQ is a series of boardwalks and overlooks which provide stunning views to Jewett Park. The pavement is continuous and universally accessible. Railings and canopies are iconic architectural features.



PAVING

Paving materials differentiate pedestrian-safe zones from vehicular traffic areas. Linear arrangements of pavers provide color, texture and interest to an accessible paving surface.





PLAYGROUND

Playground materials and products encourage adventure and discovery play. Sculptural acorn climbing elements reference mature oak groves in Jewett Park while net climbers recall the forms of a spider's web.



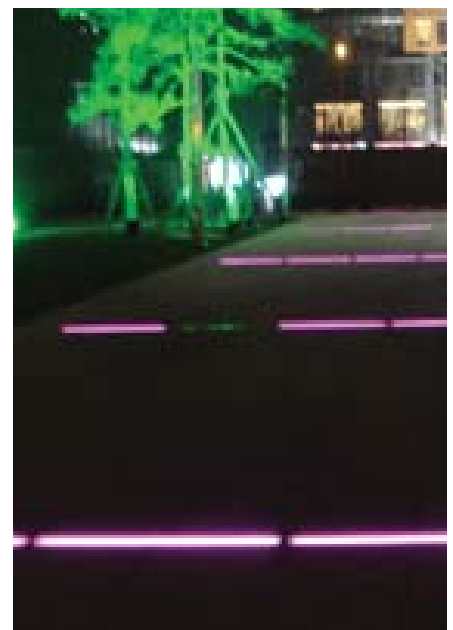
PLANTING

Landscape plantings define the sequence of experiences throughout the NWQ. Linear arrangements of canopy trees direct pedestrians along the north-south boardwalk and frame views into Jewett Park. Bold massings of native understory plantings provide seasonal color and interest.



LIGHTING

Nighttime events and casual evening strolls are supported by contemporary lighting elements. Pole mounted lights and bollards light parking areas and walkways. LED lighting integrated into paving (below right) provides additional color and interest.



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A: Appendix

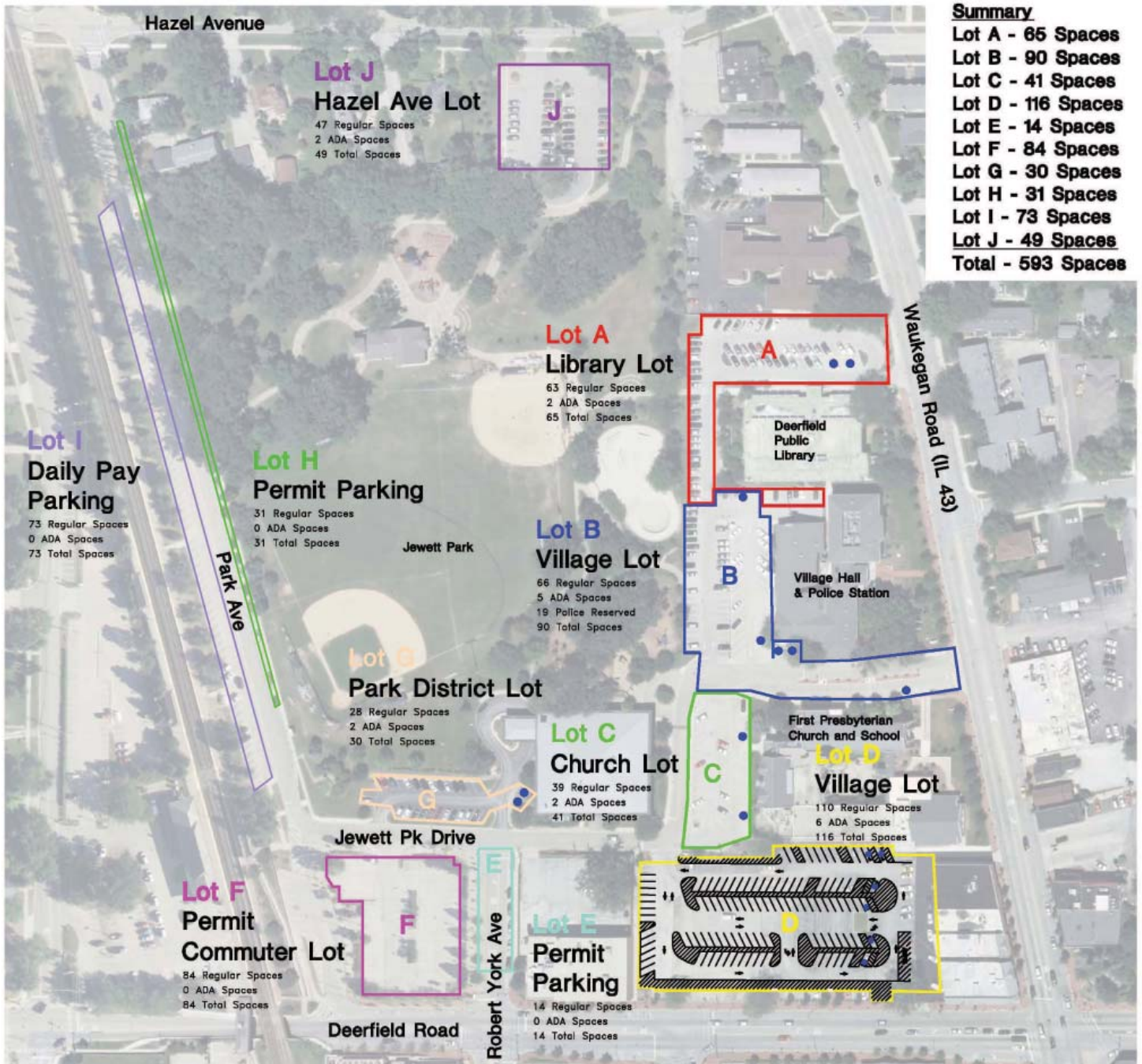
Existing Conditions	
Existing Parking Data	A2
Aerial Photograph	A3
Existing Sections	A4
Master Plan Concepts A-D	
Concept A Plan, Parking Data & Sections (Nov 2012)	A6
Concept B Plan, Parking Data & Sections (Nov 2012)	A10
Concept C Plan, Parking Data & Sections (Nov 2012)	A14
Concept D Plan, Parking Data & Sections (Nov 2012)	A20
List of plan modifications as a result of stakeholder discussions	A23
Traffic Studies and Data *	
Existing Traffic Counts, Exhibits 2-10 (Sept 2012)	A25
Projected Traffic, West Church Lot, Concept D, Exhibits 1-2 (Jan 2013)	A34
Projected Traffic, West Church Lot, Concept D-1, Exhibit 1 (Feb 2013)	A36
Meeting Summaries **	
Design Workshop #1 (October 18, 2012)	A38
Design Workshop #2 (November 5, 2012)	A55
Design Workshop #3 (November 29, 2012)	A63
Public Open House (March 19, 2013)	A64
Task Force Meeting #4 (April 24, 2013)	A70

* Traffic Studies were prepared to guide the Master Plan. Select excerpts from these studies are included in the Appendix. Full copies of the following traffic studies are available from the Village:

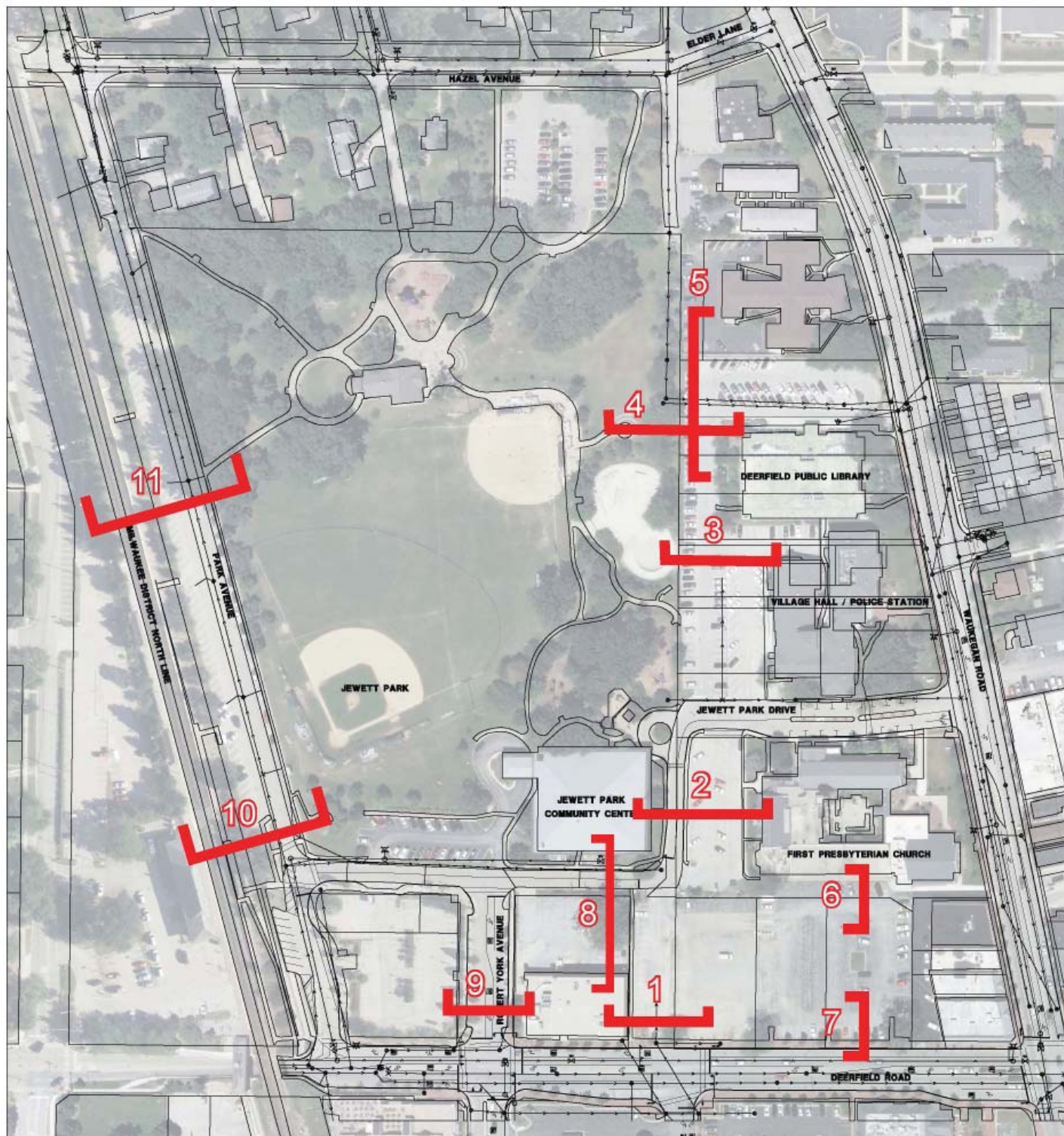
- Vehicle Loading Observations, 800-816 Waukegan Road, September 18, 2012
- Existing Conditions Data and Exhibits, September 27, 2012
- Traffic Conditions Exhibit Summary, January 3, 2013

** Meeting minutes are available on the Village's website.

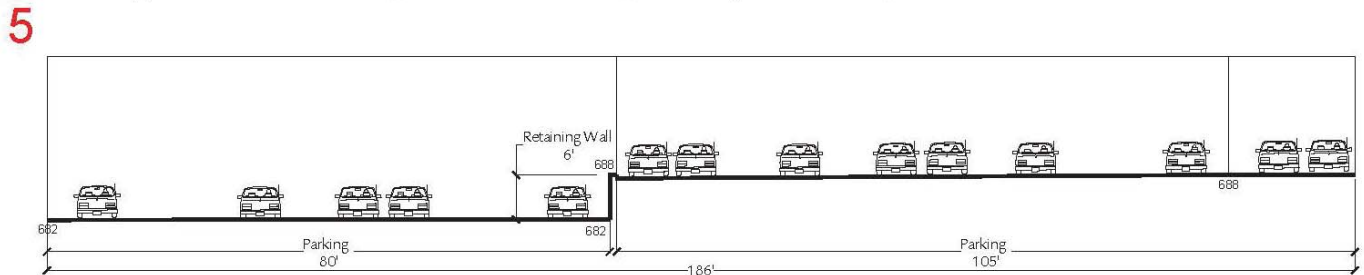
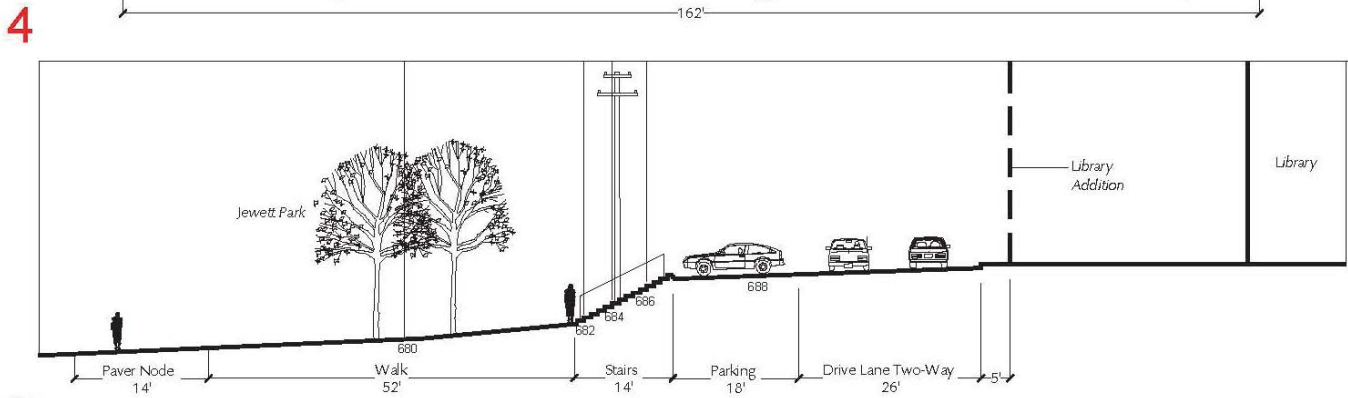
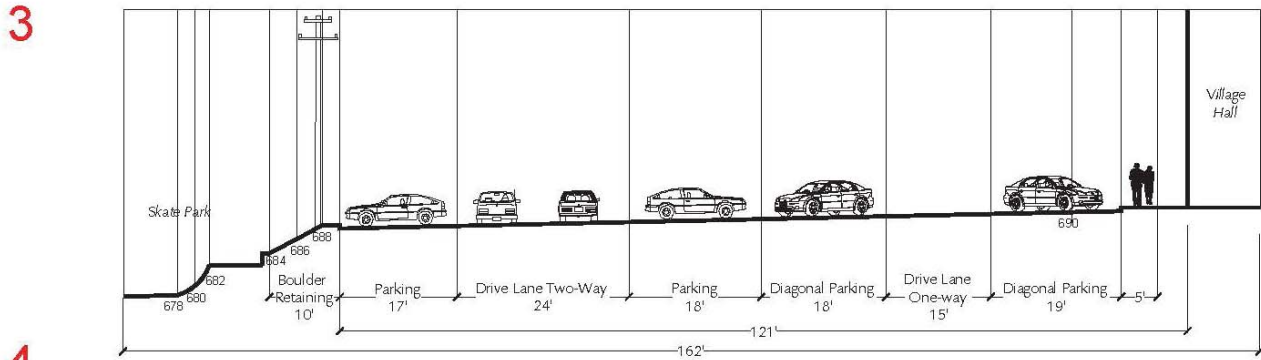
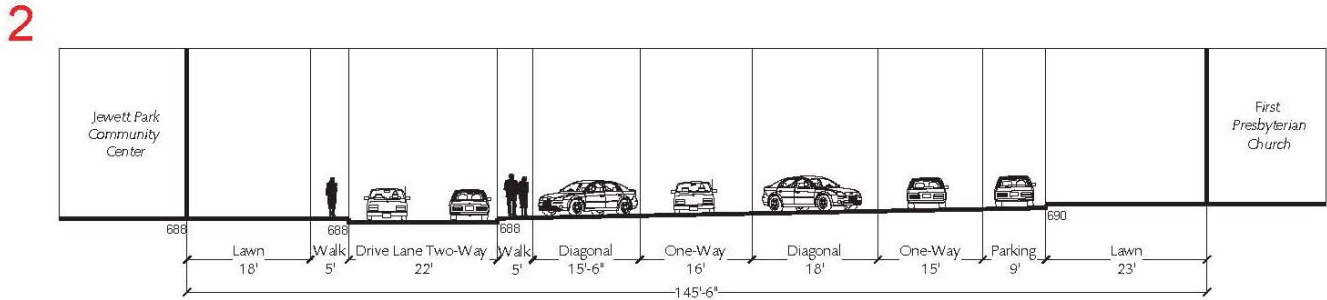
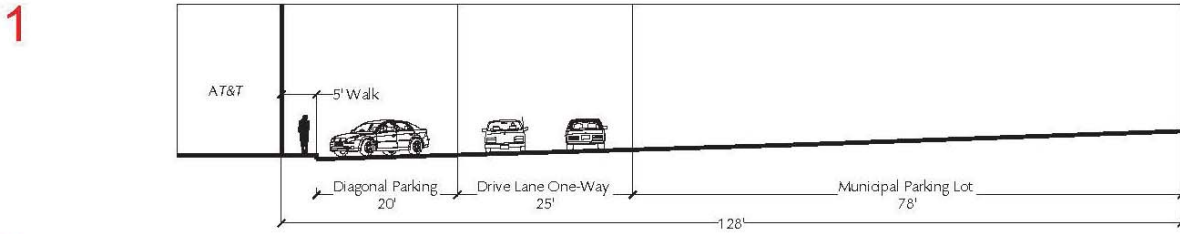
Existing Parking Data



Aerial Photograph

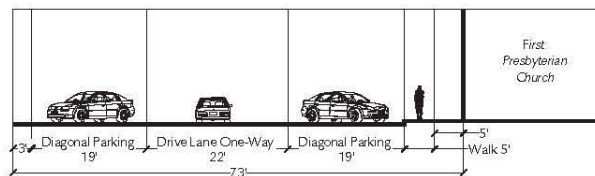


Existing Sections

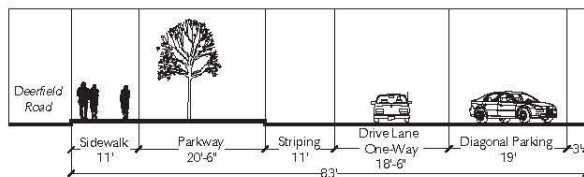


Existing Sections

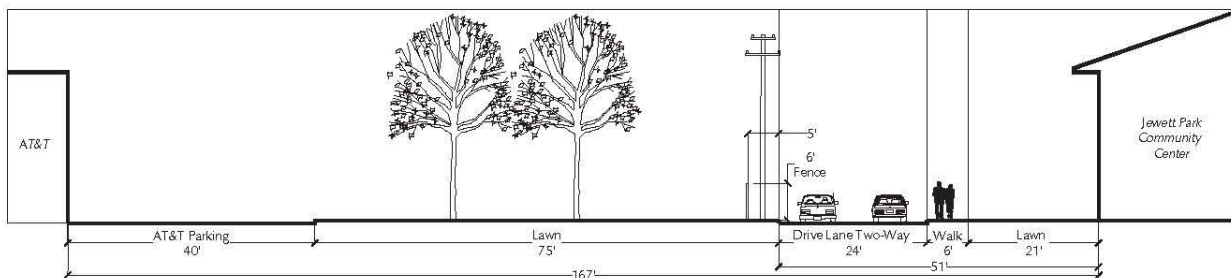
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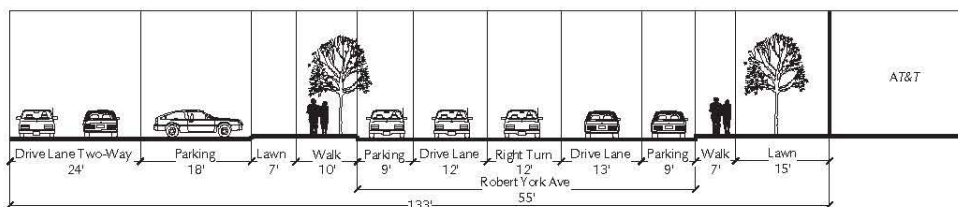
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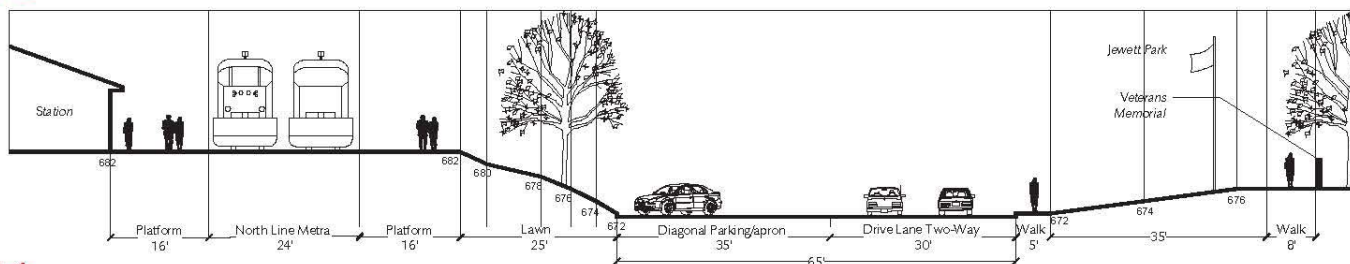
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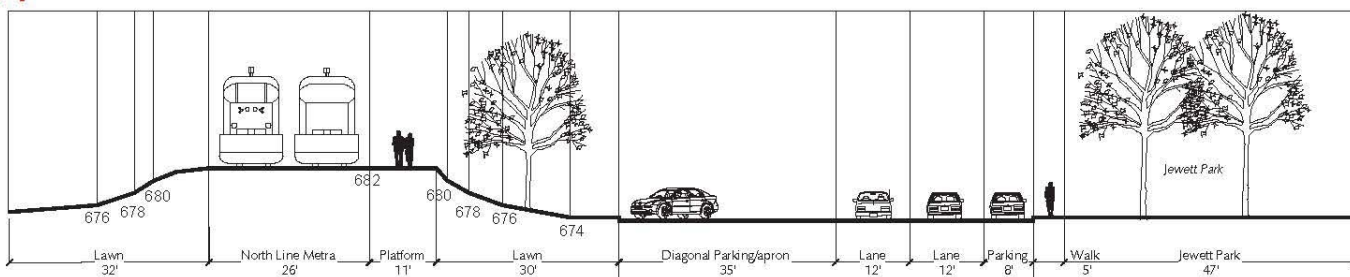
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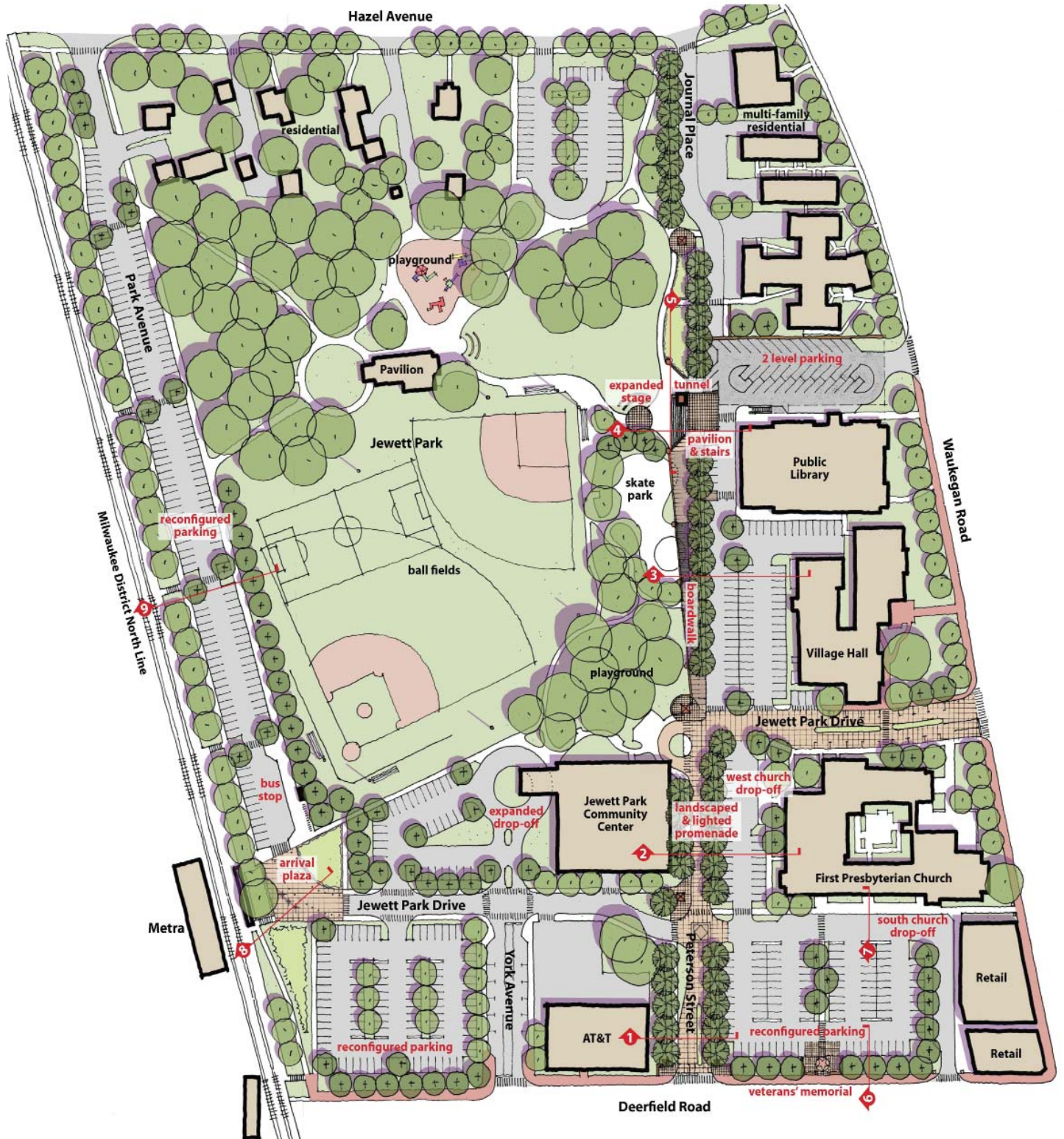


11



Master Plan Concepts A-D

Concept A Master Plan (November 5, 2013)



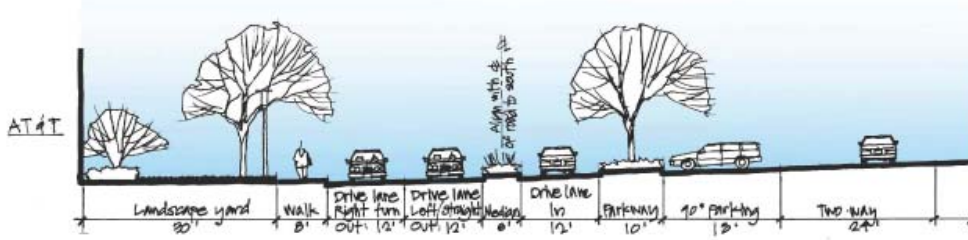
Concept A Parking Data (November 5, 2013)

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	55	6
Total:	593	656	63

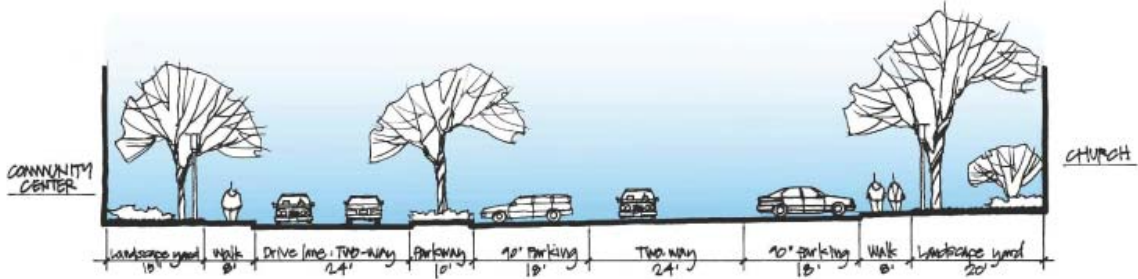
(1) Total spaces do not consider ADA accessible spaces

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

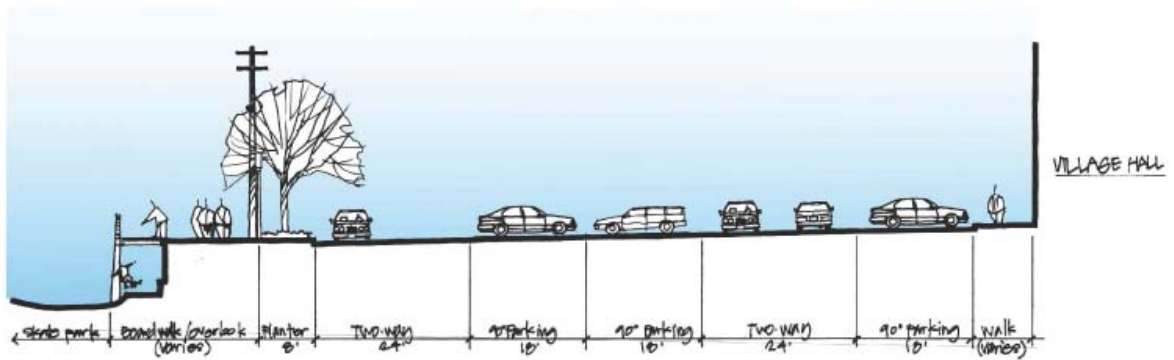
Concept A Sections (November 5, 2013)



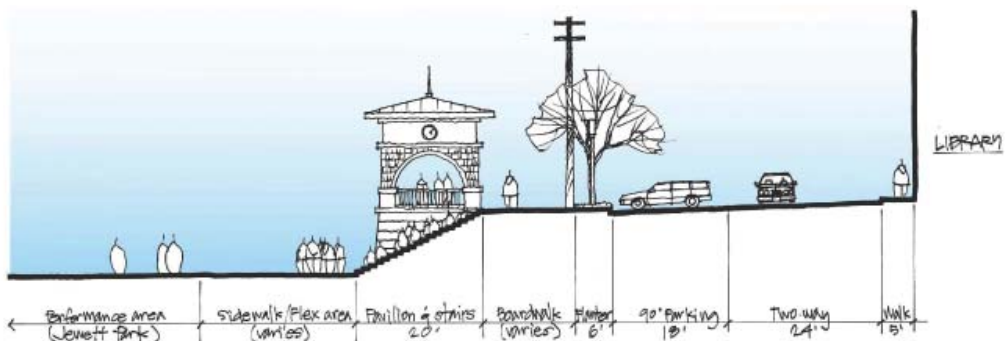
Section A.1



Section A.2

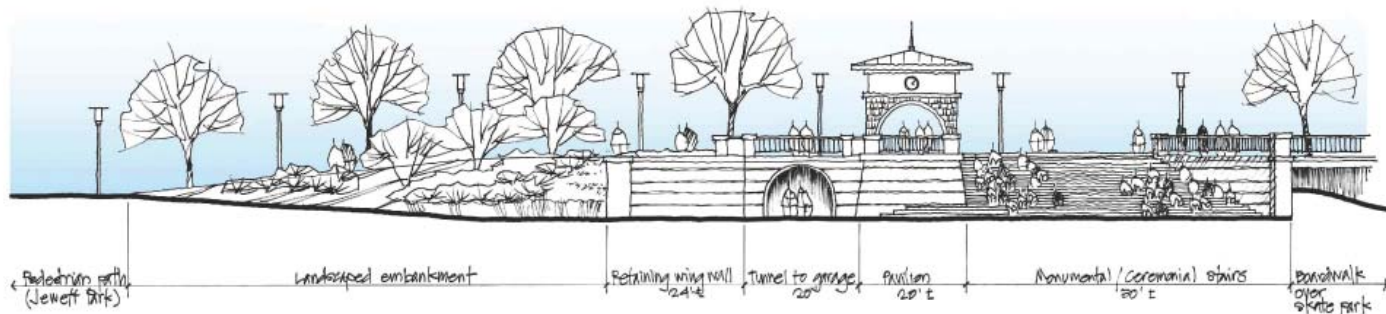


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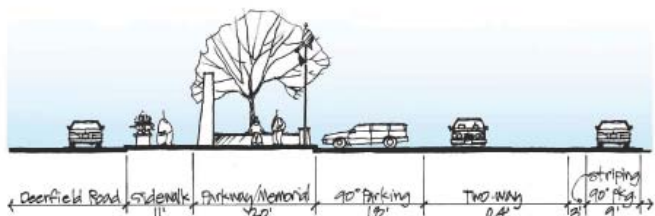


Section A.4

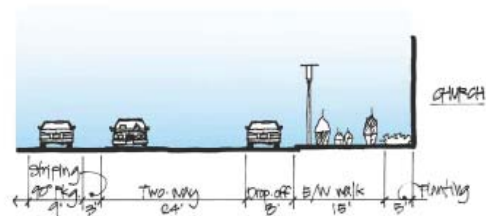
Concept A Sections (November 5, 2013)



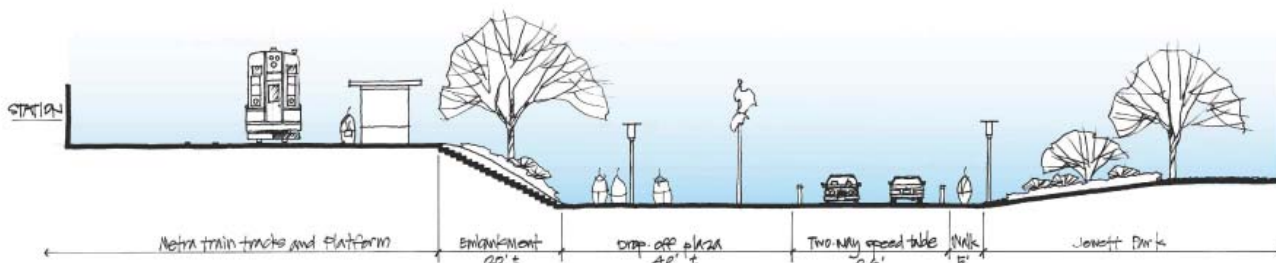
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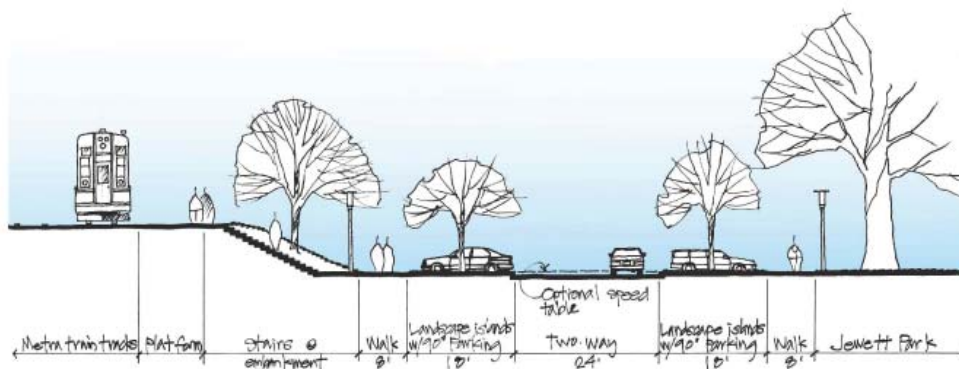
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Section A.7

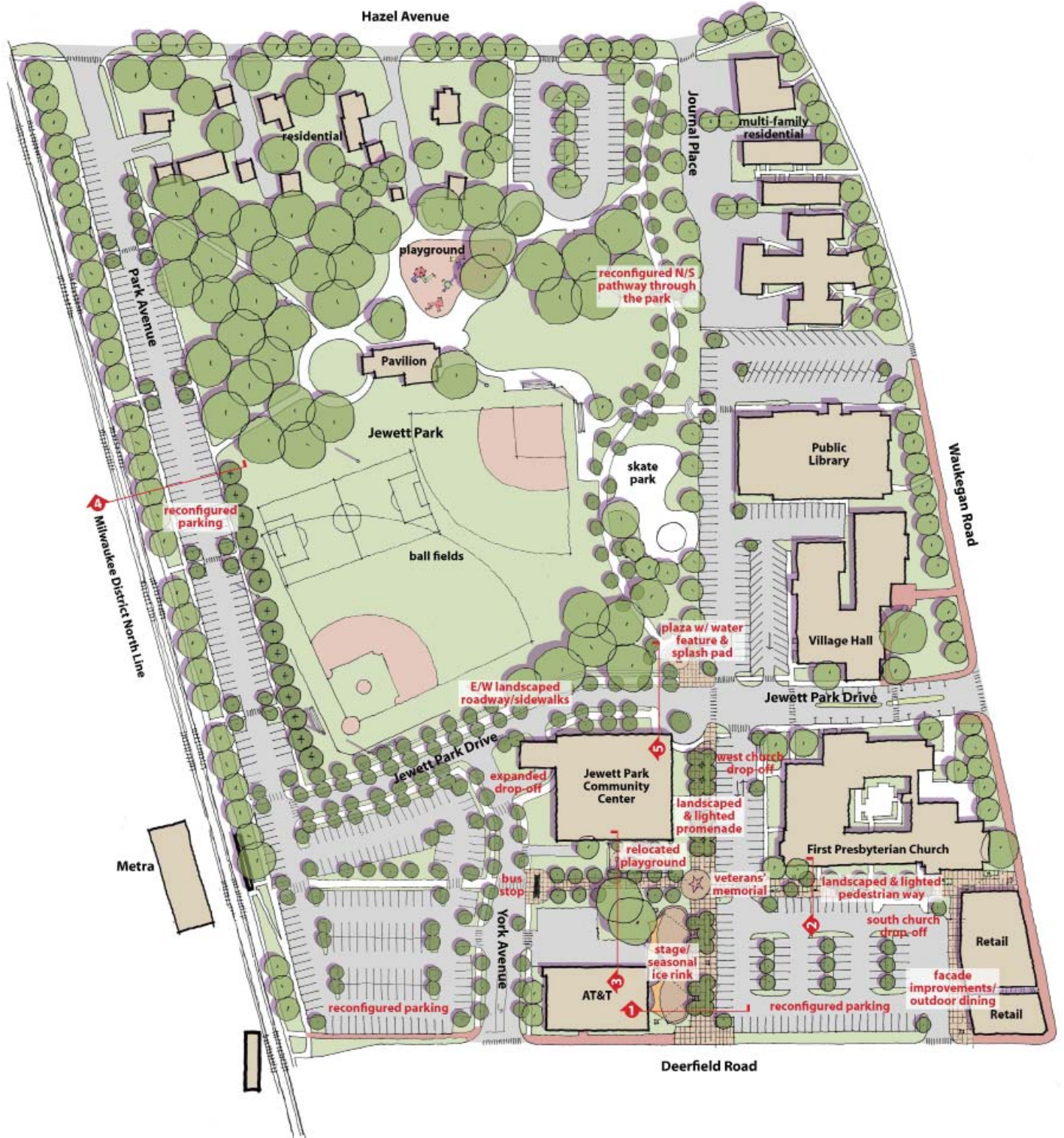


Section A.8



Section A.9

Concept B Master Plan (November 5, 2013)



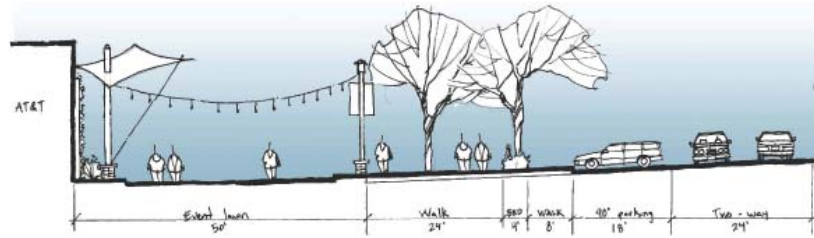
Concept B Parking Data (November 5, 2013)

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

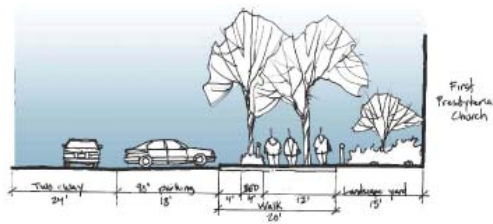
(1) Total spaces do not consider ADA accessible spaces

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

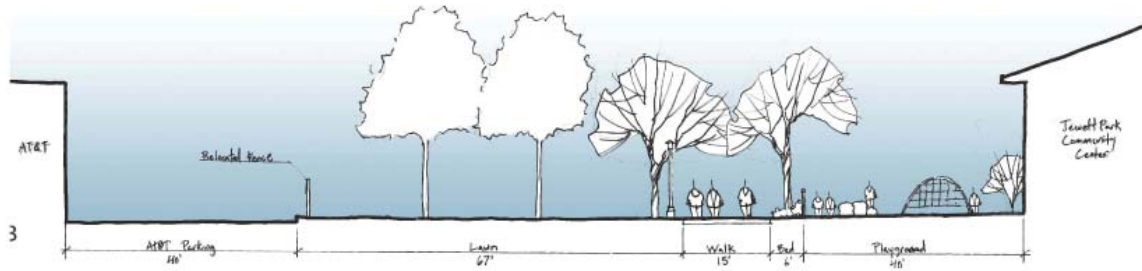
Concept B Sections (November 5, 2013)



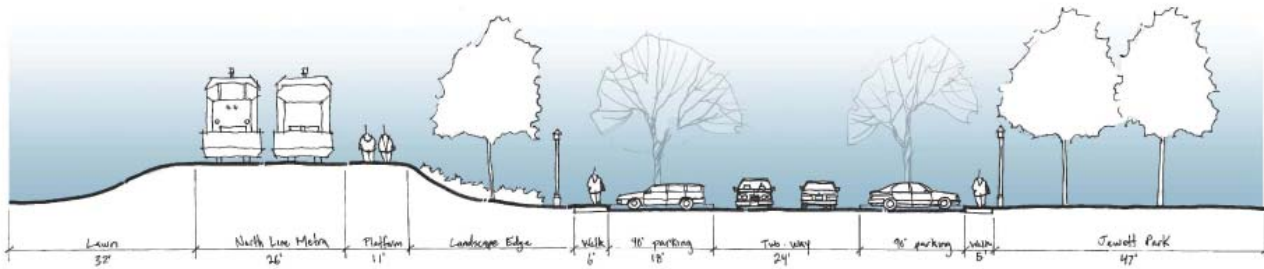
Section B.1



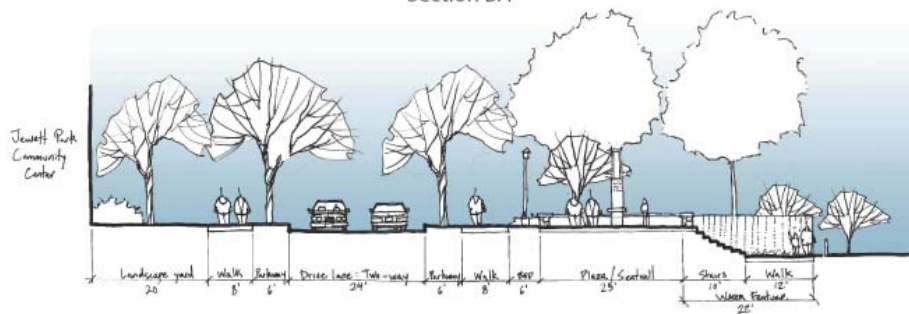
Section B.2



Section B.3



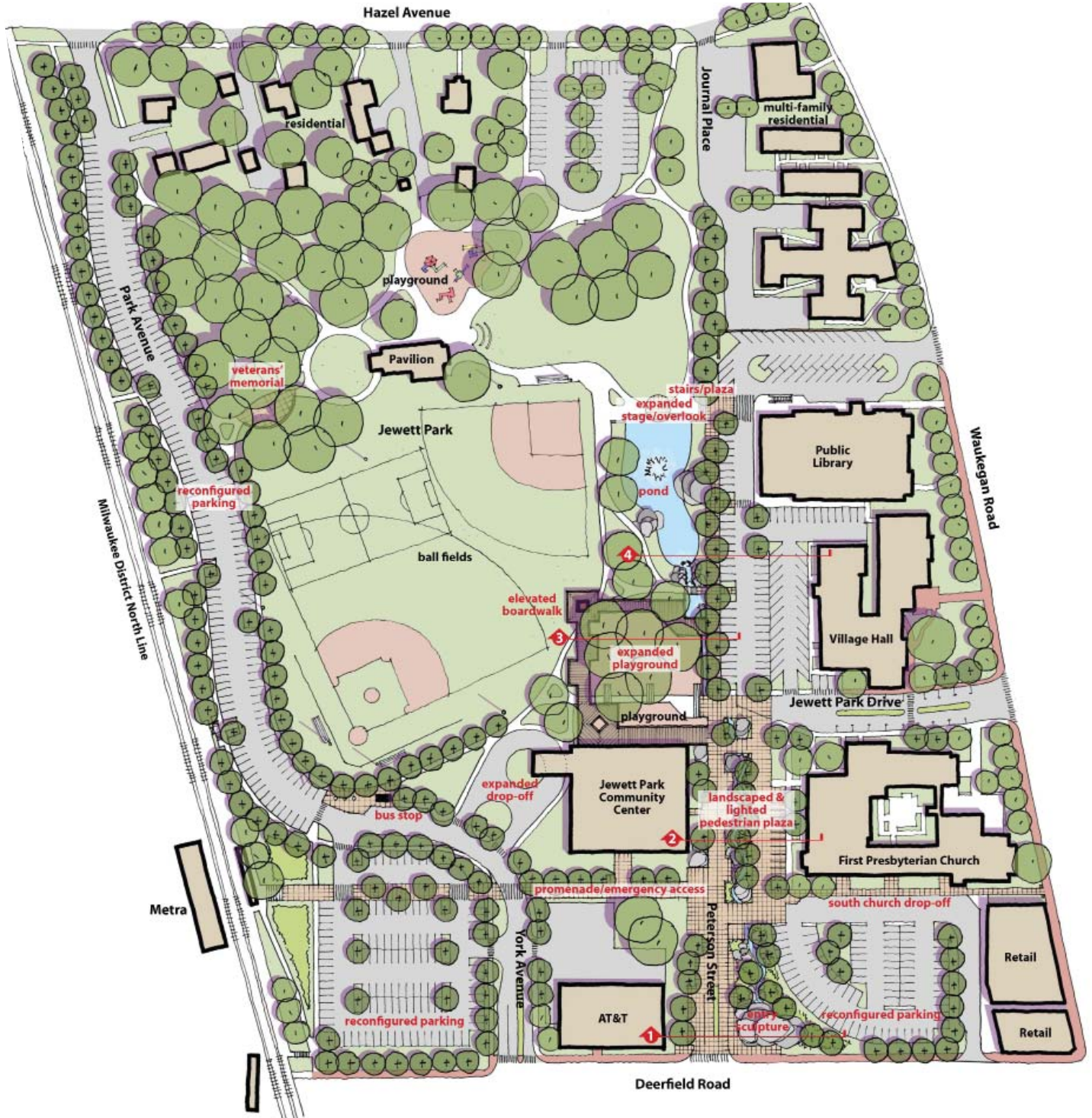
Section B.4



Section B.5

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Concept C (Phase 1) Master Plan (November 5, 2013)



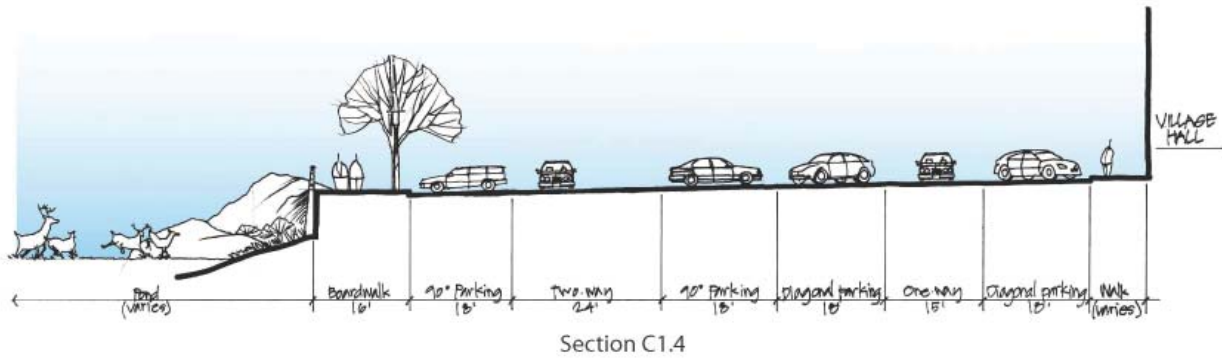
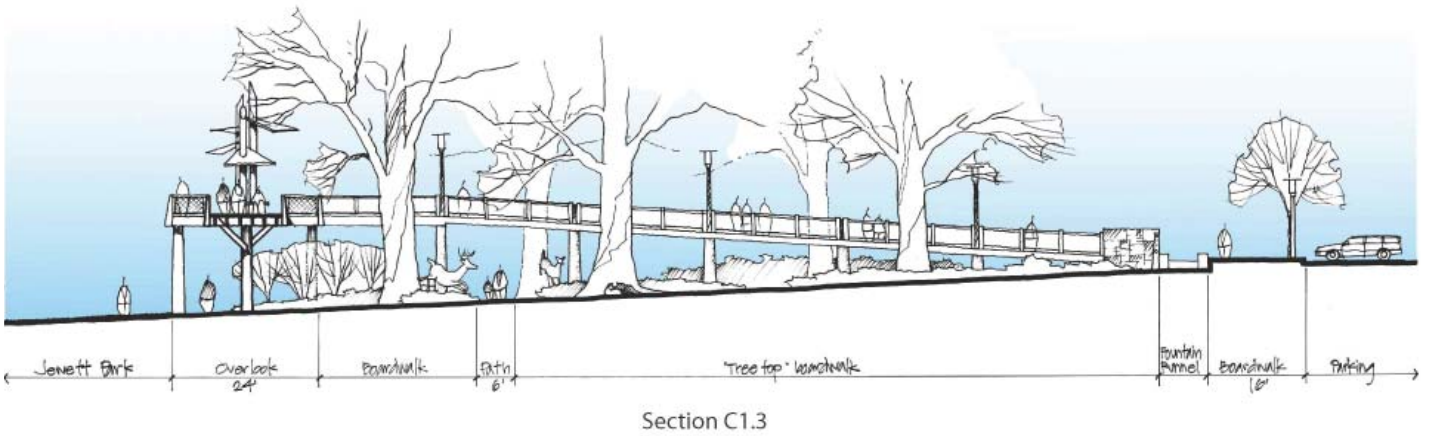
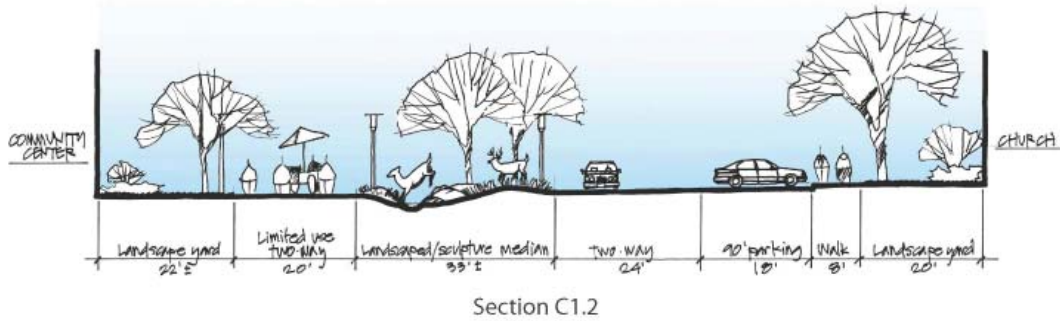
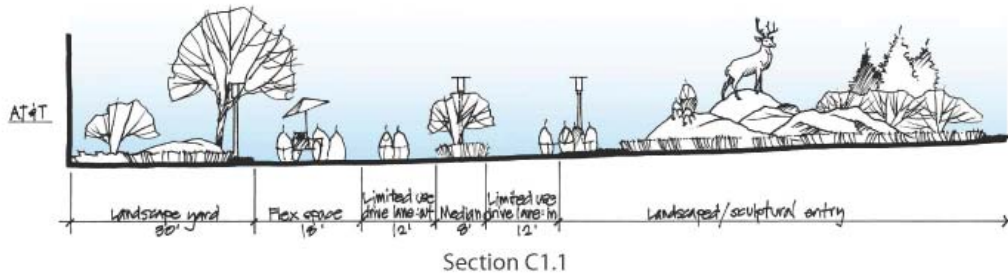
Concept C (Phase 1) Parking Data (November 5, 2013)

Parking Lot	Existing Spaces	Option C	
		Spaces	Difference
Lot A - Library Lot	65	59	-6
Lot B - Village Lot	90	82	-8
Lot C - Church Lot	41	13	-28
Lot D - Municipal Lot ⁽²⁾	116	81	-35
Lot E - Robert York Parking	14	0	-14
Lot F - Commuter Lot (marathon)	84	121	37
Lot G - Park District Lot	30	0	-30
Lot H - Park Ave Permit	31	74	43
Lot I - Park Ave Daily Fee	73	90	17
Lot J - Hazel Ave Lot	49	55	6
Total:	593	575	-18

(1) Total spaces do not consider ADA accessible spaces

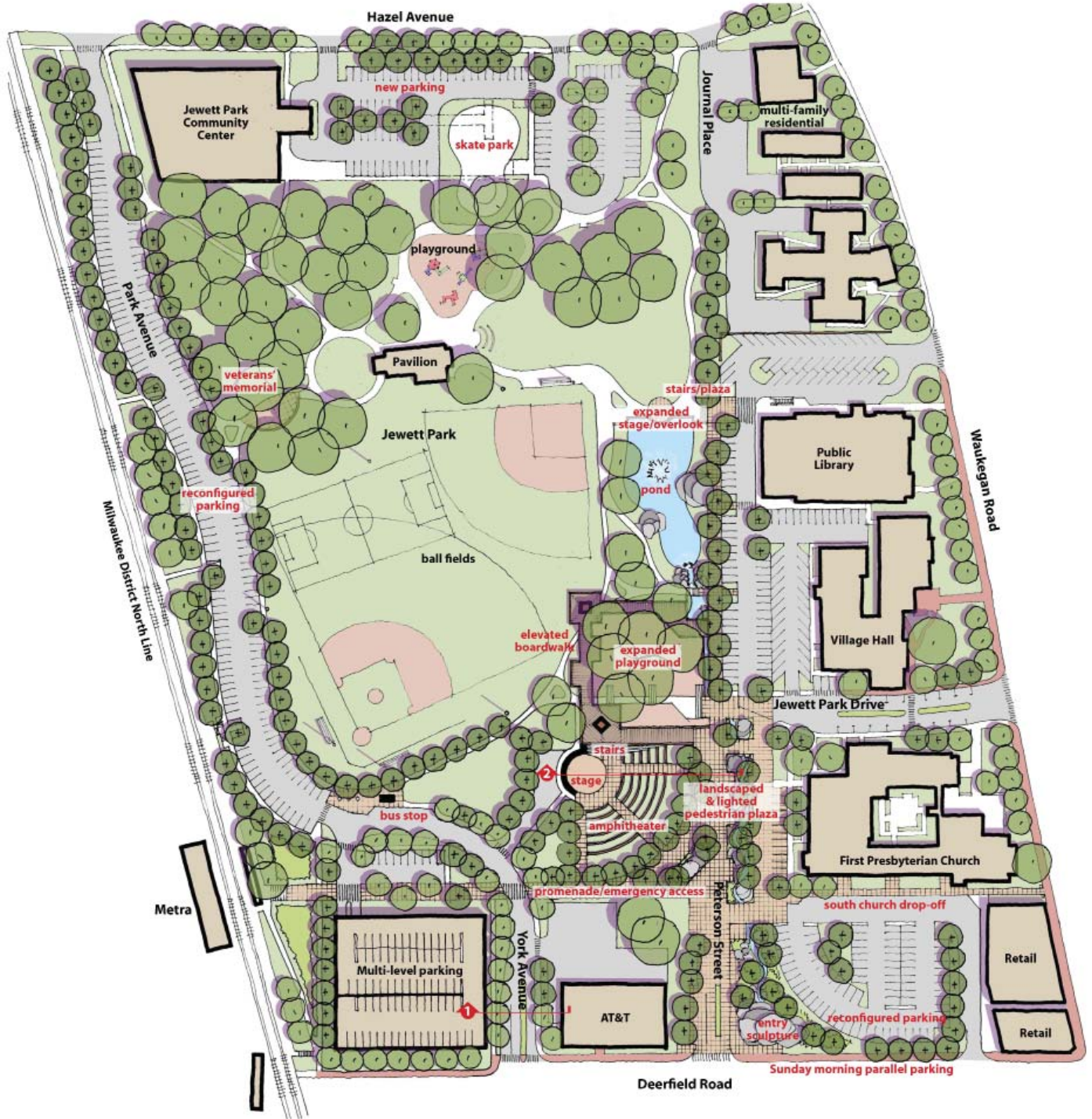
(2) Municipal lot existing space count includes the 11 commercial parking spaces located behind the stores on Waukegan Rd

Concept C (Phase 1) Sections (November 5, 2013)



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Concept C (Phase 2) Master Plan (November 5, 2013)



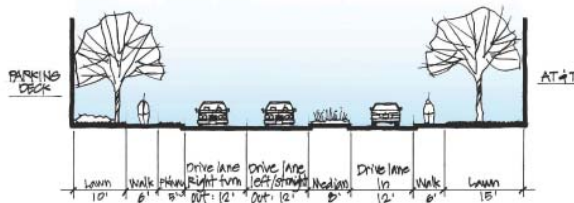
Concept C (Phase 2) Parking Data (November 5, 2013)

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

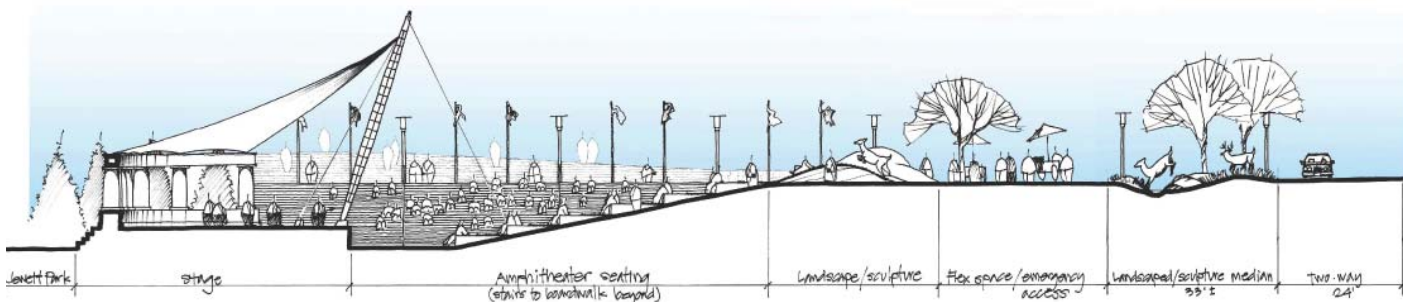
(1) Total spaces do not consider ADA accessible spaces

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

Concept C (Phase 2) Sections



Section C2.1



Section C2.2

Concept D Master Plan (November 29, 2013)



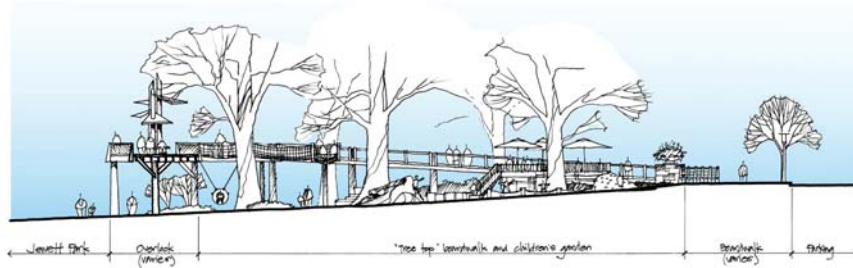
Concept D Parking Data (November 29, 2013)

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

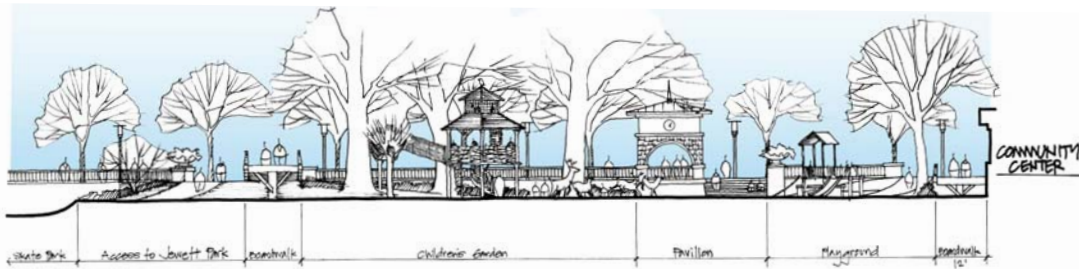
(1) Total spaces do not consider ADA accessible spaces

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

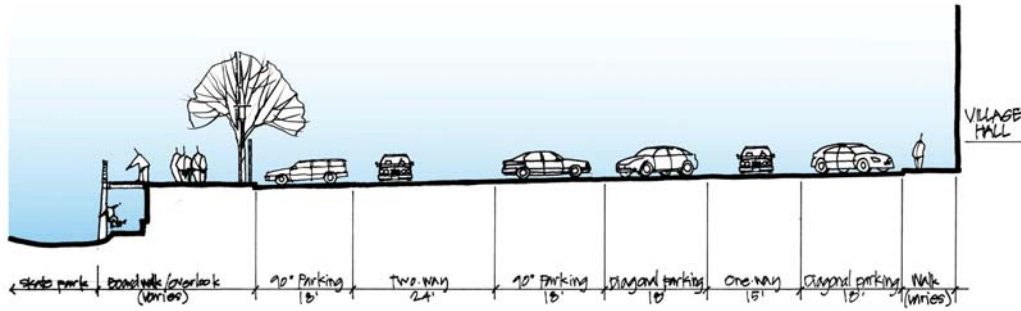
Concept D Sections (November 29, 2013)



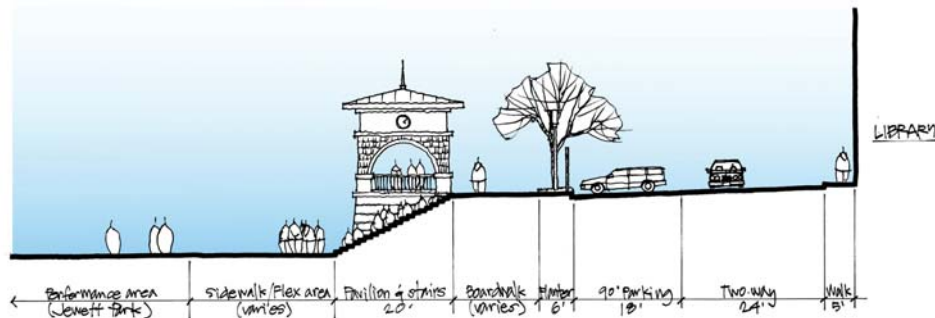
Section D.1



Section D.2



Section D.3



Section D.4

List of plan modifications as a result of stakeholder discussions

After the Concept D presentation (November 29, 2013), Village Staff and the Design Team met individually with boards and their respective staff. The following modifications were made towards the advancement of Preferred Plan D & Interim Plan D-1.

FIRST PRESBYTERIAN CHURCH

- South drop off area is converted to 18 perpendicular parking spaces;
- West parking area is expanded from a 62' module to a 70' module to provide additional visibility when backing out of the parking spaces;

PARK DISTRICT

- East drop off area is modified to accommodate 4 cars (as shown in interim plan D-1);
- West drop off area is relocated towards the south to provide additional buffering from the ball field bleachers, light towers and amenities;
- Park Avenue is realigned and removes 12 parking spaces adjacent to the ball field to minimize conflict with foul balls;

AMERICAN LEGION

- Veterans Memorial is relocated to the area beneath the existing oak trees at the NE corner of the AT&T Building.

LIBRARY

- 2 parking spaces added to the west side of the parking area.

Traffic Studies and Data Excerpts

The following exhibits are excerpts from traffic studies and data prepared as part of the Master Plan assignment.

Full studies are available from the Village and include the following:

- Vehicle Loading Observations, 800-816 Waukegan Road, September 18, 2012, *Summary and Conclusion*
- Existing Conditions Data and Exhibits, September 27, 2012, *Traffic Counts Exhibits 2 - 10*
- Park District and Church Traffic Summary, February 12, 2013

Vehicle Loading Observations (Sept 18, 2012), *Summary and Conclusion*

Part III – Summary and Conclusion

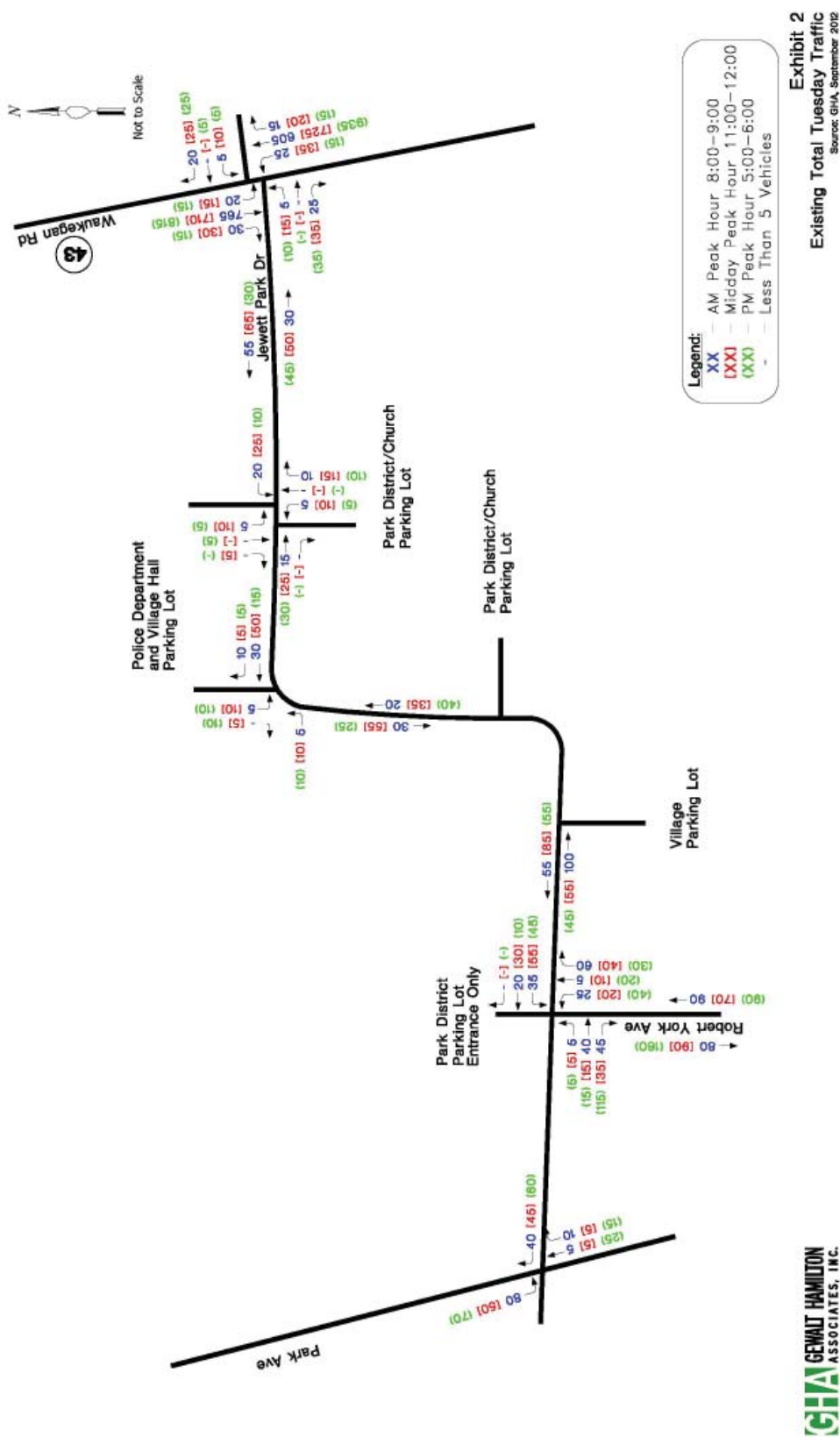
The study area has been a topic of considerable discussion for a long time. Anecdotal comments and perceptions were that there were many loading activities that occurred on the street especially along Waukegan Rd. Many feared that these loading activities affected traffic operations on the roadways. The results of the data indicate otherwise. Additionally, the usage of the municipal lot by larger semi-tractor trailer trucks, notwithstanding current Village policy, appears to be convenient and a very usable delivery area. This is an issue that needs to be revisited in the forthcoming Master Plan. In summary the results of the data show the following:

- There are minimal traffic operational concerns along Waukegan Rd. as a result of loading.
- There is an overall average of approximately 20 deliveries per day occurring in the three primary areas.
- The rear parking lot is very important to the shops in the Center but currently can only be used by retailers at the north end due to property ownership.
- The municipal lot appears to be a convenient loading area for larger trucks. Access need to be reviewed and discussed further as trucks will continue to circulate and mix with pedestrians.

This data should be used in conjunction with the Northwest Quadrant Master Plan. Based on current operations new designs and traffic control will be easier to identify and incorporate into the plan.

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Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10



Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10

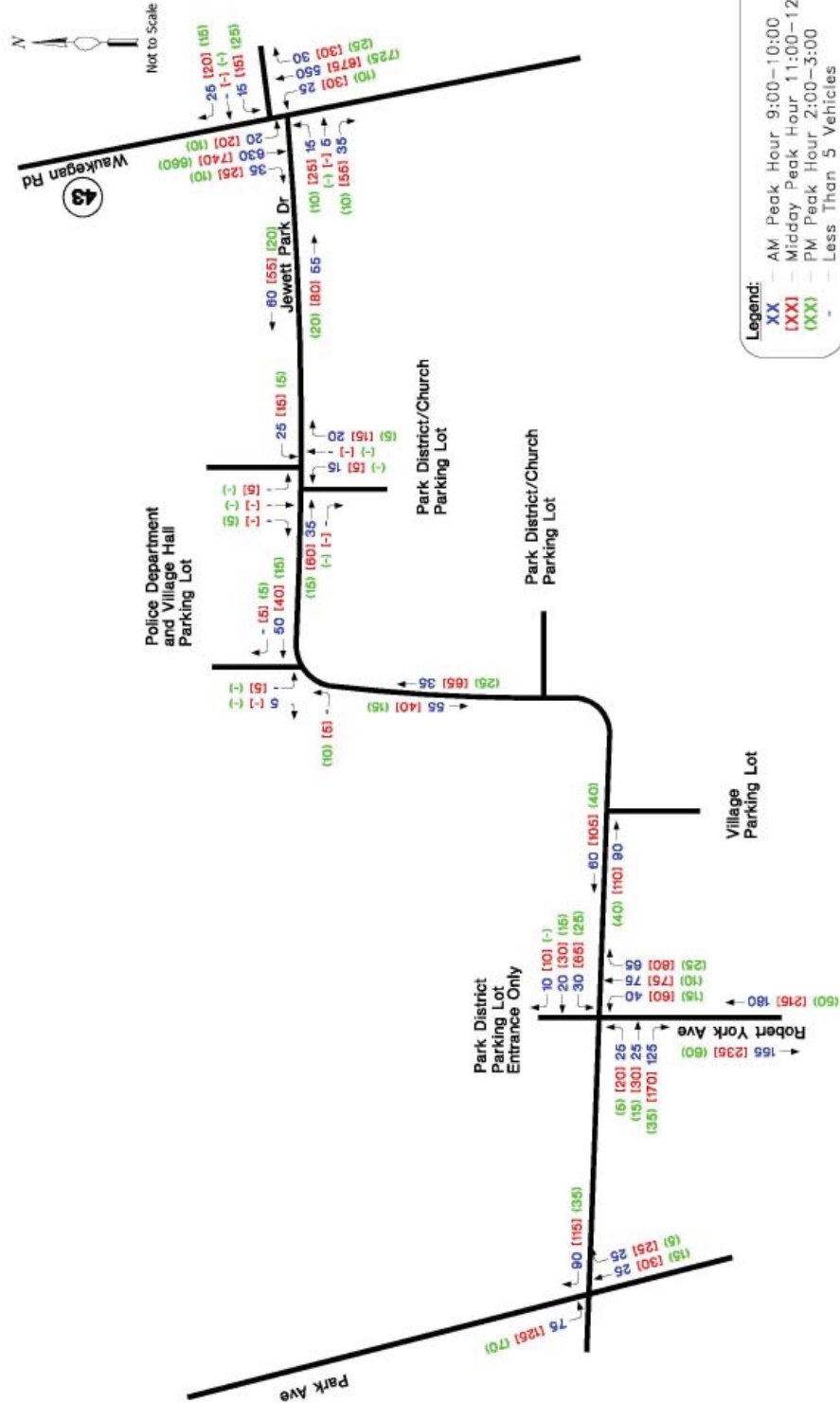
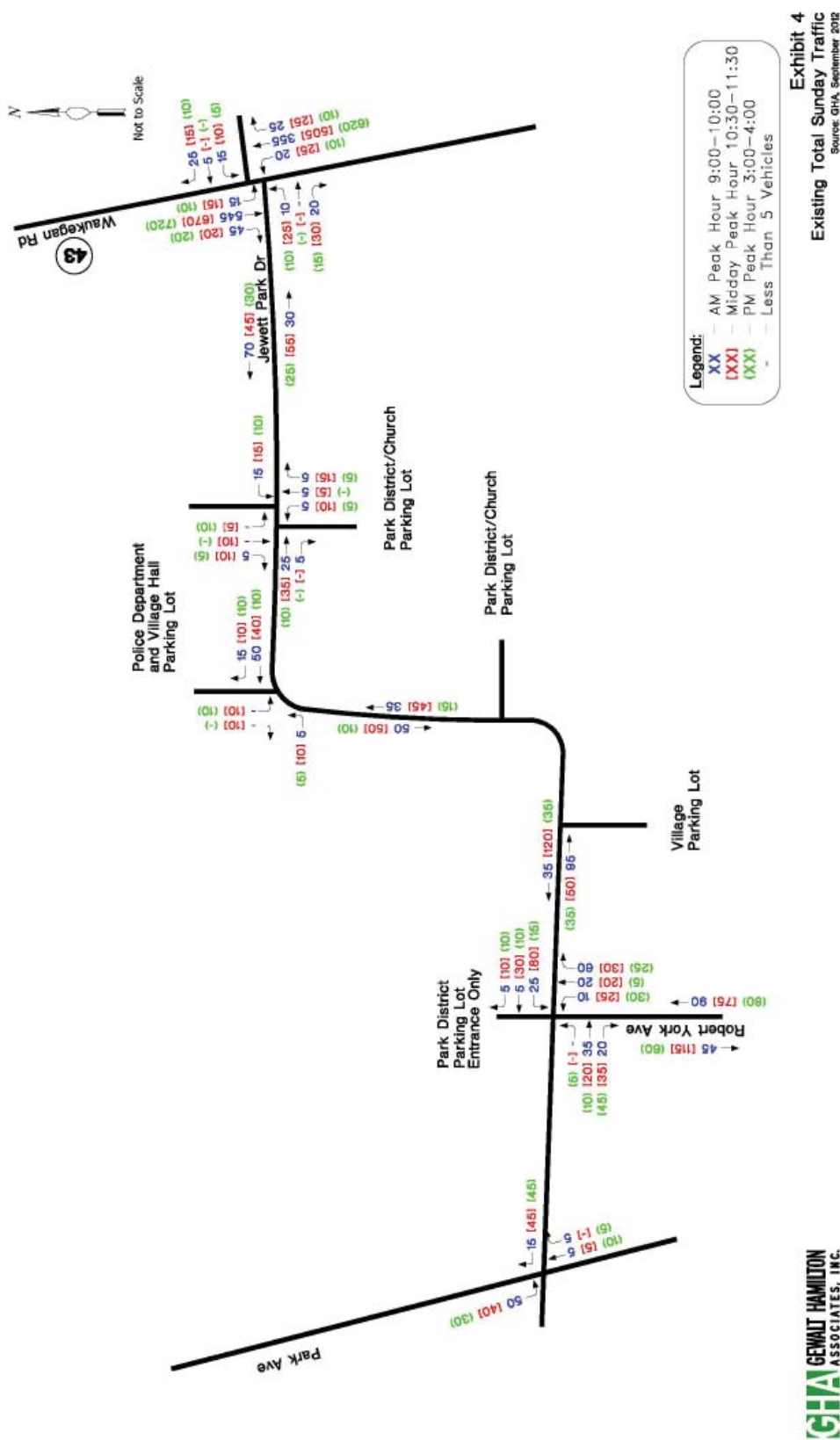


Exhibit 3
 Existing Total Saturday Traffic
 Source: GHA, September 2012



Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10



Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10

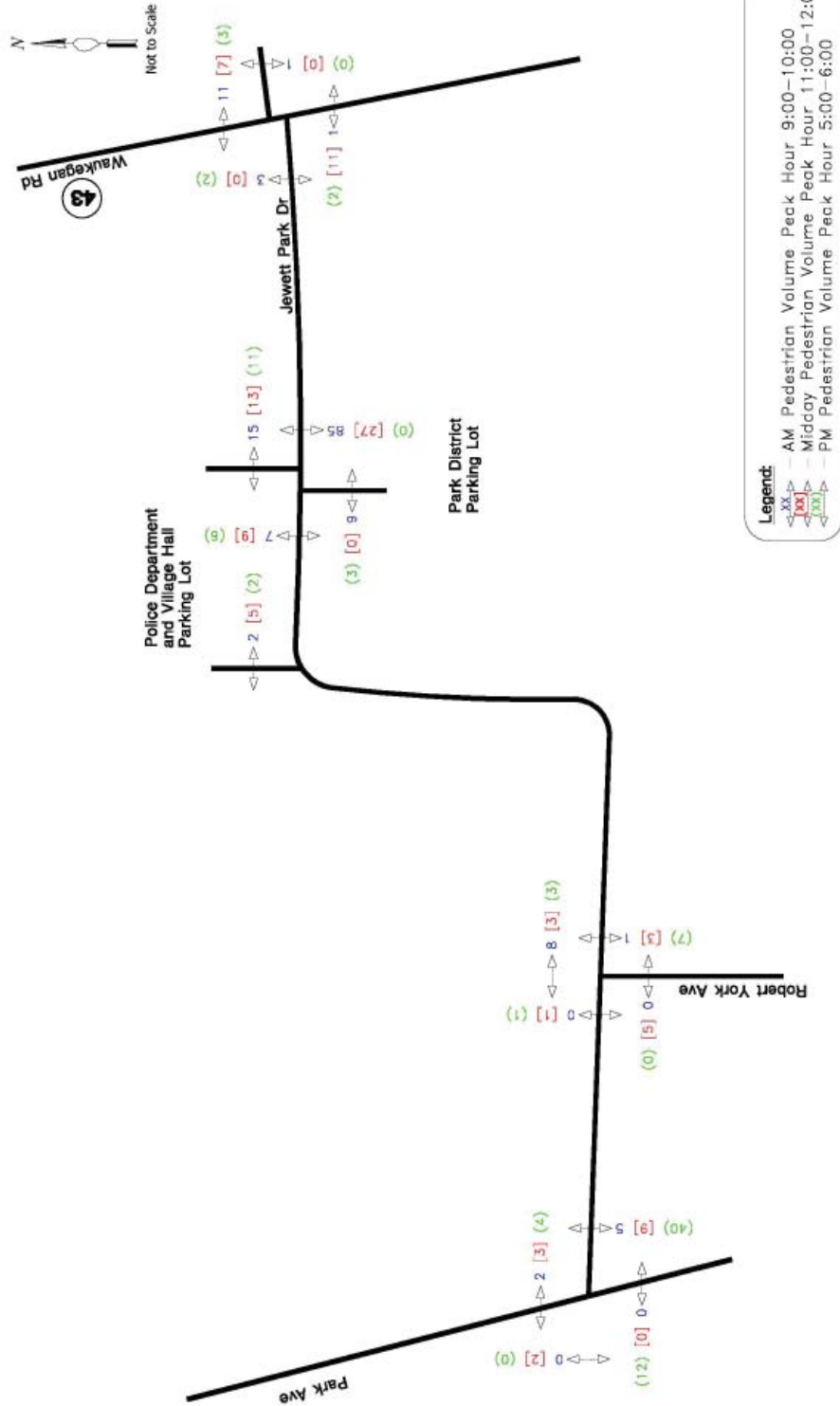


Exhibit 5
Existing Tuesday Pedestrian Traffic



Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10

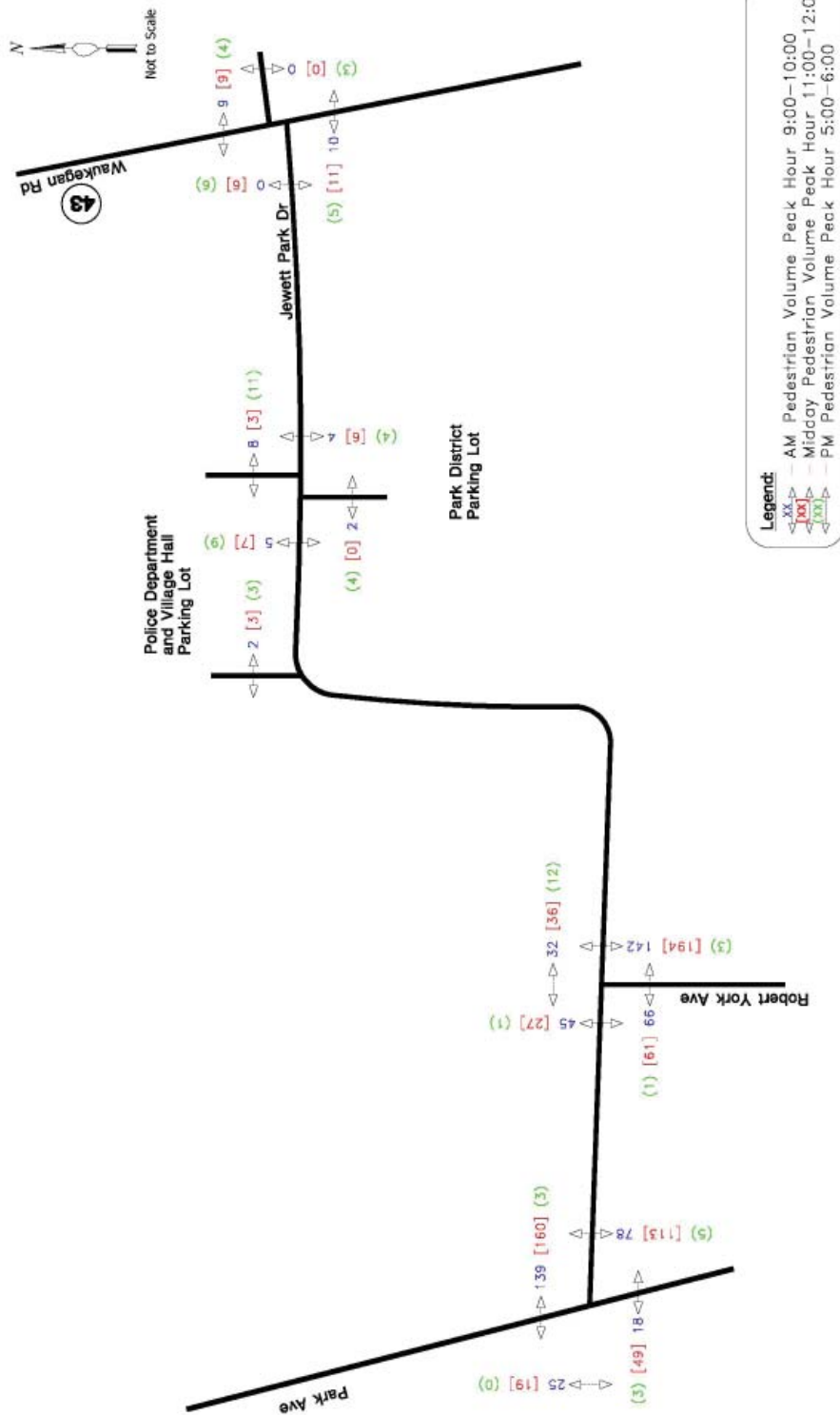


Exhibit 6
Existing Saturday Pedestrian Traffic



Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10

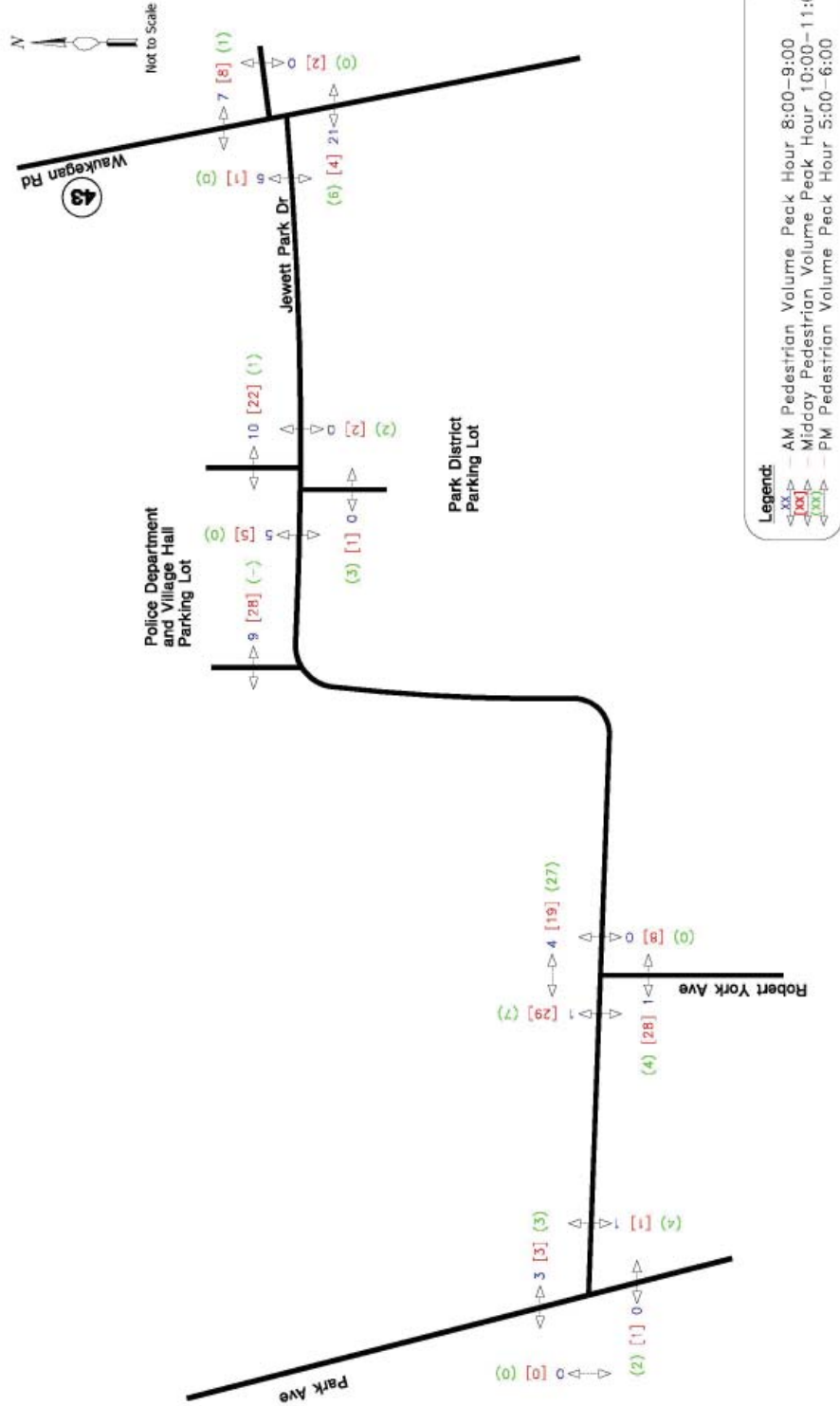
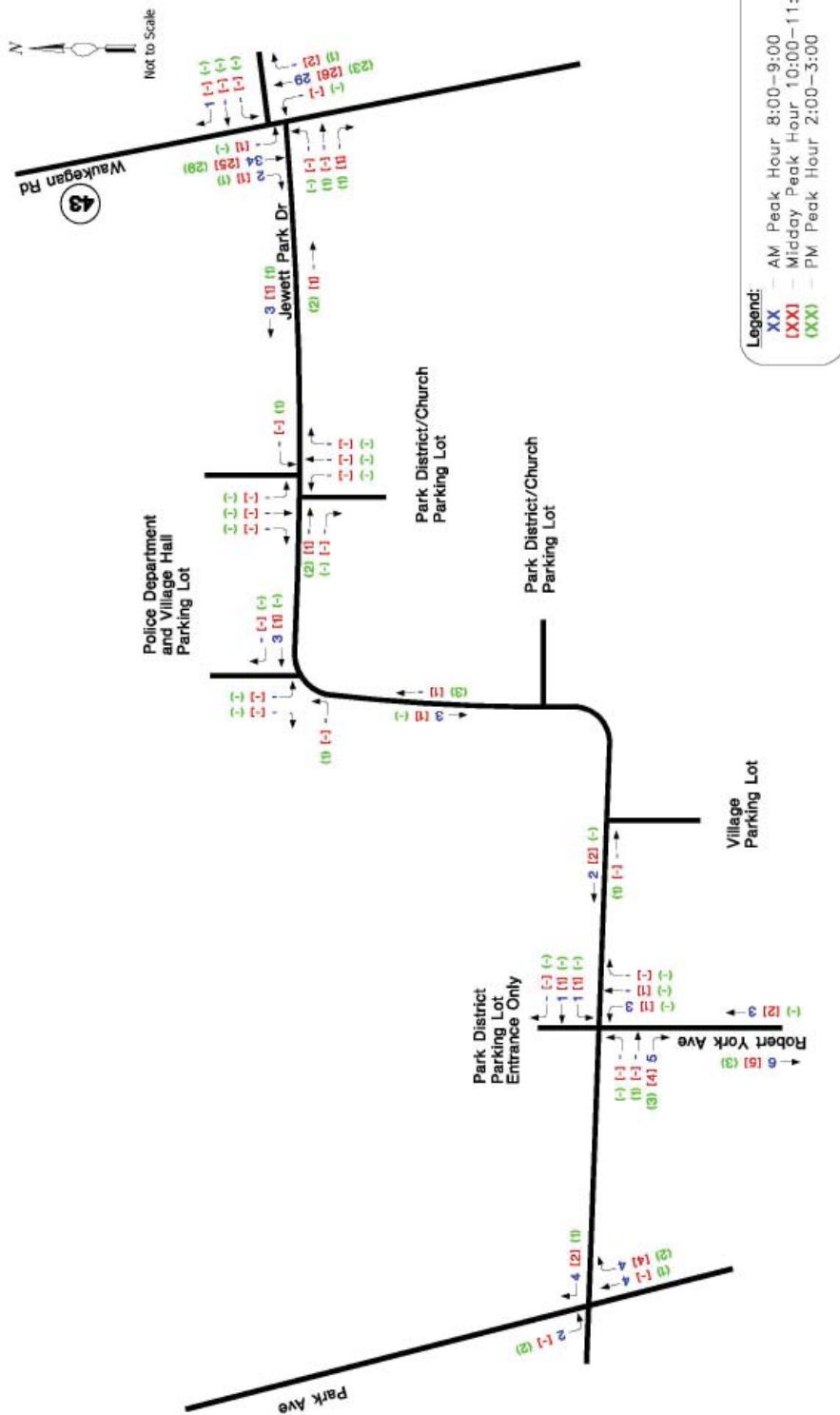


Exhibit 7
Existing Sunday Pedestrian Traffic



Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10



Legend:
 XX — AM Peak Hour 8:00-9:00
 [XX] — Midday Peak Hour 10:00-11:00
 (XX) — PM Peak Hour 2:00-3:00

Exhibit 8
 Existing Tuesday Truck Traffic
 Source: GHA, September 2012



Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10

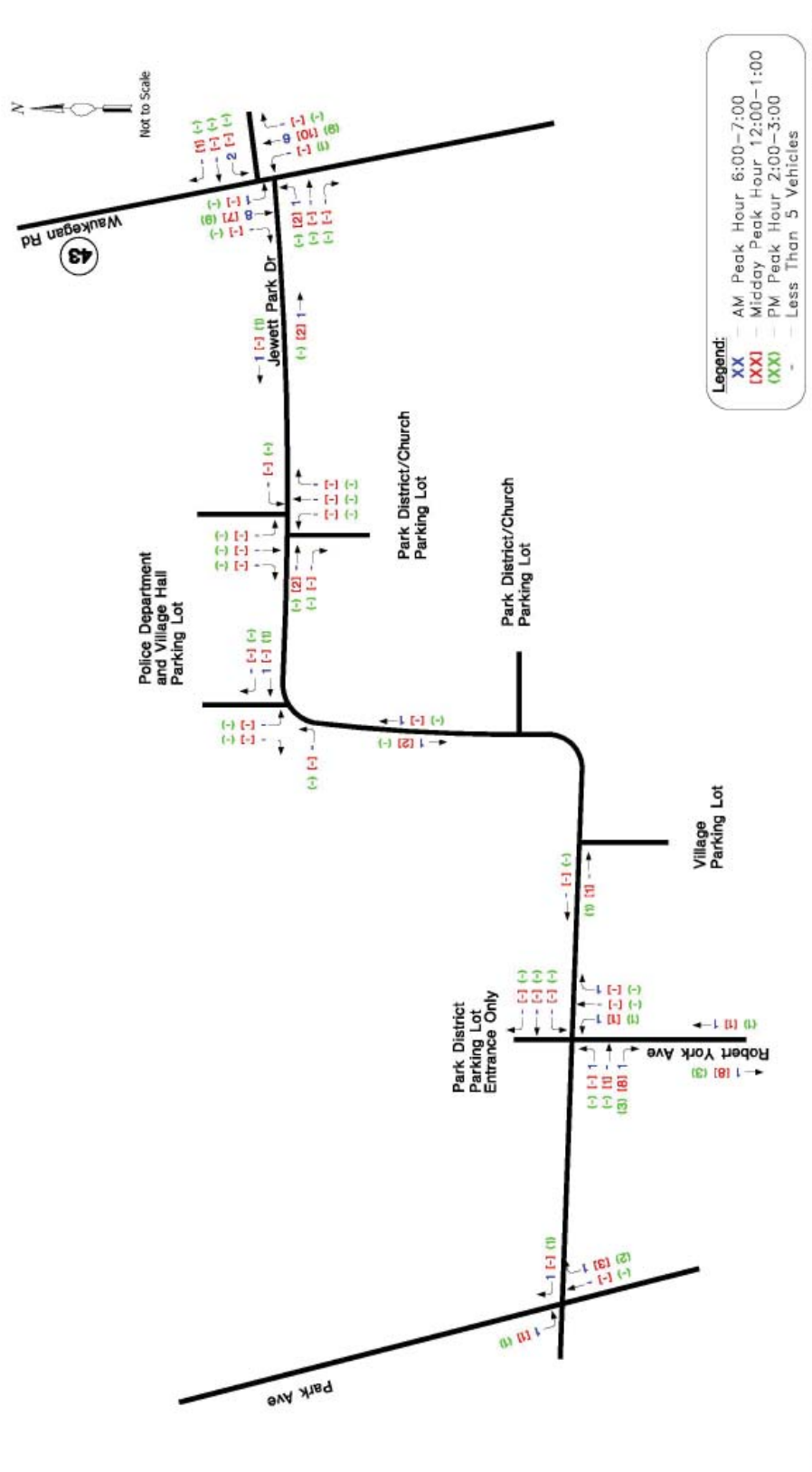
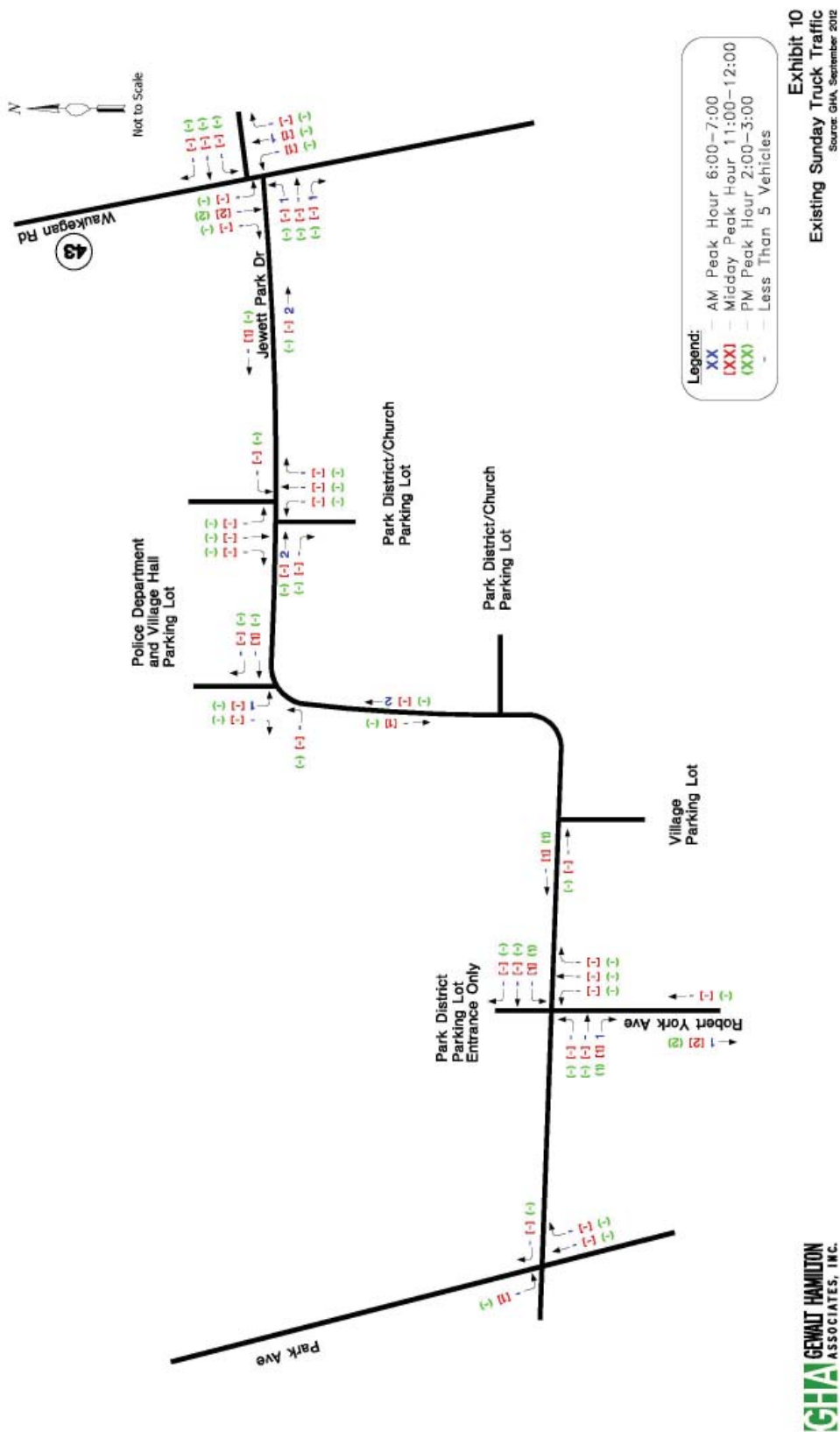


Exhibit 9
Existing Saturday Truck Traffic
Source: GHA, September 2012



Existing Conditions Data and Exhibits (Sept 27, 2012), Traffic Counts Exhibits 2 - 10



Park District and Church Traffic Summary (Feb 12, 2013)

TRAFFIC CONDITIONS EXHIBIT SUMMARY



To: Northwest Quadrant Unified Task Force

From: Tim Doron, Director of Transportation Planning
Amanda Larson, Traffic Engineer

Date: January 3, 2013

Subject: Park District and Church Traffic

850 Forest Edge Drive, Vernon Hills, IL 60061
TEL 847.478.9700 ■ FAX 847.478.9701

820 Lakeside Drive, Suite 5, Gurnee, IL 60031
TEL 847.855.1100 ■ FAX 847.855.1115

53 W. Jackson Blvd., Suite 924, Chicago, IL 60604
TEL 312.329.0577 ■ FAX 312.329.1942

www.gha-engineers.com

As requested by the Deerfield Northwest Quadrant Task Force, an analysis and exhibits were prepared to show the existing and projected traffic traveling through the area between the First Presbyterian Church and the Jewett Park Community Center. The objective, as shown in this memorandum, is to provide a new north south drive designed to efficiently handle expected traffic volumes and parking. Accordingly, the attached exhibits schematically show the new design as well as anticipated traffic volumes. This analysis assumes some diversion of traffic by virtue of a new Park District drop off location (if approved) on the west side of Jewett Park Community Center.

Table 1 shows existing Jewett Park Drive traffic that was counted by Gewalt Hamilton Associates (GHA) on a Tuesday, Saturday, and Sunday in September 2012 at four locations in the subject area. These numbers represent the total number of northbound and southbound traffic along Jewett Park Drive between the Jewett Park Community Center and the First Presbyterian Church. Tuesday morning traffic was identified as the highest volume of all times counted and is used as the model for design.

Exhibit 1 shows the existing Tuesday morning traffic along Jewett Park Drive, as well as the inbound and outbound vehicles using both the Municipal Lot and the Church Lot. The count of inbound and outbound vehicles doesn't identify whether these cars are parking or traveling through, as the cameras were tabulating the total number at a location or intersection.

Exhibit 2 shows the following:

- Existing Peak traffic from Exhibit 1 on Jewett Park Drive and Church Lot
- A redistributed number based on proposed west side drop off assuming 50% of Preschool traffic shifts to Robert York Ave.

The number of cars was reduced based on data provided by the Park District. There are expected to be about 90 children being dropped off during the peak hour of 8:00 AM – 9:00 AM. With the shift of preschool drops offs to the west side of the Jewett Park Community center, using a conservative estimate of 1.25 children per car, we would expect a diversion projection of approximately 36 vehicles to Robert York Ave. The numbers seen in the exhibit are a reflection of this reduction.

Table 2 identifies the programs that are run by the Park District within the Jewett Park Community Center. These programs are run in the summer and winter during the specified times. The counts completed by GHA were performed in the fall when only Preschool was in session (no camps). Not included in the traffic counts is the traffic generated by the different summer camps using the Jewett Park Community Center. However, a majority of the camps are currently dropped off at the west drop off, and the times are staggered. Consequently, impacts to traffic are reduced.

In Conclusion, our estimated projected traffic would result in only ≈ 3 vehicles total per minutes (both directions) during the busiest hour entering in the church lot. Some of these vehicles will park and some will travel through. It should also be noted that this number will most likely be reduced further by the new access from Deerfield Road into the municipal lot.

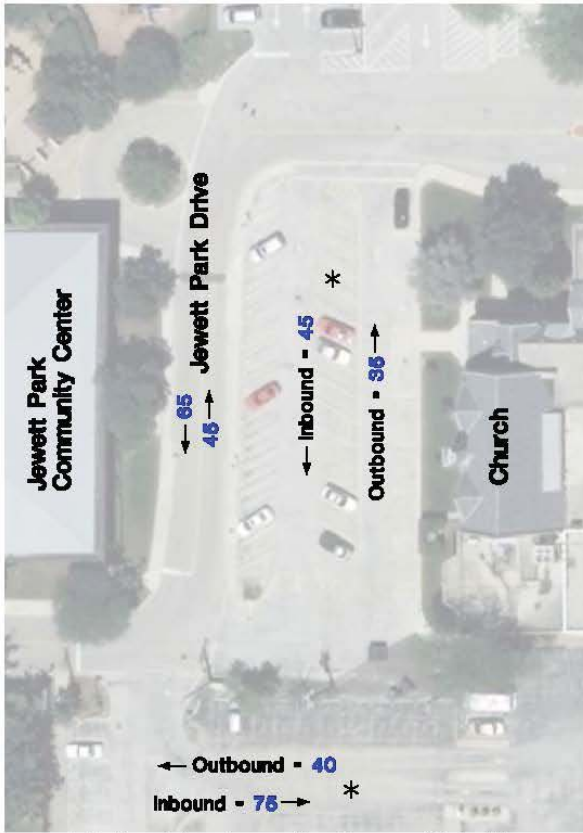
Park District and Church Traffic Summary (Feb 12, 2013)

Day	AM Peak Hour ⁽¹⁾		Midday Peak Hour ⁽¹⁾		PM Peak Hour ⁽¹⁾	
	Northbound	Southbound	Northbound	Southbound	Northbound	Southbound
Saturday, September 8, 2012	9:00 AM - 10:00 AM		11:00 AM - 12:00 PM		2:00 PM - 3:00 PM	
	35	55	65	40	25	15
Sunday, September 9, 2012	9:00 AM - 10:00 AM		10:30 AM - 11:30 PM		3:00 PM - 4:00 PM	
	35	50	45	50	15	10
Tuesday, September 11, 2012	8:00 AM - 9:00 AM		11:00 AM - 12:00 PM		5:00 PM - 6:00 PM	
	45	65	35	55	40	25

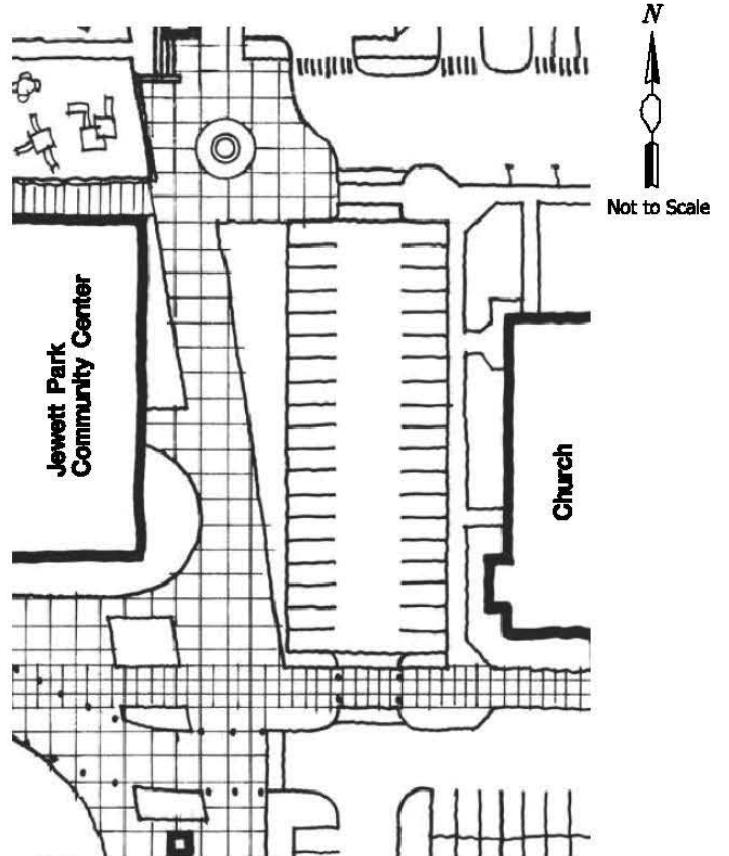
(1) Counts were performed for a fourteen hour time period on each day. These numbers represent the peak hour of the counts.

Table 1
Current Jewett Park Drive Traffic

Park District and Church Traffic Summary (Feb 12, 2013)



Existing Roadway Design and Traffic



Proposed Roadway Design

Legend:

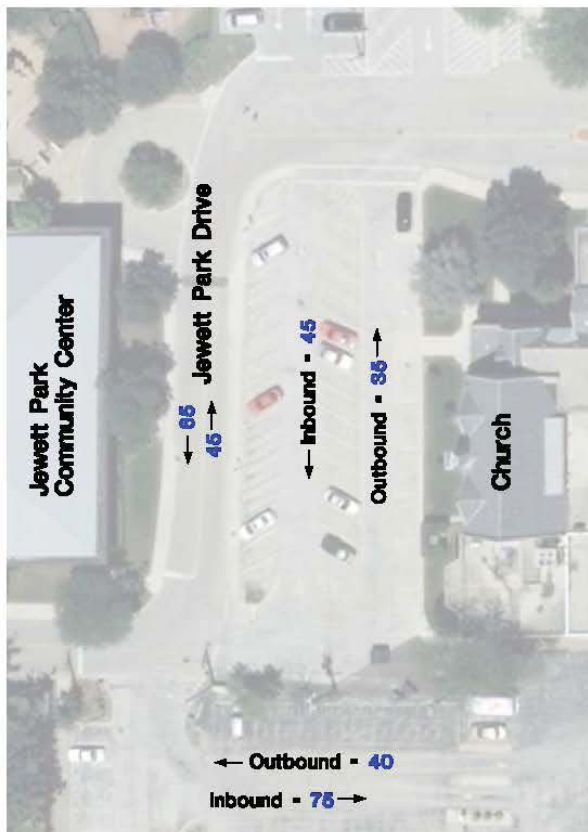
XX — AM Peak Hour 8:00–9:00

* Note: Inbound and outbound vehicles represent the actual number of cars entering and leaving the parking lots or on Jewett Park Drive. Although this does not specify the number that are parking or traveling through, our observations confirm that most are parking.

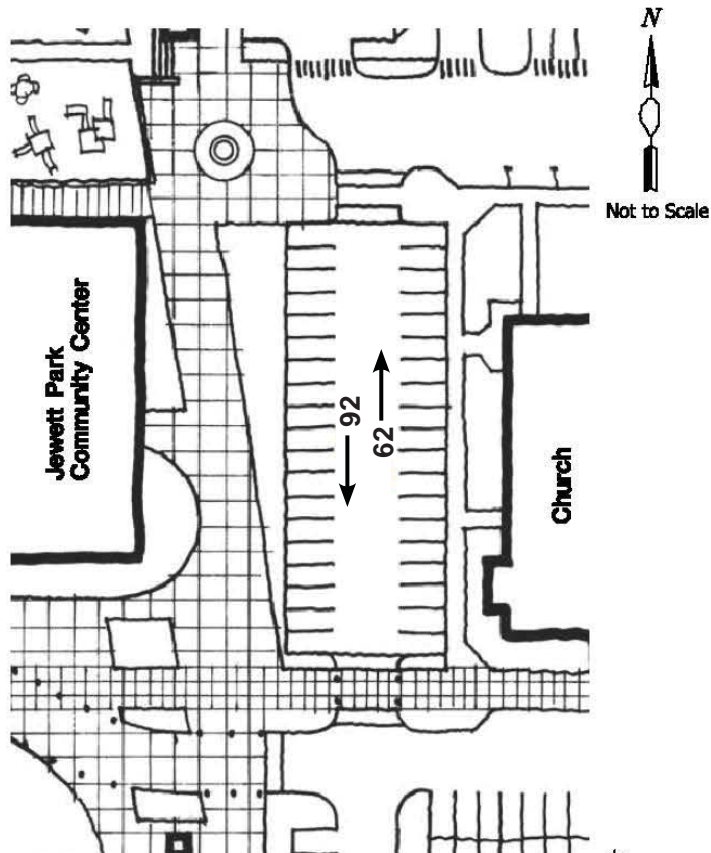


**Exhibit 1
Existing Traffic**

Park District and Church Traffic Summary (Feb 12, 2013)



Existing Roadway Design and Traffic



Proposed Roadway Design and Projected Traffic*

Legend:
 XX - AM Peak Hour 8:00-9:00



*The projected traffic was reduced based on a total of 90 preschool students arriving assuming 1.25 children per car. Of the anticipated 72 cars, it was assumed that all drop offs go to the west side but that 50% (worst case) would still use this travel path.

**Exhibit 2
 Projected Traffic
 with Reduction**

Park District and Church Traffic Summary (Feb 12, 2013)

Type	Program	Time	Max	Min	Expected Number of Children	Drop Off Location
Summer Camp	So Big	9:15-12:45	45	15	45	east
Summer Camp	Sun n Fun	9-1	100	60	90	east
Summer Camp	Little Scampers	9:30-2:30	50	30	30	west
Summer Camp	Little Scampers	9:45-2:45	50	30	40	west
Summer Camp	Extended Camp Care	7:15-8:45, 2:45-6	120	50	105	west
Summer Camp	Extra Added Attraction	8-6	40	10	40	west
Summer Camp	After Summer School Camps	8-6	40	10	40	west
Summer Camp	Art Camp	10:00-3:00	100	40	100	east & west
Preschool	2.5 year olds	9-11:15	25	10	10	East
Preschool	3 & 4 year olds	8:45-11:15	100	20	82	East
Preschool	3 & 4 afternoon	12:30-3:00	40	10	15	East



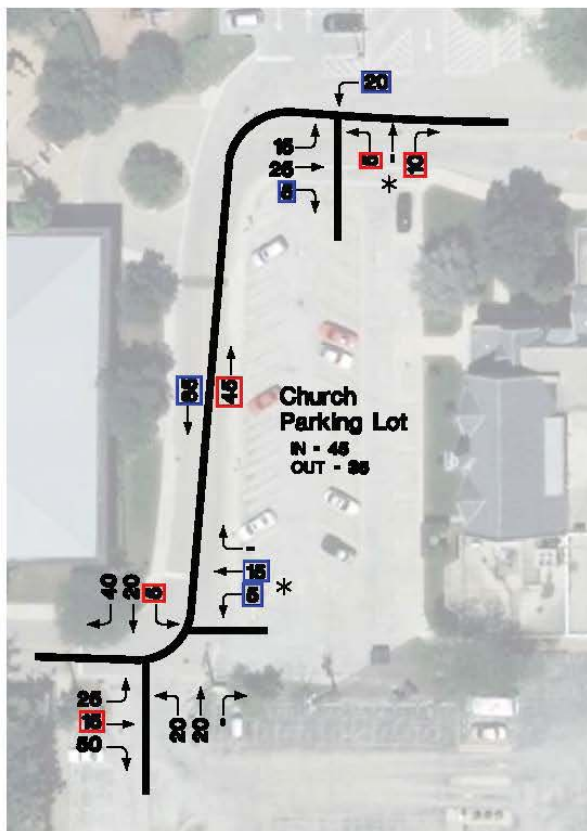
Table 2
Park District Programs

Park District and Church Traffic Summary (Feb 12, 2013)

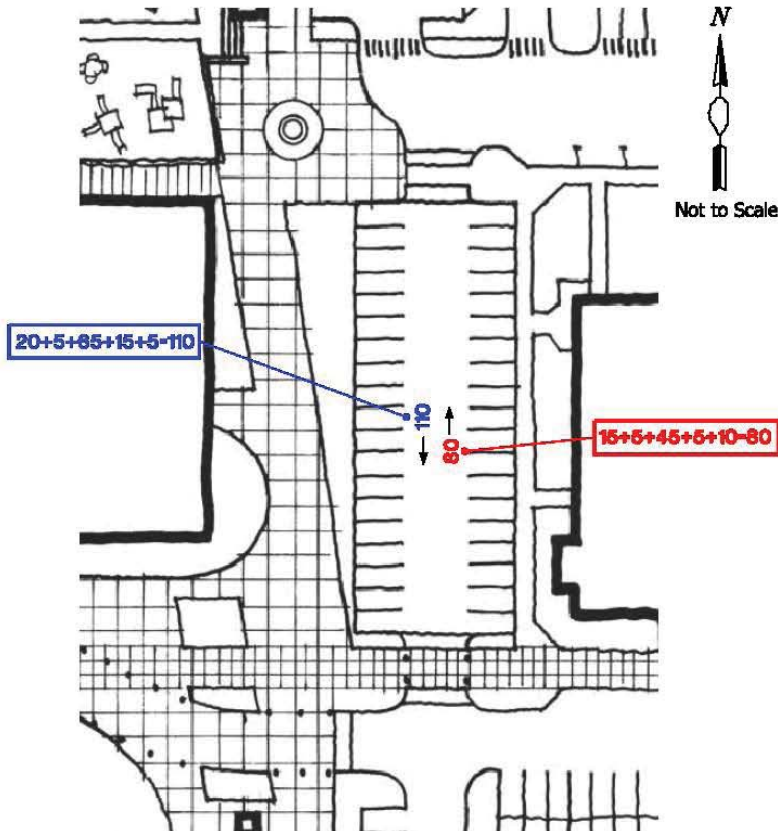
Option D-1 – Traffic Counts

February 2013

The following Exhibit 1 is based off of the proposed alternative option D-1 that keeps park district drop offs on the East and West side of the Jewett Park Community Center. This exhibit redistributes the existing traffic that was counted by GHA in September 2012.



Existing Roadway Layout



**Future Roadway Layout
(Plan D-1)**

Legend

- XX - Tuesday AM Peak Hour 8:00–9:00
- XX - Southbound Vehicles
- XX - Northbound Vehicles

* Existing traffic is redistributed based on the option D-1 plan

**Exhibit 1
Existing and Future Traffic**



Meeting Summary - Design Workshop #1



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.

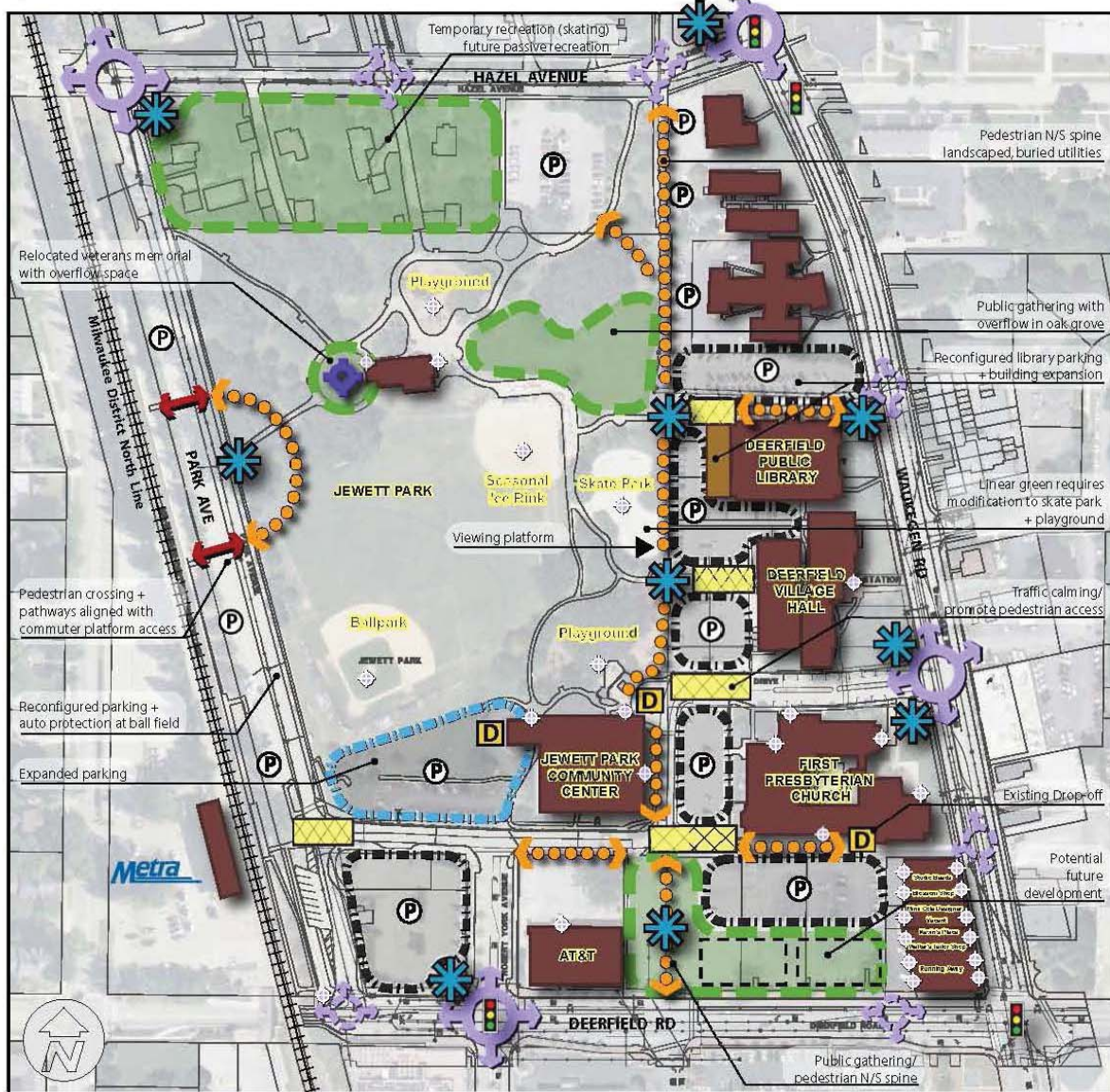
Meeting Agenda:

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

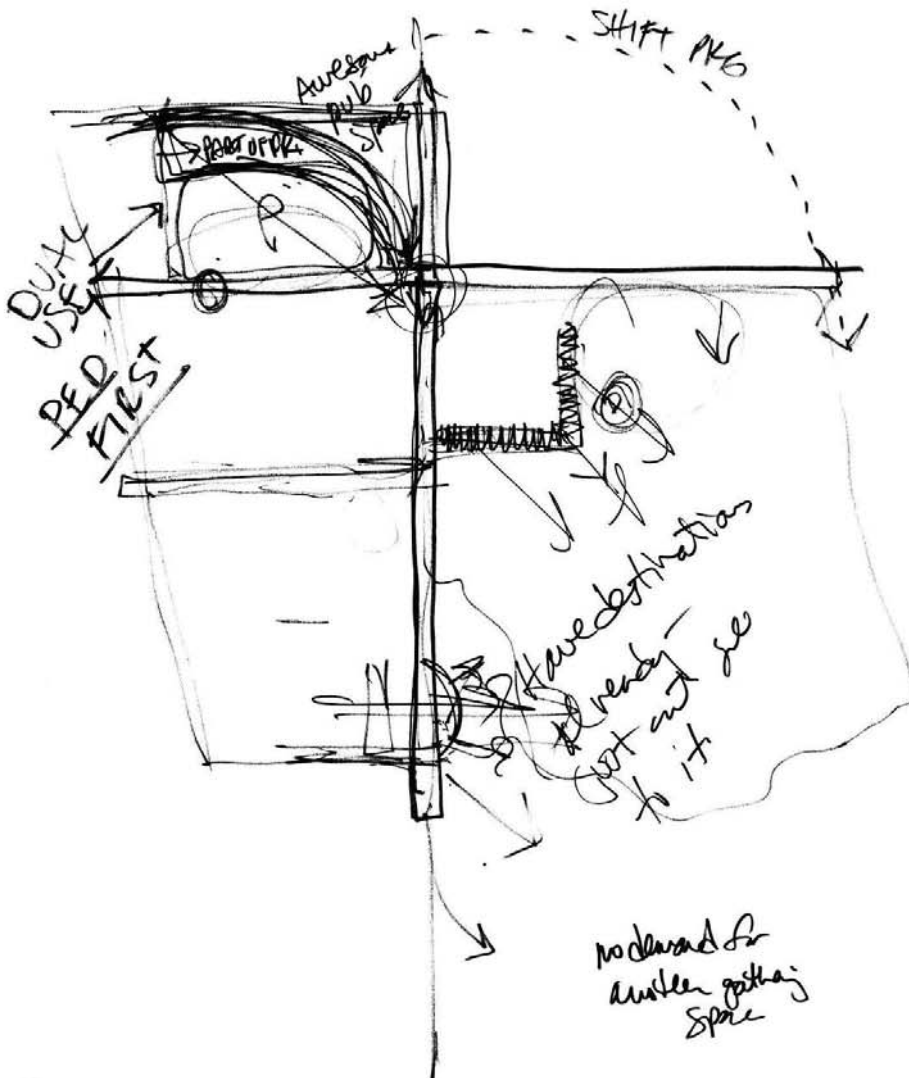


Base map provided by the Gewalt Hamilton Associates
 Prepared by: TESKA GHA GEWALT HAMILTON ASSOCIATES, INC. Hitchcock Design Group

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		

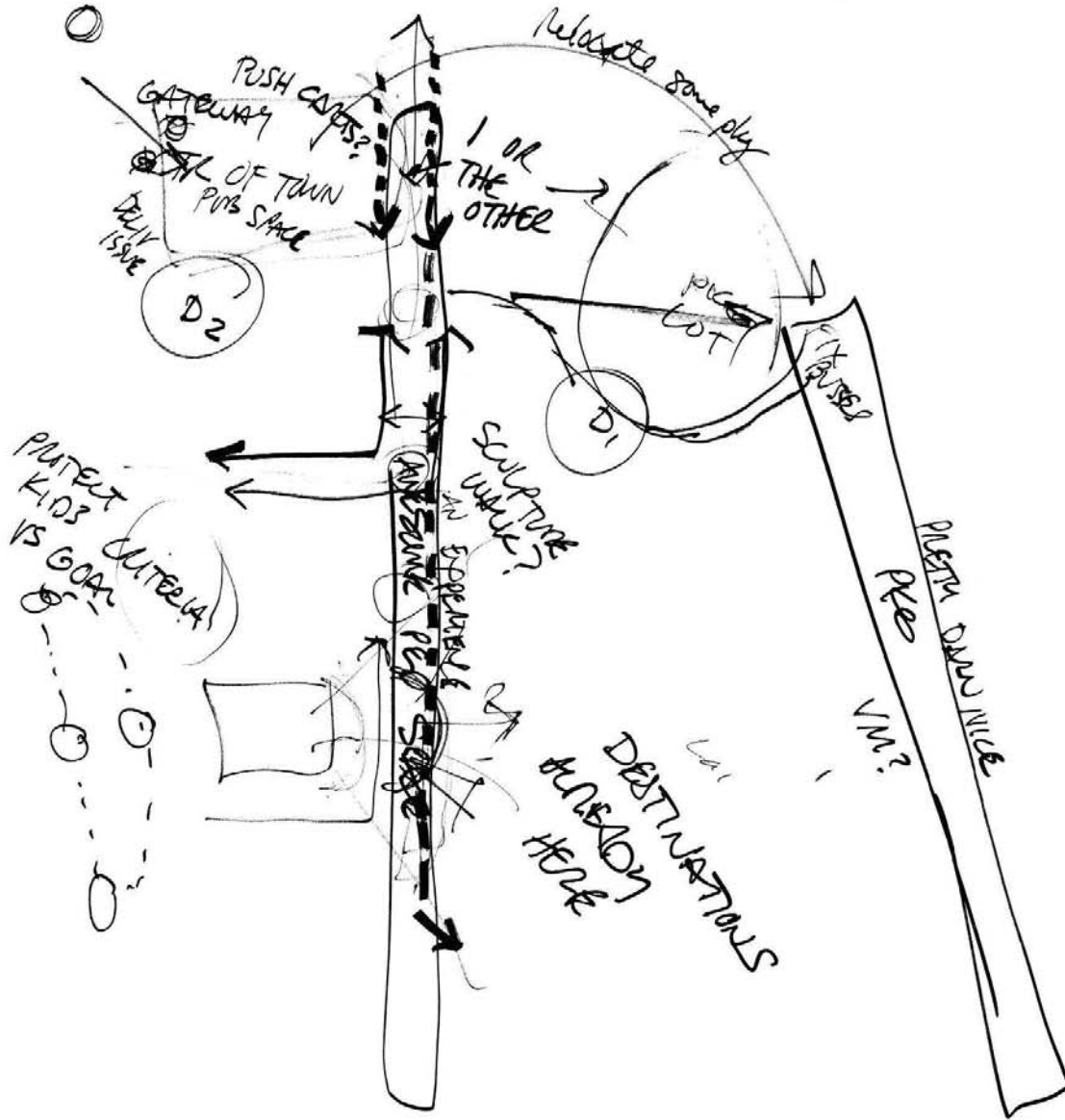
Deerfield NWQ Master Plan – Design Workshop #1 Memorandum
 Prepared by Teska Associates, Inc.
 18 October 2012
 3 of 18



Sketch A1

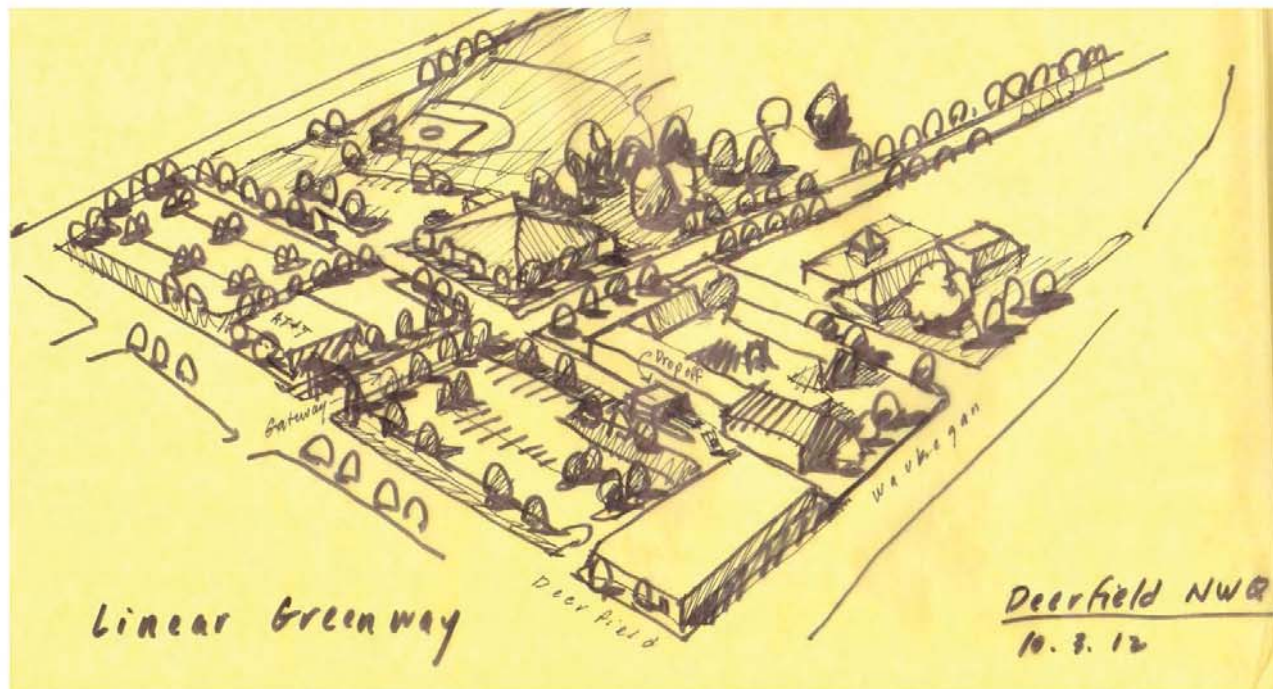
Concept: Same destinations, better connectivity.

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.



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

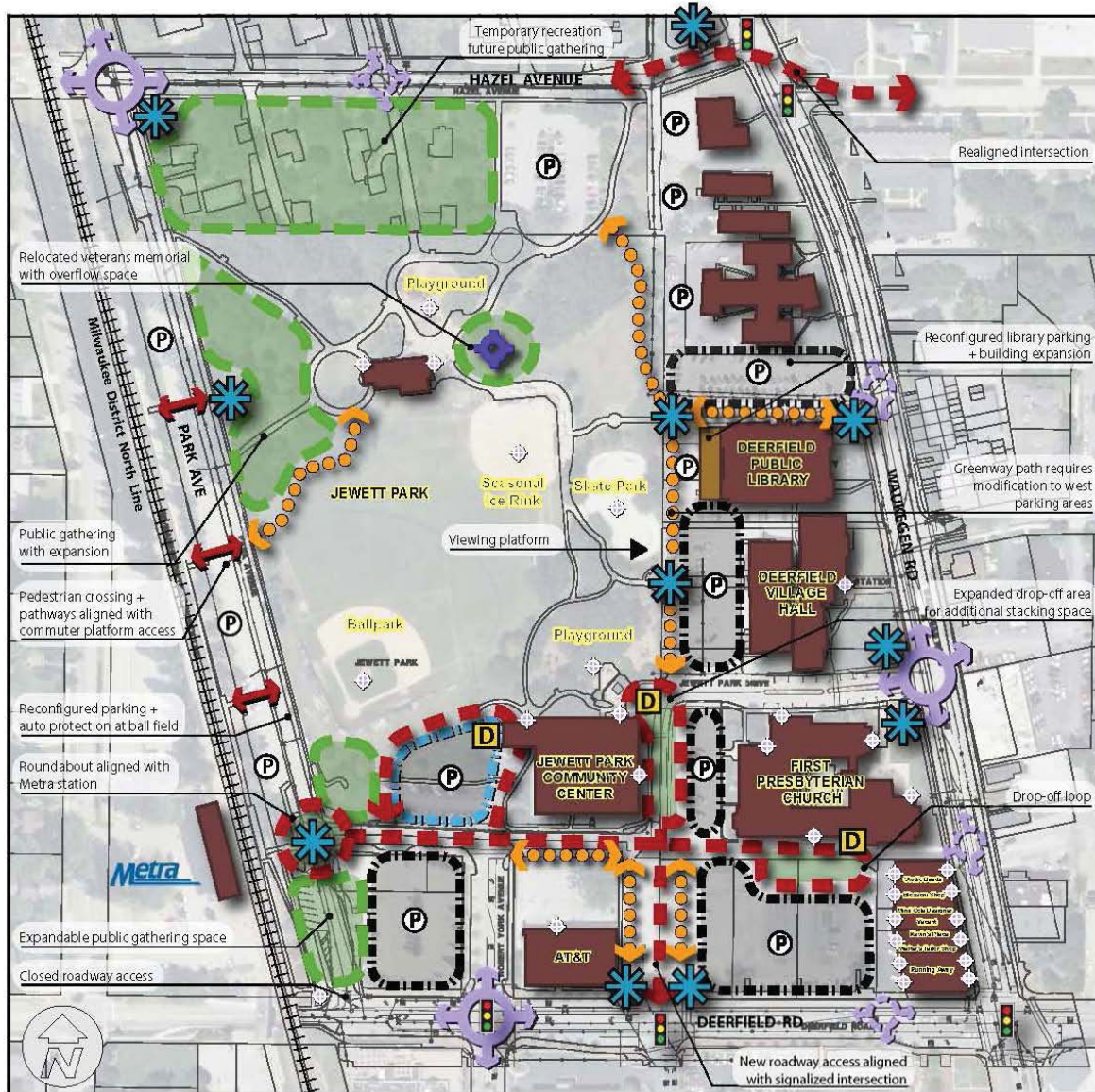
1. Must redesign Park Avenue with new parking scheme
2. A real problem is multi stops for multi uses and not comfortable to walk
3. Park district drop offs a real challenge
4. Not sure about new intersection connection (north leg) at signal to shopping center
5. Municipal lot is prime gathering/public 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

Deerfield NWQ Master Plan – Design Workshop #1 Memorandum
Prepared by Teska Associates, Inc.
18 October 2012
7 of 18

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

B) CONSULTANT TEAM B (Amanda Larson, Jodi Mariano) | TEAM B GRAPHICS

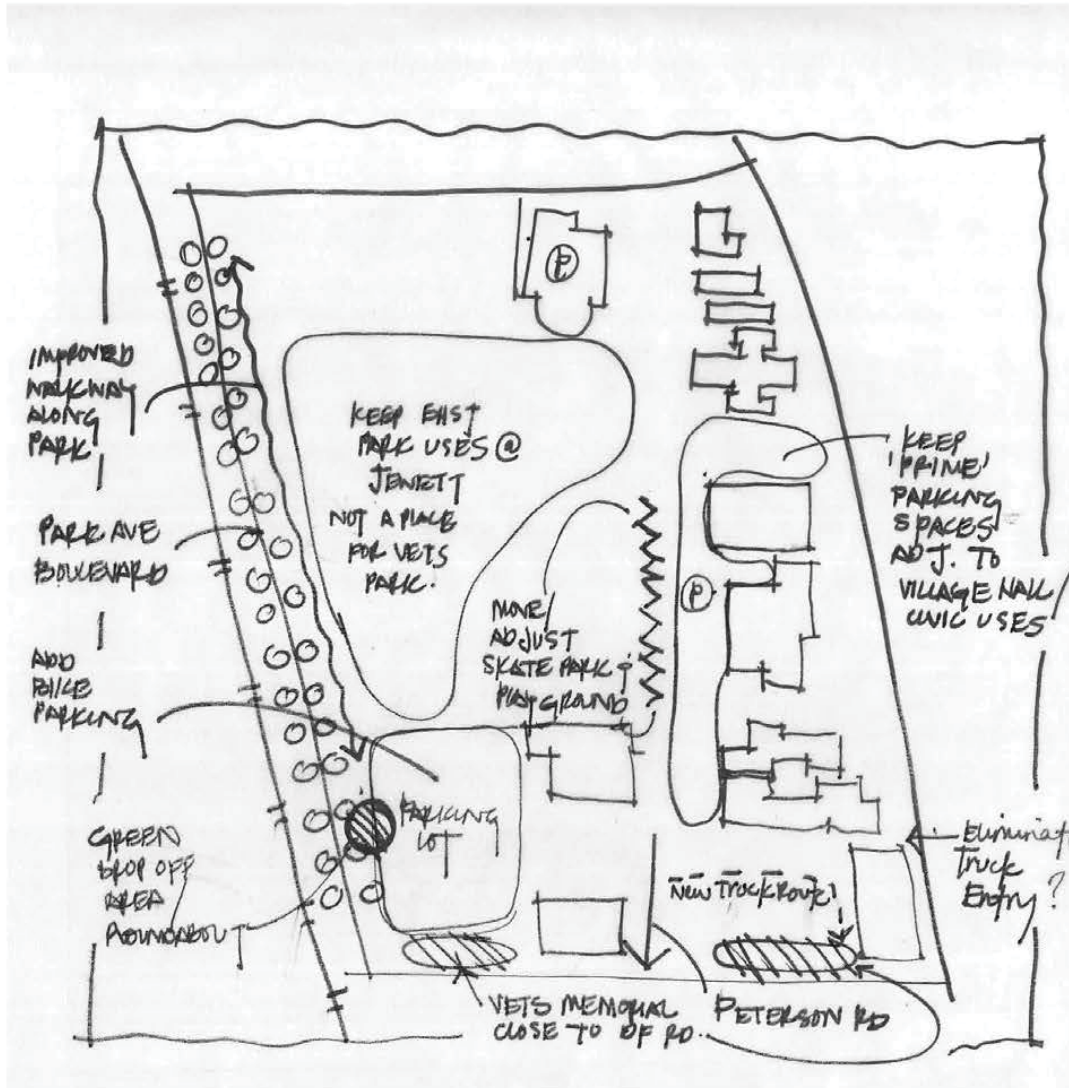


Base map provided by *Gewalt Hamilton Associates* Prepared by: *TESRA* *GHA* *Community Studio*

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			

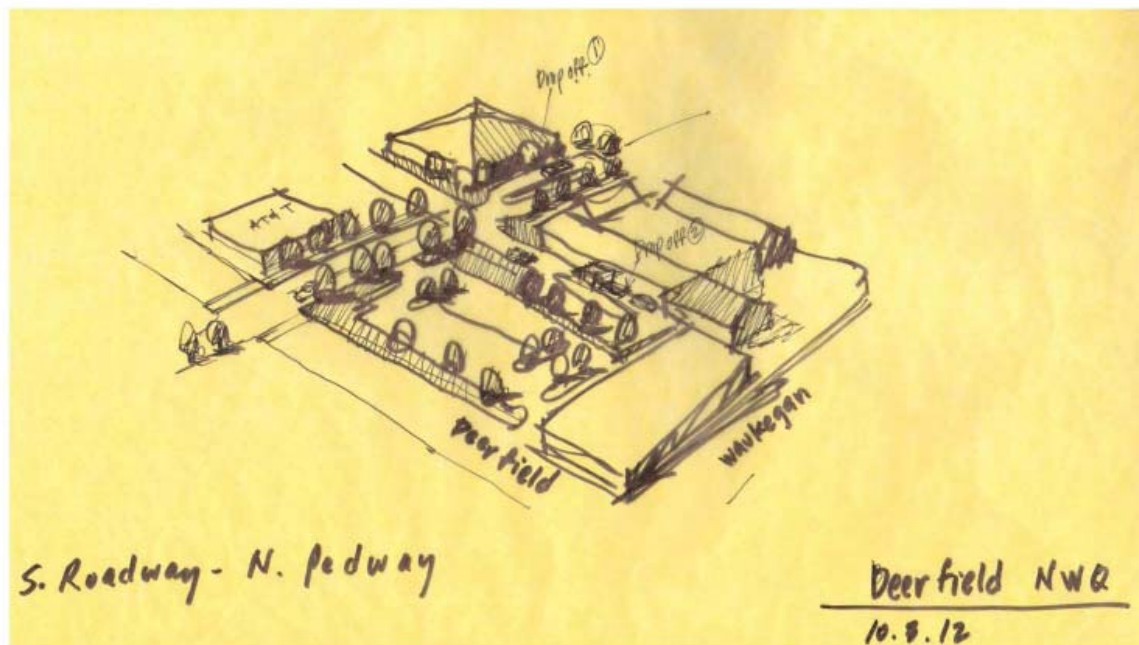
Deerfield NWQ Master Plan – Design Workshop #1 Memorandum
 Prepared by Teska Associates, Inc.
 18 October 2012
 9 of 18



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

Deerfield NWQ Master Plan – Design Workshop #1 Memorandum
 Prepared by Teska Associates, Inc.
 18 October 2012
 11 of 18

- 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

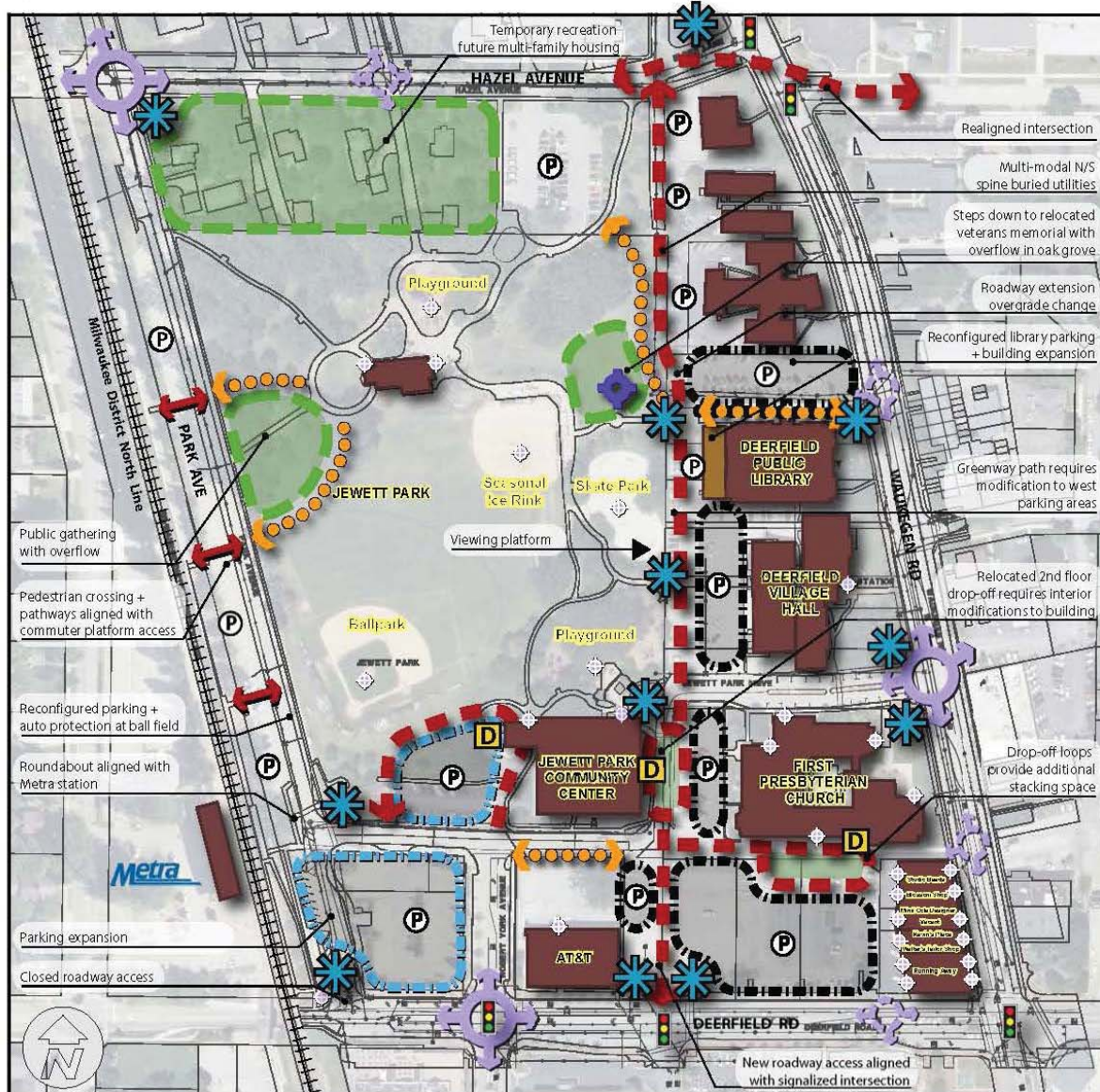
- e. Maybe quiet space around it is good
 - i. Will help promote reflection
- f. Don't want it to be so easily seen that it can just be checked off a list
- 15. Make right in only area on Park more parking instead of green space
- 16. Imagine tree themes that would go through the quadrant
 - a. Make 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

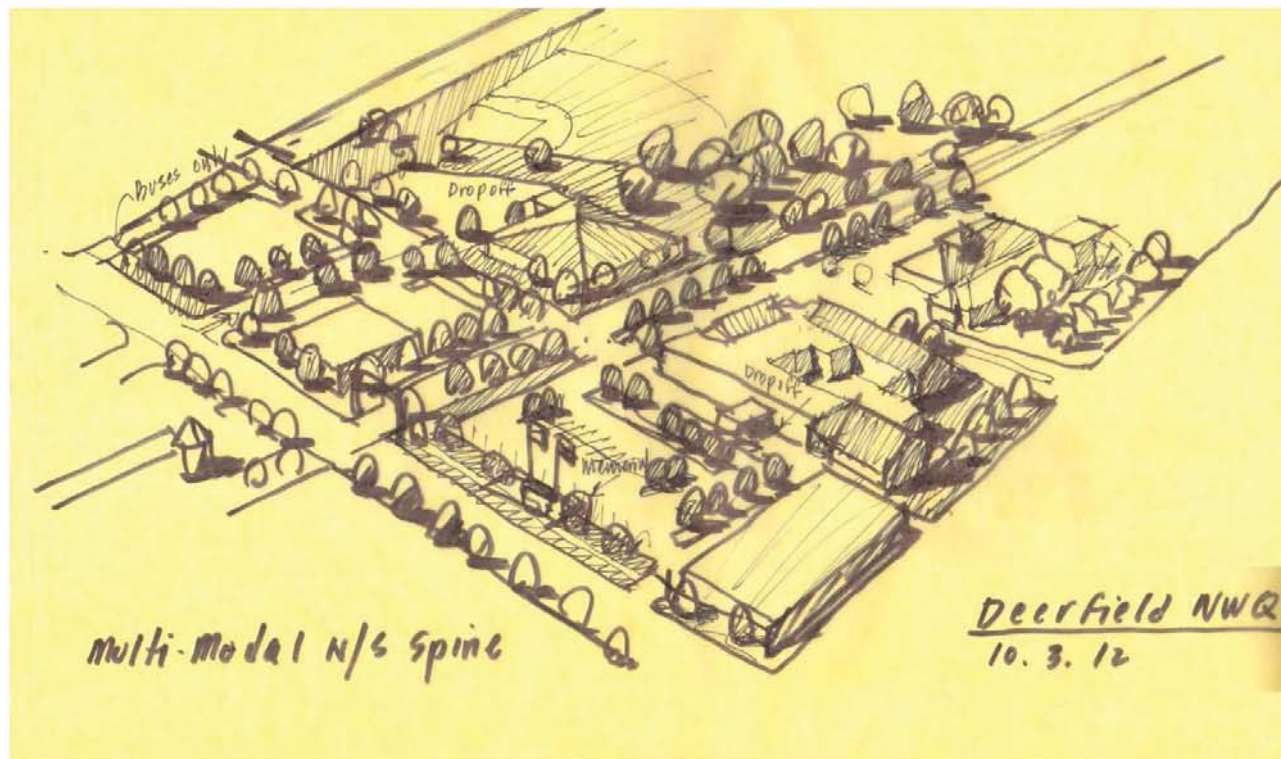


Base map provided by **Gewalt Hamilton Associates** Prepared by: **LETKA** **GHA** Community Planning & Urban Design

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			

Deerfield NWQ Master Plan – Design Workshop #1 Memorandum
 Prepared by Teska Associates, Inc.
 18 October 2012
 15 of 18



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.

Deerfield NWQ Master Plan – Design Workshop #1 Memorandum
Prepared by Teska Associates, Inc.
18 October 2012
17 of 18

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.

Meeting Summary - Design Workshop #2

05 November 2012

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

Deerfield Northwest Quadrant Master Plan – Design Workshop #2 Task Force Comment
 Teska Associates | Hitchcock Design Group | Gewalt Hamilton Assoc. | Bondy Studio
 05 November 2012
 7 of 8

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*

Meeting Summary - Design Workshop #3

29 November 2012

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?

Deerfield Northwest Quadrant Master Plan – Design Workshop #3 Task Force Comment
 Teska Associates | Hitchcock Design Group | Gewalt Hamilton Assoc. | Bondy Studio
 29 November 2012

1 of 1

Public Open House - sign in sheet & public comments

NORTHWEST QUADRANT - OPEN HOUSE, MARCH 19, 2013

NAME	ADDRESS		
AKLITTLE	465 Elm St	Deerfield	
Jeff Frankum	710 TUMBER HILL	Deerfield	
FRANCES BRIDGEMAN	830 WARWICK	DEERFIELD	
Ken Abosch	1485 Gordon Ter	Deerfield	
BARB Reich	1545 LAUREL AVE	Deerfield	
RICK JULISON	836 JEWETT	"	
DOG BAKER	910 GREENWOOD AVE	"	
LAWRENCE A. DONOVAN	717 WESTGATE DOWDANVILLE	"	
Amy & Jason Kasulis	853 Hazel Ave	Deerfield	
HARRIET ROSENTHAL	945-3545	"	
JOAN SILVERGLADE	843 Hazel	"	
JEN HOLTZ	926 Rosemary	"	
BOB BENTON	DEERFIELD	"	
BARRY CLARK	1759 We Go	"	
LORRAINE CLARK	" " "	"	
JOY FORINI	810-816 Waukegan	Deerfield	
Tina Kayne	1530 Oakwood Pl.	"	
Sue Ben	610 Robert York	Deerfield	

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

NWQ Master Public Open House
March 19, 2013

Thanks for taking suggestions ...not sure of the budget

Bob Tegman
640 Robert York

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

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Meeting Summary - Task Force Meeting #4

24 April 2013

Deerfield Northwest Quadrant Master Plan
Northwest Unified Task Force Meeting #4 Meeting Notes



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 Caron, 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
Joy Fiorini, Commercial Property Owner, 810-816 Waukegan Road
Jeff Ryckaert, Village of Deerfield, Principal Planner
Jean Spagnoli, Village of Deerfield, Planner
Larry Dondanville, At-Large Community Member

Consultant Team

Lee Brown, Teska Associates (Teska)
Jodi Mariano, Teska Associates (Teska)
Rick Hitchcock, Hitchcock Design Group (HDG)
Tim Doron, Gewalt Hamilton Associates (GHA)

Also Present:

Barbara Little, Village Engineer

Regarding the Master Plan Documents presented, including Plan D-1, Plan D, and the Wayfinding Signage Plans, the following questions and comments were documented during the Northwest Quadrant Unified Task Force Meeting #4:

1. Park District:
 - a. What happens next regarding implementation?
 - b. Plan D would be very long range thinking and would require significant change to the Park District building and programming.
2. Church:
 - a. Increased traffic projections along the west side of the Church are perceived as a problem.
 - b. Note that traffic projections in this area is 3 cars per minute during peak hours (morning and afternoon drop off), for a duration of 15 minutes each.
3. AT&T:
 - a. The planned relocation of the AT&T Driveway from Jewett Park Drive to York Avenue is an issue.
 - b. The planned relocation of the Veterans Memorial can be worked out.
 - c. Murals recommended for the AT&T building could become a distraction to drivers along Deerfield road.

Deerfield Northwest Quadrant Master Plan – Meeting #4 Task Force Comment
Teska Associates | Hitchcock Design Group | Gewalt Hamilton Assoc. | Bondy Studio
24 April 2013
1 of 2

4. Retail, Joy Fiorini:
 - a. Questions regarding implementation, funding and property ownership.
5. Mary Oppenheim:
 - a. The plan does a good job mixing in green spaces with functional parking spaces.
6. Barbara Little:
 - a. Recommends retaining the “T-Intersection” proposed at Robert York Avenue and Jewett Park Drive.
7. Jeff Ryckaert:
 - a. Pleased with the Plan.
8. Larry Dondanville:
 - a. Park Avenue today handles a lot of traffic and functions as a secondary street. Concerned that the street as planned will not adequately accommodate motorists beyond the NWQ.
 - b. How do we know the plan will function?
9. Jean Spagnoli:
 - a. Pleased with the Chairman for taking on this initiative.
10. Village Center Development:
 - a. Ensure that proper vegetation is provided, especially from the viewpoint from Deerfield Road.
 - b. Concerned about traffic congestion and if right-in/right-out proposed at the Municipal Lot will cause backups at Waukegan Road.
11. Library:
 - a. Will the proposed pavilion attract so many more visitors to Jewett Park that it puts additional strain on Library parking?
 - b. Safety for tots has been a question and the Library feels that has been addressed in the plan. Wants to ensure that safety continues to be incorporated moving forward.



Community Planning | Landscape Architecture | Site Design | Economic Development

627 Grove Street
Evanston, Illinois 60201

24103 W. Lockport Street #109
Plainfield, Illinois 60544

www.TeskaAssociates.com

THE FOLLOWING ARE LETTERS FROM STAKEHOLDERS:

First Presbyterian Church Letter

Joy Fiorini (Commercial Property Owner) Letter

Library Board Letter

April 24, 2013

To: Northwest Quadrant Task Force

Regarding Northwest Task Force Master Plan D and D-1

For 137 years the First Presbyterian Church of Deerfield has been an active participant in the downtown community of Deerfield. During those years we have been a willing participant in the improvement and modernization of the Northwest Quadrant.

We have been enthusiastic about the formation of the Northwest Quadrant Task Force and its objective to improve pedestrian safety and make our part of town more attractive for all the citizens of our village. As this planning has progressed it has become apparent our property is at the center of the Teska Associates concepts for the Quadrant.

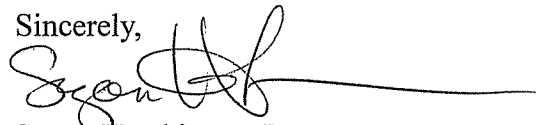
Nonetheless, proposed changes to the road access, the reduction of space for two way traffic in our west parking lot and the presentation of that same parking lot as the "north-south connector" for the contiguous lots seems unsatisfactory from the Church's perspective.

At the Public Meeting on March 19, we learned that the Park District will not relocate its child care drop-off to the west side of their building. It would seem then, that traffic on the east side and through our parking lot would conceivably remain the same at nearly 1 car per minute at present peak. We question what the estimated traffic projection will be when (1) Park District day care traffic remains the same, (2) traffic to and from the new, more useful Library is increased, and (3) only one traffic path exists between the two east-west segments of Jewett Park Drive.

The Church has been generous over the years, with a six foot easement to the Village on the north side of our property and a 13.5 foot easement to create the north-south segment of Jewett Park Drive. We continue to be committed to being a good neighbor and a willing contributor to the good of our community. However, at this time, as the leaders of First Presbyterian Church of Deerfield continue to listen to, participate in, and deliberate upon the NW Quadrant conversation, it is not clear that we will be able to support or cooperate with the plans as they are outlined in sketch D or D-1.

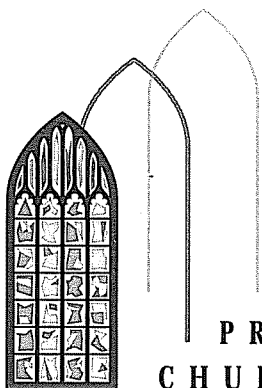
We urge the Task Force to continue its conversation and planning toward a fairer, safer, more practical way to enhance the heart of our community in the NW Quadrant. We look forward to continuing in the conversation.

Sincerely,



Suzan Hawkinson, Pastor

The First Presbyterian Church of Deerfield



FIRST
PRESBYTERIAN
CHURCH OF DEERFIELD

824 Waukegan Road Deerfield Illinois 60015-3206

847 945 0560 fax 847 945 6554

May 22, 2013

Mayor Harriet Rosenthal
Board of Trustees
Village of Deerfield

Re: Northwest Quadrant Task Force Proposal Concept Plan D and D1

Dear Mayor Rosenthal and Village Trustees,

This letter is to formally express my concerns and objections to the Northwest Quadrant Task Force Plan D that will be presented at the meeting of the whole Village Board on June 3, 2013. As you may know, my family, through F & M Property Holdings, has been the owner of the property at 810-816 Waukegan Road ("Property") for over 60 years and the Property has been part of the center of Deerfield since the 1920's. Throughout the years, we have cooperated with the Village's Master Plan efforts to improve Deerfield and the Central business district. I have personally been involved with the Master Plan focus groups starting in 2002 and I am currently a member of the Task Force organized in 2012 by Tom Jester.

The Northwest Quadrant Concept Plan D currently requires that part of the Property will be used as a pedestrian walkway. In order for Plan D to be implemented, the Village would have to attempt to appropriate the Property's private parking lot and driveway access to that lot. There is not any justification to even consider such a costly process that would provide little or no benefit if this area is acquired and repurposed for pedestrian traffic flow. There is no need to provide additional pedestrian access from the municipal lot walking eastbound through the Property to Waukegan Road as contemplated in Plan D. There is already access to Waukegan Road using the church's sidewalk. The church sidewalk also similarly accommodates pedestrian traffic westbound from Waukegan Road to the public lot.

Concept Plan D currently before you has several other significant negative impacts on the Property, the tenants and their customers. As designed, the closest parking spaces to the Property's back doors are 40 feet away. The majority of the current parking spots are an easy walk to the tenants' back doors, offer unlimited parking hours, can accommodate overnight parking if necessary, and can be monitored.

Concept Plan D also increases traffic and pedestrian risks. If the Property's driveway and parking areas are eliminated, deliveries to and from the Property would have to be made through the lot to the west and increase the flow of delivery trucks into and out of the parking lot. This reconfiguration as contemplated by Plan D will add delivery truck traffic into the lot that is currently kept away from those attending the church and Park District programs. This is not a traffic calming solution.

I did not get the opportunity to meet with the Village of Deerfield staff nor the consultants this past January and February as the plans were being modified and improved to reflect the various property owners' interests. I was invited to meet with staff 30 minutes prior to the final Task Force meeting. I shared several ideas on how to make the Concept Plan a better plan for all. I assumed that in the month since that meeting an attempt would have been made by Staff to modify the Concept Plan to reflect my input and suggestions, but that did not happen.

There is a better solution to the current Concept Plan D that does take into account existing property rights and costs, two issues not discussed in any of the Task Force meetings that I attended. My family and I want to continue to be an active partner in creating a lovely, workable space in the heart of Deerfield for all to enjoy for many years to come. I look forward to the opportunity to discuss this matter further with you and the Trustees at your convenience. Please call me at my number listed below to schedule a meeting.

Sincerely,

Joy Fiorini

Managing Partner
F and M Property Holdings
T: 847.242.0102

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.