AGENDA

PLANNING AND ZONING COMMISSION

Regular Meeting: October 22, 2025 at 7:30 PM

Jeffrey S. Braiman Council Chambers
Fifty Raupp Blvd, Buffalo Grove, IL 60089

1. Call to Order

2. Public Hearings/Items for Consideration

Public Comment is limited to items that are on the agenda for discussion. In accordance with Section 2.02.070 of the Municipal Code, discussion on questions from the audience will be limited to 5 minutes and should be limited to concerns or comments regarding issues that are relevant to Planning and Zoning Commission business. All members of the public addressing the Planning and Zoning Commission shall maintain proper decorum and refrain from making disrespectful remarks or comments relating to individuals. Speakers shall use every attempt to not be repetitive of points that have been made by others. The Planning and Zoning Commission may refer any matter of public comment to the Village Manager, Village staff or an appropriate agency for review.

A. Consideration of a petition for approval of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to construct a 90-unit townhome development on the properties located at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St. (Trustee Ottenheimer, Kelly Purvis)

3. Regular Meeting

A. Other Matters for Discussion

B. Approval of Minutes from the September 30, 2025 Planning and Zoning Commission Meeting

C. Chairperson's Report

D. Committee and Liaison Reports

E. Staff Report/Future Agenda Schedule

F. **Public Comments and Questions**
All comments will be limited to 5 minutes and should be limited to concerns or comments regarding issues that are relevant to Planning and Zoning Commission business and not on the regular agenda for discussion.

4. Adjournment

The Planning and Zoning Commission will make every effort to accommodate all items on the agenda by 10:30 P.M. The Commission does, however, reserve the right to defer consideration of matters to another meeting should the discussion run past 10:30 P.M.

The Village of Buffalo Grove, in compliance with the Americans with Disabilities Act, requests that persons with disabilities who require certain accommodations to allow them to observe and/or participate in this meeting or have questions about the accessibility of the meeting or facilities, contact the ADA Coordinator at 847-459-2500 to allow the Village to make reasonable accommodations for those persons.

AGENDA ITEM SUMMARY

PLANNING AND ZONING COMMISSION

Regular Meeting: October 22, 2025

AGENDA ITEM 2.A.

Consideration of a petition for approval of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to construct a 90-unit townhome development on the properties located at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St.

Contacts

Liaison: Trustee Ottenheimer
Staff: Kelly Purvis

Staff Recommendation

Staff recommends approval.

Recommended Motion

The PZC moves to make a positive recommendation to the Village Board for approval of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to allow construction of a 90-unit townhome development at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St., subject to the conditions included in the attached staff report.

Summary

Background

Pulte Home Company, LLC, is the contract purchaser of the properties located at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St., also known as the Fiore properties. The site, which is located in unincorporated Lake County, is approximately 11.20-acres and was the former location of the Fiore Nursery and Landscape Supply company.

The developer is proposing to construct a 90-unit townhome community on the property, called Prairie View Towns. The project will require annexation and approval of an Annexation and Development Agreement, a Residential Planned Unit Development, a Zoning Map Amendment to R-9 Multi-Family Dwelling District, a Plat of Subdivision, Preliminary Plan, and Variations from the Development, Zoning, and Sign Codes.

Next Steps

The Planning & Zoning Commission (PZC) shall open the public hearing and take public testimony concerning the requests. The PZC shall make a recommendation to the Village Board

regarding the requests. It should be noted, the annexation agreement and annexation of the property are separate matters to be considered by the Village Board.

File Attachments

1. Staff Report - Prairie View Towns
2. Plan Set
3. Response to Standards

VILLAGE OF BUFFALO GROVE
PLANNING & ZONING COMMISSION
STAFF REPORT

Meeting Date:	October 22, 2025
Subject Property Location:	16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St., Prairie View, IL 60069
Petitioner:	Eric Friedman, Pulte Home Company, LLC
Prepared By:	Nicole Woods, Community Development Director Kelly Purvis, Deputy Director of Community Development
Request:	The petitioner seeks approval of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to construct a 90-unit townhome development on the subject properties.
Existing Lane Use and Zoning:	The property is improved with three buildings that were formerly used in connection with the operations of the Fiore Nursery & Landscape Supply company, and currently zoned GC – General Commercial and R-1 Residential in unincorporated Lake County.
Comprehensive Plan:	The Village Comprehensive Plan calls for this property to be Mixed Use (Commercial/Residential)

PROJECT BACKGROUND

Pulte Home Company, LLC, is the contract purchaser of the properties located at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St., also known as the Fiore properties. The site, which is located in unincorporated Lake County, is approximately 11.20-acres and was the former location of the Fiore Nursery and Landscape Supply company.

Figure 1. Aerial image of the Fiore Property

The developer is proposing to construct a 90-unit townhome community on the property, called Prairie View Towns. The project will require annexation and approval of an Annexation and Development Agreement, a Residential Planned Unit Development, a Zoning Map Amendment to R-9 Multi-Family Dwelling District, a Plat of Subdivision, Preliminary Plan, and the following Variations from the Development, Zoning, and Sign Codes:

a. A Variation to Section 16.50.070 of the Development Ordinance to allow for reduced right-of-way widths and a deviation from standard street widths for certain portions of the development; and

b. A Variation to Section 16.50.070 of the Development Ordinance to decrease the minimum grade of streets as depicted on the engineering plans; and
c. A Variation to Section 16.30.030 of the Development Ordinance to deviate from the lot grading requirements as depicted on the engineering plans; and
d. A Variation to Section 16.50.150 of the Development Ordinance to waive curb and gutter requirements around the parking lot east of building 21; and
e. Variations to Section 16.30.030 and Section 16.50.080 of the Development Ordinance to waive sidewalk and parkway requirements thereby reducing sidewalks to one side of First Street and allowing carriage walks as depicted on the engineering plans; and
f. Variations to Section 17.40.050 and 17.28.050 of the Zoning Ordinance to decrease the minimum front, corner side, and rear yard building setbacks as well as the setback from the PUD boundary that is adjacent to single-family residential properties; and
g. A Variation to Section 17.28.050 of the Zoning Ordinance to reduce the minimum building separations; and
h. A Variation to Section 14.20.010 of the Sign Ordinance to allow the temporary entrance billboards to exceed the maximum width and the overall sign area; and
i. A Variation to Section 14.16.010 of the Sign Ordinance to allow two residential development signs to exceed the height limitation and be placed within the required setback area; and

The project was presented to the Village Board for a referral to the Planning and Zoning Commission on May 19, 2025. The Board was generally supportive of the project noting that the Village needs a variety of housing types including some high-density housing. The Board's comments included being mindful of wetland impacts, increasing setbacks where feasible (especially along Rt. 22), examining guest parking and floor plan options, and maintaining areas of open space. Since the referral meeting, the proposed plan has undergone revisions that are responsive to these comments as well as improve the overall site. The revisions include:

- Enhancing the overall site and building design and orientation to better align with the Prairie View Metra Station Area's vision and to integrate with future development
- Increasing setbacks, particularly front and corner side yard setbacks along Route 22
- Improving fire truck and emergency accessibility for all townhomes
- Reducing circulation and parking points of conflict
- Increasing guest parking spaces
- Building critical pedestrian connections within the greater Prairie View Metra Station Area sidewalk network, including connections along Route 22
- Refined architecture and landscaping

A summary of the project and the petitioner's requests follow.

Prairie View Station Area Plan

The subject property is part of the *Central Subarea* featured in the Prairie View Station Area Plan (PVSAP), which was adopted as part of the Comprehensive Plan in 2019. The Plan itself is a framework, not a specific development or construction plan. In that sense, imagery and plans featured in the PVSAP are meant to provide examples of how some of the main concepts could be implemented. It is expected that future redevelopment proposals will embrace and implement the vison's core principles.

Prairie View Towns represents a significant opportunity to implement the PVSAP as it is the first redevelopment project in the Central Subarea, since the PVSAP's adoption. In addition to incorporating many of the Plan's concepts, the project will also serve as a catalyst for continued redevelopment throughout the Prairie View area by installing necessary utility infrastructure and creating development momentum.

The PVSAP heavily guided the design of the Prairie View Towns' site plan. The proposed project upholds its vision and implements key concepts including:

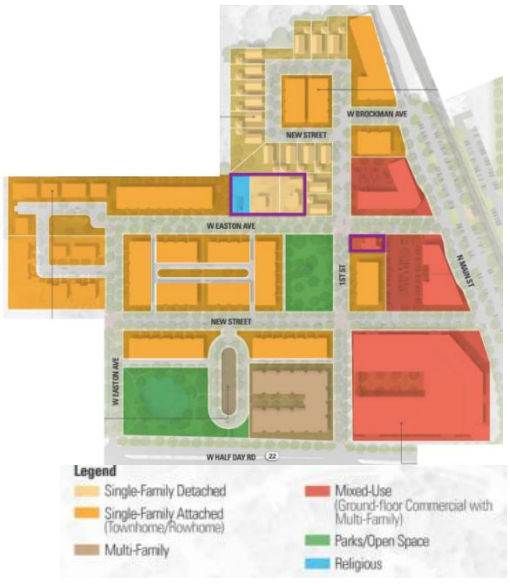


Figure 2. Central Subarea Land Use Plan

- Provides key elements (denser residential, open space, and pedestrian orientation) featured in the plan to create a denser, more urban/walkable environment
- Offers housing attractive to the emerging demographics (i.e., millennials, young families, baby boomers and empty nesters)
- Creates a housing and transportation nexus with the train and other accessibility assets
- Incorporates sustainability through wetland and open space preservation with nearly half the site reserved for open space
- Begins to build a multi-modal infrastructure network
- Helps to establish an identity for the area and transform it into a destination

PLANNING & ZONING ANALYSIS

Plan Overview

The 90-unit townhome development will consist of 21, 3-story buildings with 3-6 units in each building. Home buyers will have the choice of three floor plans ranging in size from 2,200 – 2,800 sf. The base model of each floor plan will include 3 bedrooms and 2.5 bathrooms, with options available for up to 5 bedrooms and 4.5 bathrooms to suit buyer needs at various price points. Additional upgrades include a loft space/habitable attic, and a rooftop terrace. Most of the buildings (approx. 70%) will have garages at the back of the building, which will be accessed through private alleys. The balance of the townhomes will have front-loaded garages.

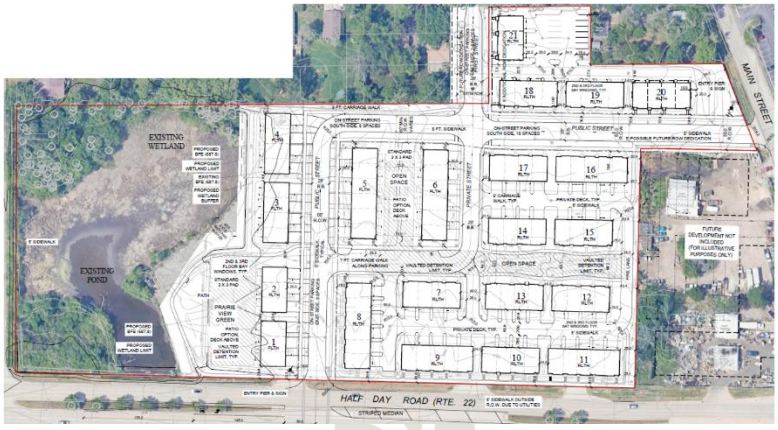


Figure 3. Site Plan – Prairie View Towns

Land Use, Zoning and Site Design

The proposed plan reflects the opportunities, and challenges inherent to redevelopment. This plan aims to implement the PVSAP framework of placemaking, walkability, sustainability, open space, and denser residential areas, while contending with notable environmental, infrastructure, safety, accessibility, and market factors. The environmental constraints on the land are particularly significant, as they include

wetlands, which reduce usable space and create stormwater management challenges. The dynamic interplay of all these factors results in a proposed plan that responds to trade-offs between optimization and functionality, to ultimately unlock this area and implement its intended vision.

An overview of the site (shown in Figure. 4), illustrates four key planning areas (Neighborhood Gateway, Neighborhood Core and Green, Active Edge, and Natural Vista Fringe), and is described below along with the intentionality behind the site's design, density, and development pattern.

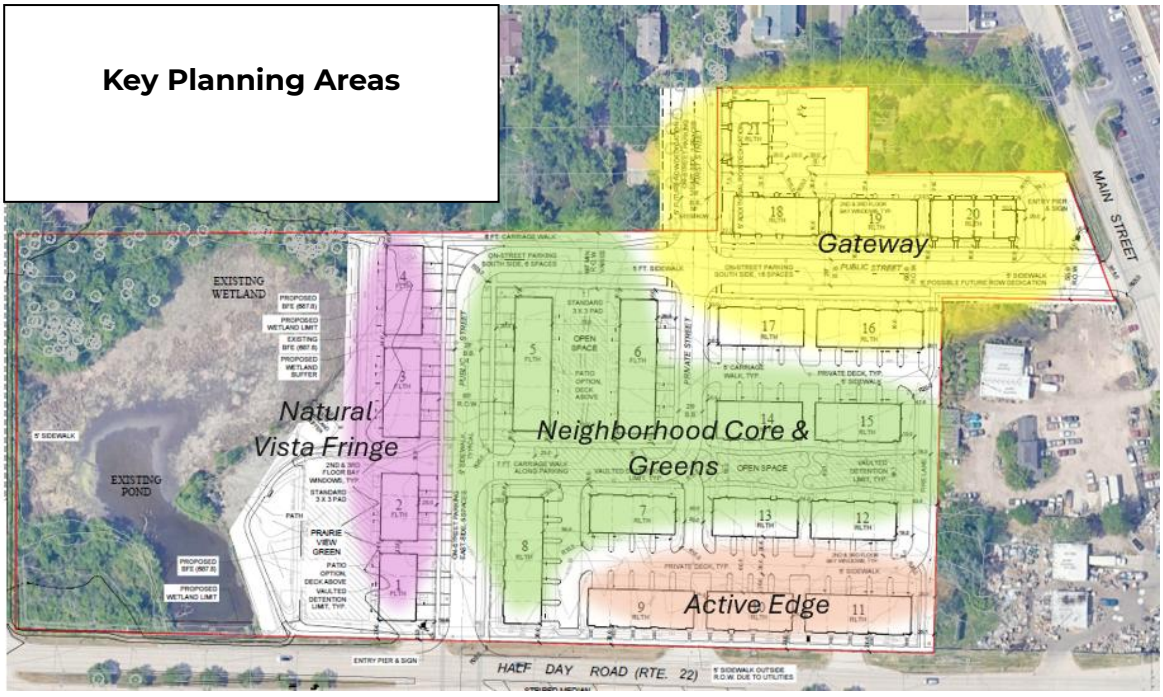


Figure 4. Key Planning Areas of the Prairie View Towns Development

Overview

In alignment with the PVSAP framework, the proposed project features a denser residential district via a single-family attached development. The plan provides a natural transition between the surrounding single-family homes, townhomes, and commercial uses. At 8.04 dwelling units per acre (du/acre), the density for the proposed development is similar to Easton Station (8.2 du/acre) and Prairie Point Townhomes (9.64 du/acre). The developer is requesting a R-9 Zoning designation. This would be an appropriate designation, given several other townhome developments with R-9 Zoning in the Prairie View area and nearby neighborhoods, including Prairie Point, Noah's Landing and the Waterbury Place townhomes.

The developer is also requesting a PUD designation, as flexibility is necessary to accomplish this specific type of development, which was not contemplated in the code. With this designation, the site requires a variation for several buildings (4-6, 18 and 21) to allow them to be closer to the PUD boundary than twice the height of the buildings (approx. 85 feet) when located next to property that is either zoned or used for single-family residential. This is a common variation request for multi-family development on in-fill sites, as there is often not enough space to accommodate such a large setback requirement. Moreover, a variation is sought to allow the buildings to be placed 14 feet apart (side to side), where 24 feet is required.

Neighborhood Gateway
The northeastern portion of the Prairie View Towns development is the Neighborhood Gateway, located right off Main Street, extending north to First Street. Complete with entryway signage and open space on the corner, this area is designed to provide a welcoming atmosphere with a neotraditional design, which is heavily referenced in the PVSAP. Townhomes are rear-loaded and set closer to the narrow, pedestrian-lined street to prioritize pedestrians and foster a close-knit community feel. Guest parking is hidden, and the building setback is symmetrical on either side of the public street to provide a sense of order.

Achieving this design while contending with the area's odd geometry and other competing factors (roadway, parkway, and utility requirements, etc.) results in variations from the code's standards that govern the whole site. These standards require a minimum 25 ft front yard setback, 35 ft rear yard setback, and 25 ft corner side yard setback. Buildings 16-20 show a 10 ft front yard setback, which reduces to approximately 9 ft in some locations with building articulation (an architectural feature). Additionally, the alley behind Buildings 19 and 20, which presses against the property line, provides a rear yard setback between 27-29 ft. Finally, Buildings 18 and 21 have a corner side yard of 12-14. These two buildings also need a building spacing variation (side to rear) as they are placed 32.5 ft apart where 40 is required.

Neighborhood Core and Greens
Next to the Neighborhood Gateway, is the Neighborhood Core and Greens area, which features the development's interior blocks and central green spaces (Buildings 5-8 and 12-15). Buildings 12-15 and Buildings 5-6 are centered around a shared open space that effectively breaks up the hardscape, creates a landscaped amenity, and allows for necessary stormwater infrastructure. A more pastoral design guides Buildings 12-15, which are rear-loaded units and feature the front doors and windows overlooking the central green. A fire lane stretches along the east side of these buildings to enable ample firetruck accessibility and safety.

Buildings 7 and 8 also continue the rear-load neotraditional design and integrate entryway features from the Neighborhood Gateway. They have a front yard setback between 10 and 14 feet and Building 8 has a corner side yard setback of 20 ft, thereby requiring variations. Complementing the rest of this area, are Buildings 5-6, which feature a more modern development concept with front-loaded units that share a common green behind the units. These buildings have a 20 ft front yard setback and 10 ft corner side yard setback, necessitating variations.

Active Edge
The Active Edge area's (Buildings 9-11) design and infrastructure is largely influenced by the visibility from and proximity to Rt. 22. The buildings are rear-loaded and oriented towards Rt. 22 to create a street presence as well as a pedestrian-friendly environment for those traveling along Half Day Road. These homes serve as the "front door" and signal the neighborhood character for the Prairie View Towns development as well as the Central Subarea of the Prairie View Area. Front yard setbacks in this location have been prioritized and are 19 to 20 feet requiring a variation.

Natural Vista Fringe
The westernmost section of this development, comprising Buildings 1-4, forms the Natural Vista Fringe. These units are situated on the edge of the developable area, with rear units overlooking the natural habitats and Prairie View Green, an additional communal open and recreational space. These units serve as a transition from the natural elements into the livelier neighborhood and feature a front-loaded design

to preserve the serene environment at the rear. The design and site geometry result in 20-foot front yard setbacks and 14-20 feet corner side yard setbacks, necessitating variations.

Development Ordinance Variations

As with the Zoning Ordinance, the project requires some variances from the Development Ordinance to accommodate the limitations of the site. There are two locations on the site where the developer will not control the property on both sides of the right-of-way, and a variation will be needed to allow the right-of-way width to be less than the standard 60 ft. This occurs along First Street and at the east end of the public road near Main Street. It is expected that a full right-of-way would be provided with any future development on the adjacent properties. Along the same lines, the developer is only proposing to install sidewalk on the east side of First Street; it is anticipated that sidewalk would be installed on the west side as part of any future development along with the full right-of-way dedication. First Street requires an additional variation to allow a portion of the street to taper to less than the standard street width of 24 ft to match up with the existing roadway beyond the project limits.

Village Code requires streets to be graded at a 1% minimum slope for positive drainage and to prevent ponding. The developer is requesting a variation to allow street grades at 0.6% in some locations on the site. The slope is within the range specified in engineering design manuals (IDOT typically allows 0.5%) and will still result in positive drainage on the roadways.

The public streets within the development will have a width of 27 feet to accommodate on-street guest parking. This is greater than the standard 24-foot width and will require a variation. Staff requested the additional roadway width to allow drivers to pass more easily when cars are parked on the street.

Village Code requires all parking lots to have curb and cutter around the perimeter. The parking lot on the northeast part of the site will not have curb and gutter which will match the surrounding private alley adjacent to it.

Lastly, carriage walks (sidewalks without parkway between the road and the sidewalk) will be installed along the public road in two locations: on the north side of the street, north of buildings 5 and 6 and on the south side of the street adjacent to the Main Street entrance. This is largely due to grading constraints and the need to make accommodations to align with neighboring properties adjacent to the site.

All of the requested variations to the Development Ordinance have been reviewed by the Village engineering team and are reasonable given the constraints of the site. The plans generally align with the intent of the Development Ordinance.

Traffic and Vehicular Access

The Traffic Impact Study prepared by KLOA indicates that the roadway system generally has sufficient capacity to accommodate the traffic generated by the development and that there will be no change in the levels of service at any of the surrounding intersections. No additional roadway improvements or traffic control modifications are required.

Access to the site will be provided via two full access drives on Rt. 22 and Main Street and through an extension of First Street to Easton Avenue on the north side of the site. Three curb cuts will be consolidated into a single access drive on Rt. 22, and the access drive along Main Street will remain in its current location. The extension of First Street to Easton Avenue will enhance site access flexibility. A

landscaped median will be modified to provide a dedicated left turn lane on Rt. 22 into the site; this will minimize impact on the Main Street and Rt. 22 intersection, particularly during train events. Overall, the Traffic Impact Study indicates that the proposed access system will provide flexible and efficient access to the site.

The site is internally served by a grid network of public and private streets as well as alleys. This network provides ample circulation and is accessible for Village fire trucks.

Parking

Each of the 90 townhomes will have a 2-car garage, and all but 12 of the units will have a driveway that will provide an additional 2 parking spaces per unit (336 parking spaces total). Guest parking will be provided both on-street (29 spaces) and off-street (14 spaces), resulting in 379 parking spaces for the development (4.21 spaces per dwelling unit). The code requires 1.7 spaces per unit or a total of 153 parking spaces for the project. The proposed parking supply is more than double the Village requirement and sufficient to serve future residents and their guests.

Pedestrian Connectivity

Influenced by the Prairie View Metra Station Area Plan, the proposed project prioritizes pedestrian connectivity by creating vital connections within the larger Prairie View sidewalk network. An interior sidewalk network will be installed throughout the development as well as along the north side of Rt. 22 and east sides of Easton Ct. and First St. This new network is a particularly notable asset given the site's proximity to Stevenson High School.

Elevations

The project features a modern American architectural style using high quality, low maintenance materials. Traditional brick is the primary building material, which wraps around all four sides of the building. Cobblestone and Rich Espresso fiber cement (Hardie) siding are proposed on the upper levels providing a warm, neutral color pallet. Metal roofing accents, sconce lighting, and the board and batten detailing add charm and an upscale look to the elevations.

Figure 5. Rendering of Prairie View Towns Front - Loaded Model

Open Space and landscaping

Approximately half of the land area (49.11%) within the development will be preserved for open space. The plan minimizes the impact to natural features including the wetland and pond on the west part of the site. The courtyards integrate open space into the center of the development, while the Prairie View Green and walking paths provide recreational opportunities for future residents.

The landscape plan features decorative plantings around the perimeter of the site, at entrances to the development, and in the open space/courtyards between several of the buildings. Foundation landscaping is proposed around each of the buildings and landscape screening is proposed between adjacent commercial uses. A combination of evergreen, ornamental, and shade trees are proposed along with

deciduous and evergreen shrubs, ornamental grasses, and perennials. The landscape plan will be finalized in collaboration with the Village Forester prior to approval of final engineering for the project.

Positioned just east of Building 20 at the Main Street entrance, the open space/outlot offers a prime opportunity to welcome and/or integrate future development into the area. Given its visibility and prominent location, the site warrants continued collaboration between the Village and the developer to determine its best use and design.

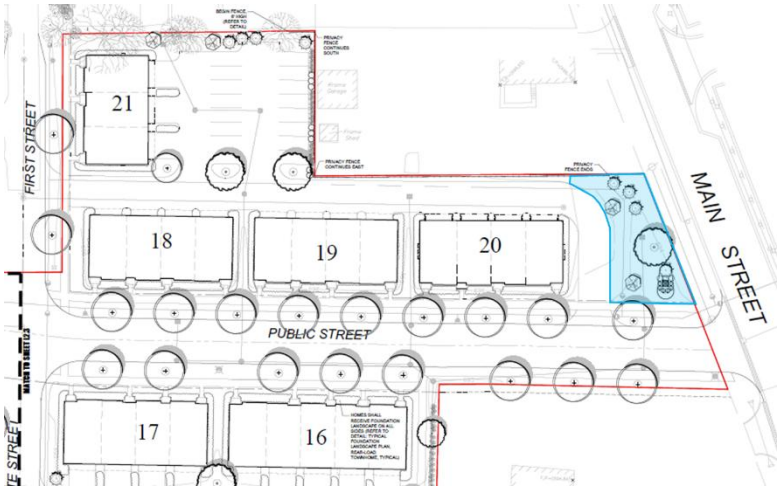


Figure 6. Open Space/Outlot Parcel

Lighting

The proposed lighting complies with the Village illumination standards of no more than .5 footcandles at the property lines. A combination of streetlights and sconces on the buildings will be used to illuminate the property.

Signage

The developer has submitted a sign package which includes temporary development signs to advertise the townhomes while under construction. These signs will require an annual permit submission and will only be permitted until the townhomes are occupied by owners. The temporary sign package includes "Billboard Signs" at each entrance along Main Street and Rt. 22, 4 "Burma Shave Signs" along Rt. 22, and model home and parking signage within the development. The two Billboard Signs at the entrances will require variations from the Sign Code as they exceed the maximum width (8 feet permitted, 10 feet proposed) and square footage (64 sq ft permitted, 80 sq ft proposed) permitted for these kinds of signs. The temporary signs are otherwise compliant with Code.

Two permanent signs are also proposed and will be placed at the Main Street and Rt. 22 entrances to the development. The base of the signs will be constructed of brick to match the building elevations and will be landscaped as required by Code. Variations will be needed for these signs as the Village's Sign Code only allows one sign per development, the sign cannot exceed 5 feet in height and must be within the buildable area of the property (must adhere to the same setback as required for the buildings). Staff is supportive of the variation requests as the sign areas are complaint, and the signs are designed to complement the building architecture with a matching metal roof accent and brick base, which add height to the sign. Given the small size of the signs, they would be difficult to see if they were set back 25 feet from the property lines as required by Code.

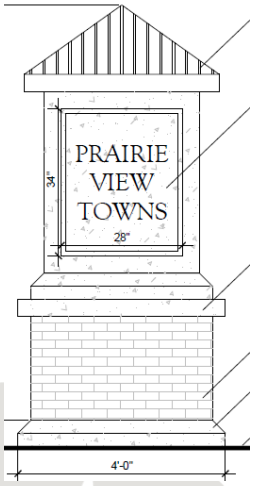


Figure 7. Permanent Sigs

Engineering and Stormwater

The development will connect to existing utilities in the area and will also extend Village water main across the Canadian National Railroad, connecting the water lines in a continuous loop rather than ending them in a dead end. This will provide several important operational and safety benefits, in addition to creating capacity to further serve the Prairie View area.

Stormwater detention will be accommodated in underground detention vaults. Additional stormwater storage will be provided to compensate for some fill within the existing depressional wetland area on the west part of the property. The preliminary engineering plans have been reviewed by the Village Engineer and are in acceptable form for this phase of the development process. The plans will be further refined in cooperation with our engineering team to address outstanding comments related to the wetland, landscaping, utilities, grading, and stormwater during Final Engineering. The developer will also coordinate with and receive required approvals from other governmental agencies as appropriate.

Fiscal Impact Analysis

The developer has provided a comprehensive fiscal impact analysis. This includes a fiscal impact analysis for School District 103 and 125, which has been provided and shared with the school districts. The analysis includes student generation projections based upon Village Code as well as actual student generation data from comparable townhome developments recently constructed in the D103 and D125 school districts.

The reports concluded that the proposed development would generally have a fiscally positive impact on the taxing bodies. For D125, Prairie View Towns is projected to generate between 6-11 high school-aged children, resulting in an operating surplus between $279,700-$413,700.

For D103, Prairie View Towns is projected to generate between 27-34 K-8 students, resulting in a district operating surplus ranging from -$24,800 to $104,300. The report then highlights a key nuance that should be considered when analyzing these surplus figures: the calculations are based on an average spending per student ratio, which does not differentiate between fixed costs (those unaffected by marginal fluctuations such as administrative functions) and variable costs (those that change with minor variations). As noted, if only 10% of the average spending per student were considered fixed and the remaining 90% varied with the smallest change in enrollment, the lower end of the surplus range would be $67,100 instead of -$24,800. Consequently, the project appears to have a fiscally neutral to positive impact for D103.

Departmental Reviews

Village Department	Comments
Building	The Building Division has reviewed the plans and does not have any concerns.
Engineering	The Village Engineer has reviewed the engineering plans and does not have any concerns as it relates to preliminary engineering but will continue to work on infrastructure, utility and other related issues with the Developer in Final Engineering.
Fire Department	The Fire Department has reviewed the proposed plans and does not have any concerns.

Surrounding Property Owners

Pursuant to Village Code, the contiguous property owners were notified by mail and a public hearing sign was posted on the subject property. The posting of the public hearing sign and the mailing of the notifications were both completed within the required timeframes. As of the date of this Staff Report, staff has not received any calls or emails regarding the project.

The developer held a neighborhood meeting at the Alcott Center on Wednesday, September 17, 2025 from 5:30-7:00pm. Property owners within 350 feet of the site received notice of the meeting by mail. The developer set up four stations with boards staffed with the development team providing information on Pulte Homes, the Prairie View Metra Station Area Plan, the site plan, architecture, landscaping, traffic, stormwater and utilities.

The meeting was well attended by neighbors adjacent to the site. The development team fielded questions regarding density, the wetland, lighting, anticipated start of construction, utility capacity, the roadway network connection to First Street and traffic in general, as well as future development plans for properties surrounding the site. Approximately 20 people were in attendance.

Standards

The Planning & Zoning Commission is authorized to make a recommendation to the Village Board on requested Planned Unit Developments based upon the following criteria:

1. That the PUD has the minimum areas as set forth in Section 17.16.060.
2. The uses permitted in such development are not of such a nature or so located as to exercise an undue detrimental influence or effect upon the surrounding neighborhood;
3. The plan effectively treats the developmental possibilities of the subject property, making appropriate provisions for the preservation of streams, wooded areas, scenic views, floodplain areas, and similar physical features;
4. All requirements pertaining to commercial, residential, institutional or other uses established in the planned unit development conform to the requirements for each individual classification as established elsewhere in this Title, except as may be specifically varied for the proper planning of the planned unit development;
5. The Planning and Zoning Commission shall determine that the area and width of the lot shall be sufficient for the proposed use, and that the development of the property in the proposed manner creates no outlots which will be difficult to develop in an appropriate manner.

Planned Unit Developments are also Special Uses, and therefore must meet the Special Use criteria as follows:

1. The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;
2. The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with said special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it shall be such that it will be in harmony with the appropriate, orderly development of the district in which it is located;
3. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations with the neighborhood;
4. The nature, location and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder or discourage the development and use of adjacent land and buildings in accord with the zoning district within which they lie;

5. Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided;
6. Parking areas shall be of adequate size for the particular special use, which areas shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed so as to prevent traffic hazards, eliminate nuisance and minimize traffic congestion in the public streets.

The petitioner has provided written responses to both sets of standards, which are included in the attached packet.

The Planning & Zoning Commission is authorized to make a recommendation to the Village Board on requested Zoning Variations based on the following criteria:

1. The property in question cannot yield a reasonable return if permitted to be used only under the conditions allowed by the regulations of the zoning district in which it is located except in the case of residential zoning districts;
2. The plight of the owner is due to unique circumstances;
3. The proposed variation will not alter the essential character of the neighborhood.

The petitioner has provided written responses to each of the standards, which are included in the attached packet.

Sign Variation Criteria:

A. Except for Prohibited signs (Chapter 14.32), the Village Planning & Zoning Commission may recommend approval or disapproval of a variance from the provisions or requirements of the Sign Code subject to the following:
   1. The literal interpretation and strict application of the provisions and requirements of this Title would cause undue and unnecessary hardships to the sign user because of unique or unusual conditions pertaining to the specific building, parcel or property in question; and
   2. The granting of the requested variance would not be materially detrimental to the property owners in the vicinity; and
   3. The unusual conditions applying to the specific property do not apply generally to other properties in the Village; and
   4. The granting of the variance will not be contrary to the purpose of this Title pursuant to Section 14.04.020

B. Where there is insufficient evidence, in the opinion of the Planning & Zoning Commission, to support a finding under subsection (A), but some hardship does exist, the Planning & Zoning Commission may consider the requirement fulfilled if:
   1. The proposed signage is of particularly good design and in particularly good taste; and
   2. The entire site has been or will be particularly well landscaped.

The petitioner has provided written responses to the variation standards which are included in the attached packet.

Development Ordinance Criteria:

The Planning & Zoning Commission is authorized to make a recommendation to the Village Board on requested Development Ordinance Variations based on the following criteria:

1. The Corporate Authorities may vary and make exceptions to this Title where there is sufficient evidence, in its opinion, that these regulations, if strictly adhered to, would cause unnecessary hardship because of topographical or other conditions peculiar to the site, and that such variance may be made without destroying the intent of this Title.

The petitioner has provided written responses to this standard which are included in the attached packet.

Staff Recommendation

Staff recommends **approval** of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to allow the construction of a 90-unit townhome development on the subject properties, subject to the conditions listed in the PZC motion below.

Action Requested

The Planning & Zoning Commission (PZC) shall open the public hearing and take public testimony concerning the request for approval of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to allow construction of a 90-unit townhome development at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St. The PZC shall make a recommendation to the Village Board regarding the requests. It should be noted, the annexation agreement and annexation of the property are separate matters to be considered by the Village Board.

Suggested PZC Motion

The PZC moves to make a positive recommendation to the Village Board for approval of a Special Use for a Planned Unit Development, R-9 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to allow construction of a 90-unit townhome development at 16606-16704 Rt. 22, 23008-23025 Main St. and 23023 First St.*, subject to the following conditions:*

1. *The proposed project shall be developed in substantial conformance with the plans attached as part of the petition.*

2. *Guest off-street parking (not garage or driveway) east of Building 21 shall be limited to one row of parking as illustrated on the revised Preliminary PUD Plan/Site Plan.*

3. *All plans shall be revised to reflect the parking lot layout shown on the Preliminary PUD Plan/Site Plan prior to approval of Final Engineering.*

4. *The Final Engineering plans shall be submitted in a manner acceptable to the Village.*

5. *The Final Plat of Subdivision shall be revised in a manner acceptable to the Village.*

6. *The Final Landscaping Plan shall be submitted in a manner acceptable to the Village Forester.*

7. *HOA declarations shall be submitted in a manner acceptable to the Village Attorney prior to approval of final engineering.*

8. *The declarations shall indicate that certain private streets and/or alleys will remain private with the maintenance responsibility of the association in a manner acceptable to the Village.*

9. *Developer shall work with Village staff to revise the rear building elevations in a manner acceptable to the Village. The final architectural plans and elevations (including colors and materials) shall substantially conform to the colored building elevations in the plan set. Prior to the issuance of the first building permit for a residential unit/building, the developer shall prepare and submit a final architectural package that shall be reviewed and approved by the Village.*

10. *Townhome units with a habitable attic shown on the floor plans shall conform to the requirements of section R325.6 of the 2018 IRC.*

11. *The landscaping on the site shall be maintained in substantial compliance with the final landscape plan in perpetuity.*

12. *The Village may limit on-street parking to one side of the roadway as depicted on the parking exhibit in the plan set.*

13. *Developer shall extend the water main east across the Canadian National Railroad as depicted in the Engineering Plans, or as otherwise approved by the Village.*

14. *The developer shall coordinate with and receive approval from other governmental agencies as appropriate.*

15. *Developer agrees to make cash contributions to the Village for conveyance to School Districts 103 and 125 according to the criteria of Title 19 subject to the Lake County and Buffalo Grove Sewage Disposal Agreement.*

STATE OF ILLINOIS)
)
COUNTY OF LAKE)
)
VILLAGE OF BUFFALO GROVE)

PETITION TO THE VILLAGE OF BUFFALO GROVE FOR LAND USE ENTITLEMENTS

THE UNDERSIGNED Petitioner, Pulte Home Company, LLC, a Michigan limited liability company ("**Petitioner**"), as the contract purchaser of the property legally described on **Exhibit A** ("**Subject Property**"), respectfully petitions the Village of Buffalo Grove ("**Village**") to, upon annexation of the Subject Property to the Village pursuant to a separate petition submitted by the owners of record of the Subject Property, grant the following entitlements pursuant to the appropriate provisions of the Buffalo Grove Municipal Code ("**Village Code**"):

i) Approve a Preliminary Plat of Subdivision ("**Preliminary Plat**");

ii) Approve a Preliminary Plan ("**Preliminary Plan**");

iii) Approve a rezoning to the R-9 Multiple-Family Dwelling District ("**Rezoning**");

iv) Approve a Special Use Permit for a Planned Unit Development ("**Special Use**");

v) Approve a Residential PUD ("**PUD**"); and

vi) Approve such other relief from the Village Code as may be deemed necessary and appropriate to develop the Subject Property depicted on the development plans submitted herewith.

BACKGROUND INFORMATION

In support of this petition, the Petitioner represents to the Village as follows:

1. The owner of the Subject Property is Fiore Properties, LLC, an Illinois not-for-profit corporation ("**Owner**").

2. The Petitioner, Pulte Home Company, LLC, whose address is 1900 E. Golf Road, Suite 300, Schaumburg, IL 60173, is the contract purchaser of the Subject Property.

3. The Subject Property consists of approximately 11.18 acres of real property located near the northwest corner of N Main Street and IL Route 22 (Half Day Road) at the properties commonly known as 23023 N. First Street, 23008 N. Main Street, 16704 W. Highway 22, and 16606 W. Highway 22, Prairie View, IL 60069.

4. The Subject Property is currently improved with three buildings formerly used in connection with the operations of Fiore Nursery & Landscape Supply ("**Fiore Nursery**").

5. Fiore Nursery has ceased operations at the Subject Property and has relocated to an alternative location that better suits its needs.

6. Petitioner seeks to demolish the existing buildings to redevelop the Subject Property with ninety (90) high-end townhomes.

7. The Subject Property currently has a zoning designation of "GC" General Commercial and "R-1" Residential in unincorporated Lake County. Upon its annexation to the Village, Petitioner seeks to rezone the Subject Property to R-9 Multiple-Family Dwelling District with a Special Use for a PUD.

8. The existing zoning districts and land uses surrounding the Subject Property are as follows:

a. North: "GC" General Commercial and "R-1" Residential (single-family residences and various commercial uses) in unincorporated Lake County.

b. East: "GC" General Commercial (various commercial uses) in unincorporated Lake County.

c. South: R-8 Multiple Family (The Woodlands Multi-Family Development)

in the Village of Buffalo Grove.

d. West: R-8 Multiple Family (Easton Station Townhomes) and I Industrial (Fire Station #27) in the Village of Buffalo Grove.

9. The proposed entitlements meet all requirements for the redevelopment of the Subject Property and will facilitate the beneficial use of the Subject Property as stated below.

PROJECT NARRATIVE & USE DESCRIPTION

The Petitioner and builder is Pulte Home Company, LLC. Pulte is a multi-brand homebuilding company capable of serving homeowners during all phases of life. Pulte has been building homes in the Chicago area since the 1960s, bringing decades of construction and development experience to each project. Petitioner has found success building communities that offer quality housing options designed to serve the diverse needs of the local community, and Petitioner looks forward to providing a new housing option for Buffalo Grove's existing residents as well as those that would like to live in a well-respected municipality with excellent schools and park facilities. Petitioner seeks Village approval of a high-end townhome development consisting of ninety (90) townhomes to be located near the northwest corner of Main Street and IL Route 22.

Development of the Subject Property is guided by the Village's Comprehensive and Prairie View Station Area Plans. The Village's 2009 Comprehensive Plan ("**Comprehensive Plan**") designates the future use of the Subject Property for mixed use commercial/residential, which designation is consistent with the proposed townhome use. Even so, more relevant to the Subject Property is the Prairie View Station Area Plan ("**PVSAP**") that was adopted in 2019 as part of the Comprehensive Plan. The PVSAP covers roughly 128 acres surrounding the Prairie View Metra Station, noting incorporation of parcels in the area may be required to promote cohesive and legible

development. Specifically, the PVSAP highlights several redevelopment opportunity sites, including the "**Central Subarea**" in which Subject Property is located. The Central Subarea designates the Subject Property for single-family attached townhomes, multi-family, mixed-use, and parks/open space.

Guiding principles of the PVSAP include leveraging the area's assets (i.e. the Prairie View Train Station), providing residential options that accommodate the emerging demographics of the area (i.e. millennials, young families, baby boomers, and empty nesters), enhancing connectivity in the area, and incorporating open space and environmental sustainability. The proposed development's proximity to the Prairie View Metra Station, the proposed townhome product, the targeted homebuyer demographic, and the site plan's emphasis on open space and interconnectivity correspond directly with these guiding principles for development of the area.

The proposed development has been strategically designed to prioritize large contiguous open space. These common open space areas serve multiple purposes. To the west, the common open space minimizes the impact of the development on natural features like the existing wetland and pond. To activate and utilize this otherwise unproductive area, a pedestrian path has been added around the wetland area for an additional recreational amenity, with a secondary walking path east of the existing pond for added internal connectivity. Open space has also been included at two locations internal to the site to improve the character and neighborhood feel of the development. In total, approximately 49% of the area of the Subject Property will be preserved as open space that is either dedicated to preservation, landscape enhancement, or recreational spaces designed to meet the needs of future residents.

In addition to open space, the proposed development logically transitions between the surrounding uses, which include the single-family neighborhoods north of Easton Avenue, the

Easton Station townhomes to the west, the Woodlands multiple family development to the south, and the existing and future commercial uses to the east along N Main Street. Further, townhomes are an appropriate transitional use along a principal arterial roadway corridor like IL Route 22. The IL Route 22 corridor hosts a variety of residential housing developments and commercial uses. The proposed townhomes will help support the existing shopping center district at the intersection of IL Route 22 and Buffalo Grove Road, which is only a short drive away (.5 miles) and accessible by foot via the existing sidewalk along IL Route 22. In addition to the commercial uses to the west, additional retail and commercial uses are planned immediately adjacent to the east of the Subject Property along N Main Street, which the proposed development will help to support. Given the proposed development's location and walkable accessibility to nearby commercial uses, the Subject Property presents an excellent housing opportunity that is suitable for a variety of homebuyers, including young professionals moving out of Chicago, families moving up from rental housing, and empty nesters.

The neighboring Prairie View Metra Station will provide commuting residents with easy access to nearby suburbs and downtown Chicago. In addition to the Prairie View Metra Station, the Subject Property is located in close proximity to key transportation corridors like Route 22 and I-94. The future residents will benefit from the development's proximity to shopping districts, recreational amenities, and employment centers. Within a 1-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, golf courses, and recreational amenities. Nearby employment corridors offer future residents the additional feature of conveniently located employment opportunities.

The subdivision itself will be easily accessible via 3 access points – from the north at W Easton Avenue, from the east at N Main Street, and from the south at IL Route 22. The roadways

internal to the development will be partially private and partially public and have been designed to circulate traffic efficiently and safely. As part of the development, carriage walks and sidewalks throughout the Subject Property will connect the residences to the existing walkway along N Main Street and the new sidewalk to be installed by Petitioner along the north side of IL Route 22.

Landscape treatments will be utilized to enhance the visual appeal of the community, including a mix of parkway trees, shade trees, and shrubs. The landscape design enhancements will include decorative plantings around the perimeter of the Subject Property and foundation plantings around each building. Existing landscape buffers will be preserved and enhanced throughout the perimeter of the community to create the feel of a residential enclave. In total, the stormwater management, open space, wetland, and common area will total 5.50 acres and will make up approximately 49% of the development, providing more than sufficient open space and buffer area throughout the development.

The proposed development is consistent with current market trends in the area. The architecture is modern American, blending a variety of design features to create an attractive facade. The use of quality and low maintenance materials ensures the development will withstand the test of time. The townhomes will feature three-story streetscapes consistent with market trends in the area and consumer demand. The development will feature two building options, including front loaded (~30%) and rear loaded (~70%) townhomes, each with multiple floorplan options. The townhomes will feature a base model of 3 bedrooms and 2.5 bathrooms, with optional 4th and 5th bedrooms and up to 4.5 bathrooms available. Square footages range from approximately 2,200 – 2,800 square feet and all units will come standard with a 2nd floor balcony. Additional upgrades and options include a loft space, additional bedrooms and bathrooms, and a rooftop terrace to meet buyer needs at different price points and specifications. Architectural enhancements include

architectural asphalt shingling, composite trim, fiber cement paneling and lap siding, vinyl windows, and brick facade.

Finally, the development will provide sufficient parking for both its residents and their guests. Each of the 90 townhomes will feature a 2-car garage, and all but 12 homes will have a driveway that can accommodate 2 additional cars. 43 guest parking stalls have been planned for throughout the development, for a total of 379 parking spaces – significantly greater than the 153 parking spaces required by Village Code.

EXHIBIT A
Legal Description

PARCELS 1 & 5:

THE PART OF LOT 33 OF SCHOOL TRUSTEE'S SUBDIVISION OF SECTION 16 AND OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 21, ALL IN TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE 3RD P.M., DESCRIBED AS FOLLOWS; COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 33 OF SAID SCHOOL TRUSTEE'S SUBDIVISION (BEING THE SOUTH EAST CORNER OF THE SOUTH WEST QUARTER OF SECTION 16); THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 33, 144.5 FEET TO THE WEST LINE OF LANDS OF THE WISCONSIN CENTRAL RAILROAD TO THE PLACE OF BEGINNING OF THE PREMISES HEREIN INTENDED TO BE DESCRIBED; THENCE NORTH 21 ½ DEGREES WEST ALONG SAID RAILROAD LANDS 65.4 FEET; THENCE WEST ALONG AN OLD FENCE LINE 211.3 FEET TO THE EAST LINE OF LOT 7, BLOCK 1, IN A.G. MAETHER'S SUBDIVISION, A SUBDIVISION OF PART OF SAID LOT 33 OF SCHOOL TRUSTEE'S SUBDIVISION HEREIN DESCRIBED; THENCE SOUTH ALONG THE EAST LINE OF LOTS 7 AND 8, BLOCK 1, A.G. MAETHER'S SUBDIVISION, AND SAID LINE EXTENDED 134.2 FEET TO A POINT WHICH IS 73.2 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 21; THENCE EAST PARALLEL TO SAID NORTH LINE OF SAID NORTH WEST QUARTER 267 FEET, MORE OR LESS, TO A POINT ON THE WEST LINE OF LANDS OF THE WISCONSIN CENTRAL RAILWAY, WHICH IS 82.8 FEET SOUTH FROM THE INTERSECTION OF THE NORTHLINE OF THE EAST HALF OF THE NORTH WEST QUARTER OF SECTION 21; THENCE NORTH WESTERLY ALONG THE WESTERLY LINE OF THE RIGHT OF WAY OF THE WISCONSIN CENTRAL RAILWAY COMPANY TO THE PLACE OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

PARCEL 2:

THE PART OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: TO-WIT-COMMENCING AT THE NORTHWEST CORNER OF SAID HALF QUARTER SECTION, THENCE SOUTH ALONG THE WEST LINE OF SAID HALF QUARTER SECTION, 480.2 FEET TO THE CENTER OF THE LAKE ZURICH ROAD (STATE ROAD NO. 22), THENCE EASTERLY ALONG THE CENTER OF SAID ROAD FOR A DISTANCE OF 491.3 FEET, THENCE NORTHERLY 495.3 FEET TO A POINT IN THE NORTH LINE OF SAID EAST ½ OF THE NORTHWEST ¼, WHICH IS 491.2 FEET EAST OF THE NORTHWEST CORNER OF SAID EAST ½ OF THE NORTHWEST ¼, THENCE WEST ON SAID NORTH LINE TO THE PLACE OF BEGINNING, EXCEPTING THEREFROM THAT PART FALLING WITHIN ILLINOIS STATE ROUTE 22, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL 3:

THAT PART OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID EAST ½ OF THE NORTHWEST ¼ OF SECTION21 AT A POINT 379.7 FEET WEST FROM THE NORTHEAST CORNER THEREOF THENCE WEST ALONG SAID NORTH LINE 453.7 FEET TO A POINT WHICH IS 491.2 FEET EAST OF THE NORTHWEST CORNER OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, THENCE

SOUTH 495.3 FEET TO A POINT IN THE CENTER OF LAKE ZURICH ROAD (STATE ROAD 22) SAID POINT BEING 491.3 FEET FROM THE WEST LINE OF SAID NORTHWEST ¼ (AS MEASURED ALONG THE CENTER LINE OF SAID ROAD) THENCE EASTERLY ALONG THE CENTER OF SAID ROAD 524.8 FEET TO A POINT WHICH IS 308.4 FEET WEST FROM THE INTERSECTION OF THE CENTER LINE OF PAVEMENT OF THE LAKE ZURICH ROAD AND THE EAST LINE OF SAID EAST ½ OF THE NORTHWEST ¼ OF SECTION 21 THENCE NORTHERLY 438.4 FEET TO A POINT WHICH IS 73.2 FEET SOUTH FROM THE NORTH LINE AND 299.4 FEET WEST FROM THE EAST LINE OF SAID EAST ½ OF THE NORTHWEST ¼ OF SECTION 21 THENCE WEST PARALLEL TO SAID NORTH LINE 80.3 FEET THENCE NORTH AT RIGHT ANGLES TO SAID NORTH LINE 73.2 FEET TO THE PLACE OF BEGINNING, EXCEPTING THEREFROM THAT PART FALLING WITHIN ILLINOIS STATE ROUTE 22, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL 4:

LOTS 6, 7 AND 8 IN BLOCK 1 IN MAETHR'S SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 16, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 30, 1925 AS DOCUMENT 260397 IN BOOK "M" OF PLATS PAGE 107 IN LAKE COUNTY, ILLINOIS.

ADDRESS OF SUBJECT PROPERTY: 23023 N. First Street, 23008 N. Main Street, 16704 W. Highway 22, and 16606 W. Highway 22, Prairie View, IL 60069.

Approximately 11.18 acres

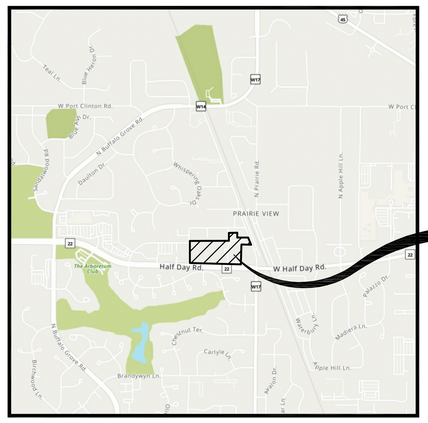
PERMANENT INDEX NO.: 15-16-307-006
15-16-300-022
15-21-100-047
15-21-100-049
15-21-100-004

A.L.T.A./N.S.P.S.
LAND TITLE SURVEY

FIORE'S NURSERY & LANDSCAPE SUPPLY

COMMON ADDRESS: 16606 W. IL ROUTE 22, BUFFALO GROVE, IL
PARCEL INDEX NUMBERS: 15-21-100-004, 15-21-100-047 AND 15-21-100-049

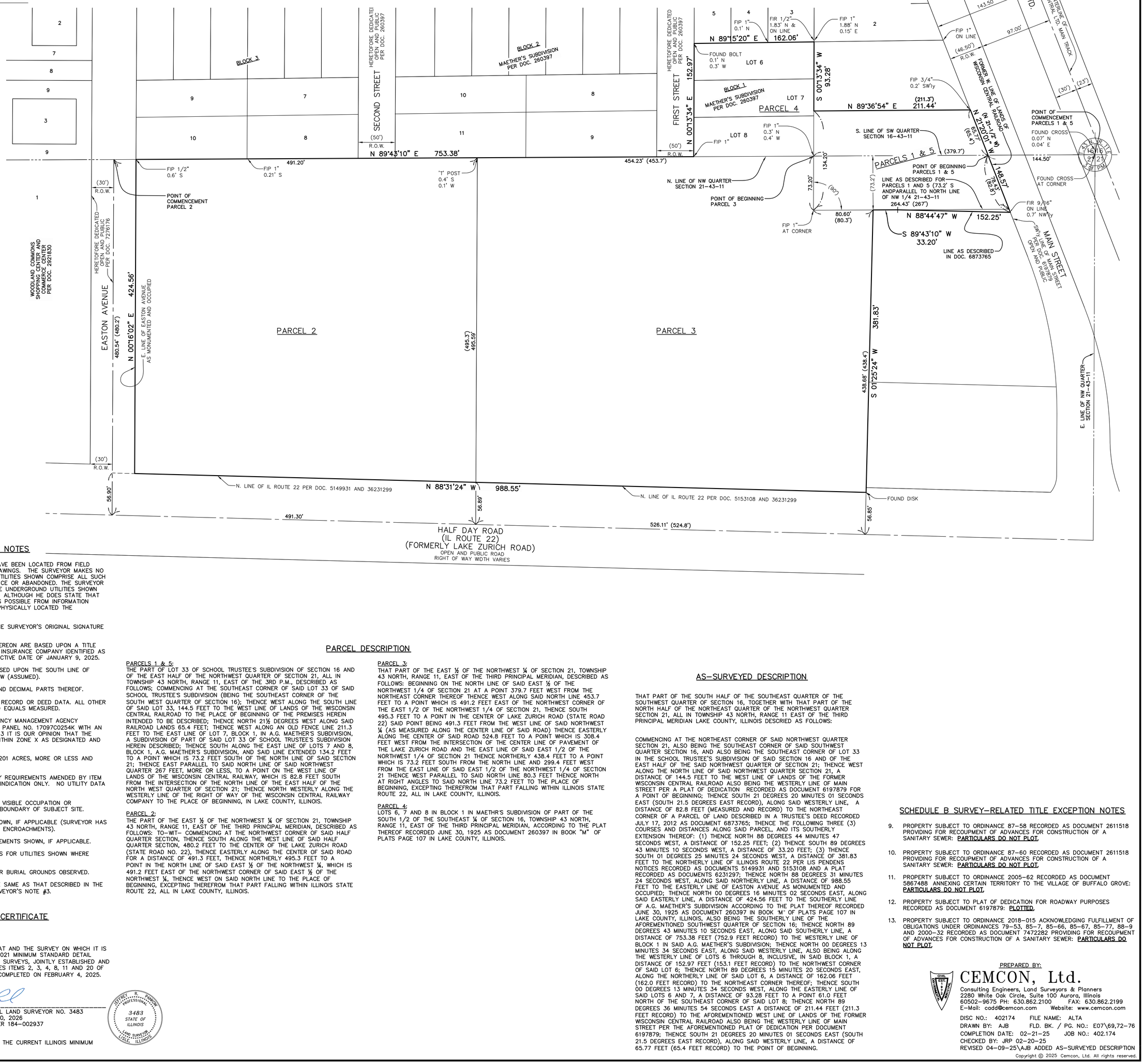
NOTE:
SHEET 1 IS OVERALL BOUNDARY, NOTES, ETC.
SHEETS 2-3 DEPICT SITE IMPROVEMENTS, GEOMETRIC TIES, ETC.



VICINITY MAP

N

50 25 0 50
SCALE: 1 INCH = 50 FEET



SURVEYOR'S NOTES

1. THE UNDERGROUND UTILITIES SHOWN HAVE BEEN LOCATED FROM FIELD SURVEY INFORMATION AND EXISTING DRAWINGS. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES STATE THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
2. THIS SURVEY IS NOT VALID WITHOUT THE SURVEYOR'S ORIGINAL SIGNATURE AND IMPRESSED SEAL.
3. EASEMENTS AND SERVITUDES SHOWN HEREON ARE BASED UPON A TITLE COMMITMENT ISSUED BY CHICAGO TITLE INSURANCE COMPANY IDENTIFIED AS NUMBER IL-336277-ANC WITH AN EFFECTIVE DATE OF JANUARY 9, 2025.
4. THE BEARINGS SHOWN HEREON ARE BASED UPON THE SOUTH LINE OF SUBJECT PROPERTY BEING N 88°31'24" W (ASSUMED).
5. MEASUREMENTS ARE SHOWN IN FEET AND DECIMAL PARTS THEREOF.
6. DIMENSIONS ENCLOSED IN ( ) INDICATE RECORD OR DEED DATA. ALL OTHER DIMENSIONS ARE MEASURED OR RECORD EQUALS MEASURED.
7. BASED ON REVIEW OF FEDERAL EMERGENCY MANAGEMENT AGENCY (F.E.M.A.) FLOOD INSURANCE RATE MAP PANEL NO. 17097C0254K WITH AN EFFECTIVE DATE OF SEPTEMBER 18, 2013 IT IS OUR OPINION THAT THE PROPERTY DESCRIBED HEREON FALLS WITHIN ZONE X AS DESIGNATED AND DEFINED BY F.E.M.A.
8. PARCEL CONTAINS 487,902 S.F. OR 11.201 ACRES, MORE OR LESS AND MATHEMATICALLY CLOSES.
9. ITEM 11 OF TABLE "A" OPTIONAL SURVEY REQUIREMENTS AMENDED BY ITEM 20 LIMITING UTILITY DATA TO SURFACE INDICATION ONLY. NO UTILITY DATA SHOWN SUPPLEMENTED BY ATLAS ETC.
10. CHARACTER/LOCATION OF EVIDENCE OF VISIBLE OCCUPATION OR POSSESSION SHOWN ALONG PERIMETER BOUNDARY OF SUBJECT SITE.
11. POTENTIAL VISIBLE ENCROACHMENTS SHOWN, IF APPLICABLE (SURVEYOR HAS NO OPINION AS TO OWNERSHIP OF SAID ENCROACHMENTS).
12. EVIDENCE OF VISIBLE UNRECORDED EASEMENTS SHOWN, IF APPLICABLE.
13. POSSIBLE NON-DOCUMENTED EASEMENTS FOR UTILITIES SHOWN WHERE DELINEATED & VISIBLE ON SURFACE.
14. NO VISIBLE EVIDENCE OF CEMETERIES OR BURIAL GROUNDS OBSERVED.
15. THE PROPERTY MAPPED HEREON IS THE SAME AS THAT DESCRIBED IN THE TITLE COMMITMENT REFERENCED IN SURVEYOR'S NOTE #3.

SURVEYOR'S CERTIFICATE

TO: CHICAGO TITLE INSURANCE COMPANY
PULTE HOME COMPANY, LLC

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 8, 11 AND 20 OF TABLE "A" THEREOF. THE FIELDWORK WAS COMPLETED ON FEBRUARY 4, 2025.

DATED THIS 16TH DAY OF JULY, 2025.

JEFFREY R. PANKOW, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3483
MY REGISTRATION EXPIRES ON NOVEMBER 30, 2026
PROFESSIONAL DESIGN FIRM LICENSE NUMBER 184-002937
EXPIRES APRIL 30, 2027

THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

JEFFREY R. PANKOW PROFESSIONAL 3483 STATE OF ILLINOIS LAND SURVEYOR

PARCEL DESCRIPTION

PARCELS 1 & 5:
THE PART OF LOT 33 OF SCHOOL TRUSTEE'S SUBDIVISION OF SECTION 16 AND OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 21, ALL IN TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE 3RD P.M., DESCRIBED AS FOLLOWS; COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 33 OF SAID SCHOOL TRUSTEE'S SUBDIVISION (BEING THE SOUTHEAST CORNER OF THE SOUTH WEST QUARTER OF SECTION 16); THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 33, 144.5 FEET TO THE WEST LINE OF LANDS OF THE WISCONSIN CENTRAL RAILROAD TO THE PLACE OF BEGINNING OF THE PREMISES HEREIN INTENDED TO BE DESCRIBED; THENCE NORTH 21½ DEGREES WEST ALONG SAID RAILROAD LANDS 65.4 FEET; THENCE WEST ALONG AN OLD FENCE LINE 211.3 FEET TO THE EAST LINE OF LOT 7, BLOCK 1, IN A.G. MAETHER'S SUBDIVISION, A SUBDIVISION OF PART OF SAID LOT 33 OF SCHOOL TRUSTEE'S SUBDIVISION HEREIN DESCRIBED; THENCE SOUTH ALONG THE EAST LINE OF LOTS 7 AND 8, BLOCK 1, A.G. MAETHER'S SUBDIVISION, AND SAID LINE EXTENDED 134.2 FEET TO A POINT WHICH IS 73.2 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 21; THENCE EAST PARALLEL TO SAID NORTH LINE OF SAID NORTHWEST QUARTER 267 FEET, MORE OR LESS, TO A POINT ON THE WEST LINE OF LANDS OF THE WISCONSIN CENTRAL RAILWAY, WHICH IS 82.8 FEET SOUTH FROM THE INTERSECTION OF THE NORTH LINE OF THE EAST HALF OF THE NORTH WEST QUARTER OF SECTION 21; THENCE NORTH WESTERLY ALONG THE WESTERLY LINE OF THE RIGHT OF WAY OF THE WISCONSIN CENTRAL RAILWAY COMPANY TO THE PLACE OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

PARCEL 2:
THE PART OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: TO-WIT- COMMENCING AT THE NORTHWEST CORNER OF SAID HALF QUARTER SECTION, THENCE SOUTH ALONG THE WEST LINE OF SAID HALF QUARTER SECTION, 480.2 FEET TO THE CENTER OF THE LAKE ZURICH ROAD (STATE ROAD NO. 22), THENCE EASTERLY ALONG THE CENTER OF SAID ROAD FOR A DISTANCE OF 491.3 FEET, THENCE NORTHERLY 495.3 FEET TO A POINT IN THE NORTH LINE OF SAID EAST ½ OF THE NORTHWEST ¼, WHICH IS 491.2 FEET EAST OF THE NORTHWEST CORNER OF SAID EAST ½ OF THE NORTHWEST ¼, THENCE WEST ON SAID NORTH LINE TO THE PLACE OF BEGINNING, EXCEPTING THEREFROM THAT PART FALLING WITHIN ILLINOIS STATE ROUTE 22, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL 3:
THAT PART OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID EAST ½ OF THE NORTHWEST 1/4 OF SECTION 21 AT A POINT 379.7 FEET WEST FROM THE NORTHEAST CORNER THEREOF THENCE WEST ALONG SAID NORTH LINE 453.7 FEET TO A POINT WHICH IS 491.2 FEET EAST OF THE NORTHWEST CORNER OF THE EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 21, THENCE SOUTH 495.3 FEET TO A POINT IN THE CENTER OF LAKE ZURICH ROAD (STATE ROAD 22) SAID POINT BEING 491.3 FEET FROM THE WEST LINE OF SAID NORTHWEST ¼ (AS MEASURED ALONG THE CENTER LINE OF SAID ROAD) THENCE EASTERLY ALONG THE CENTER OF SAID ROAD 524.8 FEET TO A POINT WHICH IS 308.4 FEET WEST FROM THE INTERSECTION OF THE CENTER LINE OF PAVEMENT OF THE LAKE ZURICH ROAD AND THE EAST LINE OF SAID EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 21 THENCE NORTHERLY 438.4 FEET TO A POINT WHICH IS 73.2 FEET SOUTH FROM THE NORTH LINE AND 299.4 FEET WEST FROM THE EAST LINE OF SAID EAST 1/2 OF THE NORTHWEST 1/4 OF SECTION 21 THENCE WEST PARALLEL TO SAID NORTH LINE AND 80.3 FEET THENCE NORTH AT RIGHT ANGLES TO SAID NORTH LINE 73.2 FEET TO THE PLACE OF BEGINNING, EXCEPTING THEREFROM THAT PART FALLING WITHIN ILLINOIS STATE ROUTE 22, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL 4:
LOTS 6, 7 AND 8 IN BLOCK 1 IN MAETHR'S SUBDIVISION OF PART OF THE SOUTH 1/2 OF THE SOUTHEAST ¼ OF SECTION 16, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 30, 1925 AS DOCUMENT 260397 IN BOOK "M" OF PLATS PAGE 107 IN LAKE COUNTY, ILLINOIS.

AS-SURVEYED DESCRIPTION

THAT PART OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOGETHER WITH THAT PART OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER SECTION 21, ALL IN TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN LAKE COUNTY, ILLINOIS DESCRIED AS FOLLOWS:

COMMENCING AT THE NORTHEAST CORNER OF SAID NORTHWEST QUARTER SECTION 21, ALSO BEING THE SOUTHEAST CORNER OF SAID SOUTHWEST QUARTER SECTION 16, AND ALSO BEING THE SOUTHEAST CORNER OF LOT 33 IN THE SCHOOL TRUSTEE'S SUBDIVISION OF SAID SECTION 16 AND OF THE EAST HALF OF THE SAID NORTHWEST QUARTER OF SECTION 21; THENCE WEST ALONG THE NORTH LINE OF SAID NORTHWEST QUARTER SECTION 21, A DISTANCE OF 144.5 FEET TO THE WEST LINE OF LANDS OF THE FORMER WISCONSIN CENTRAL RAILROAD ALSO BEING THE WESTERLY LINE OF MAIN STREET PER A PLAT OF DEDICATION RECORDED AS DOCUMENT 6197879 FOR A POINT OF BEGINNING; THENCE SOUTH 21 DEGREES 20 MINUTES 01 SECONDS EAST (SOUTH 21.5 DEGREES EAST RECORD), ALONG SAID WESTERLY LINE, A DISTANCE OF 82.8 FEET (MEASURED AND RECORD) TO THE NORTHEAST CORNER OF A PARCEL OF LAND DESCRIBED IN A TRUSTEE'S DEED RECORDED JULY 17, 2012 AS DOCUMENT 6873765; THENCE THE FOLLOWING THREE (3) COURSES AND DISTANCES ALONG SAID PARCEL, AND ITS SOUTHERLY EXTENSION THEREOF: (1) THENCE NORTH 88 DEGREES 44 MINUTES 47 SECONDS WEST, A DISTANCE OF 152.25 FEET; (2) THENCE SOUTH 89 DEGREES 43 MINUTES 10 SECONDS WEST, A DISTANCE OF 33.20 FEET; (3) THENCE SOUTH 01 DEGREES 25 MINUTES 24 SECONDS WEST, A DISTANCE OF 381.83 FEET TO THE NORTHERLY LINE OF ILLINOIS ROUTE 22 PER LIS PENDENS NOTICES RECORDED AS DOCUMENTS 5149931 AND 5153108 AND A PLAT RECORDED AS DOCUMENTS 6231297; THENCE NORTH 88 DEGREES 31 MINUTES 24 SECONDS WEST, ALONG SAID NORTHERLY LINE, A DISTANCE OF 988.55 FEET TO THE EASTERLY LINE OF EASTON AVENUE AS MONUMENTED AND OCCUPIED; THENCE NORTH 00 DEGREES 16 MINUTES 02 SECONDS EAST, ALONG SAID EASTERLY LINE, A DISTANCE OF 424.56 FEET TO THE SOUTHERLY LINE OF A.G. MAETHER'S SUBDIVISION ACCORDING TO THE PLAT THEREOF RECORDED JUNE 30, 1925 AS DOCUMENT 260397 IN BOOK "M" OF PLATS PAGE 107 IN LAKE COUNTY, ILLINOIS, ALSO BEING THE SOUTHERLY LINE OF THE AFOREMENTIONED SOUTHWEST QUARTER OF SECTION 16; THENCE NORTH 89 DEGREES 43 MINUTES 10 SECONDS EAST, ALONG SAID SOUTHERLY LINE, A DISTANCE OF 753.38 FEET (752.9 FEET RECORD) TO THE WESTERLY LINE OF BLOCK 1 IN SAID A.G. MAETHER'S SUBDIVISION; THENCE NORTH 00 DEGREES 13 MINUTES 34 SECONDS EAST, ALONG SAID WESTERLY LINE, ALSO BEING ALONG THE WESTERLY LINE OF LOTS 6 THROUGH 8, INCLUSIVE, IN SAID BLOCK 1, A DISTANCE OF 152.97 FEET (153.1 FEET RECORD) TO THE NORTHWEST CORNER OF SAID LOT 6; THENCE NORTH 89 DEGREES 15 MINUTES 20 SECONDS EAST, ALONG THE NORTHERLY LINE OF SAID LOT 6, A DISTANCE OF 162.06 FEET (162.0 FEET RECORD) TO THE NORTHEAST CORNER THEREOF; THENCE SOUTH 00 DEGREES 13 MINUTES 34 SECONDS WEST, ALONG THE EASTERLY LINE OF SAID LOTS 6 AND 7, A DISTANCE OF 93.28 FEET TO A POINT 61.0 FEET NORTH OF THE SOUTHEAST CORNER OF SAID LOT 8; THENCE NORTH 89 DEGREES 36 MINUTES 54 SECONDS EAST A DISTANCE OF 211.44 FEET (211.3 FEET RECORD) TO THE AFOREMENTIONED WEST LINE OF LANDS OF THE FORMER WISCONSIN CENTRAL RAILROAD ALSO BEING THE WESTERLY LINE OF MAIN STREET PER THE AFOREMENTIONED PLAT OF DEDICATION PER DOCUMENT 6197879; THENCE SOUTH 21 DEGREES 20 MINUTES 01 SECONDS EAST (SOUTH 21.5 DEGREES EAST RECORD), ALONG SAID WESTERLY LINE, A DISTANCE OF 65.77 FEET (65.4 FEET RECORD) TO THE POINT OF BEGINNING.

SCHEDULE B SURVEY-RELATED TITLE EXCEPTION NOTES

9. PROPERTY SUBJECT TO ORDINANCE 87-58 RECORDED AS DOCUMENT 2611518 PROVIDING FOR RECOUPMENT OF ADVANCES FOR CONSTRUCTION OF A SANITARY SEWER: PARTICULARS DO NOT PLOT.
10. PROPERTY SUBJECT TO ORDINANCE 87-60 RECORDED AS DOCUMENT 2611518 PROVIDING FOR RECOUPMENT OF ADVANCES FOR CONSTRUCTION OF A SANITARY SEWER: PARTICULARS DO NOT PLOT.
11. PROPERTY SUBJECT TO ORDINANCE 2005-62 RECORDED AS DOCUMENT 5867488 ANNEXING CERTAIN TERRITORY TO THE VILLAGE OF BUFFALO GROVE: PARTICULARS DO NOT PLOT.
12. PROPERTY SUBJECT TO PLAT OF DEDICATION FOR ROADWAY PURPOSES RECORDED AS DOCUMENT 6197879: PLOTTED.
13. PROPERTY SUBJECT TO ORDINANCE 2018-015 ACKNOWLEDGING FULFILLMENT OF OBLIGATIONS UNDER ORDINANCES 79-53, 85-7, 85-66, 85-67, 85-77, 88-9 AND 2000-32 RECORDED AS DOCUMENT 7472282 PROVIDING FOR RECOUPMENT OF ADVANCES FOR CONSTRUCTION OF A SANITARY SEWER: PARTICULARS DO NOT PLOT.

PREPARED BY:
CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100 Aurora, Illinois
60502-9675 PH: 630.862.2100 FAX: 630.862.2199
E-Mail: cadd@cemcon.com Website: www.cemcon.com

DISC NO.: 402174 FILE NAME: ALTA
DRAWN BY: AJB FLD. BK. / PG. NO.: E07\69,72-76
COMPLETION DATE: 02-21-25 JOB NO.: 402.174
CHECKED BY: JRP 02-20-25
REVISED 04-09-25\AJB ADDED AS-SURVEYED DESCRIPTION

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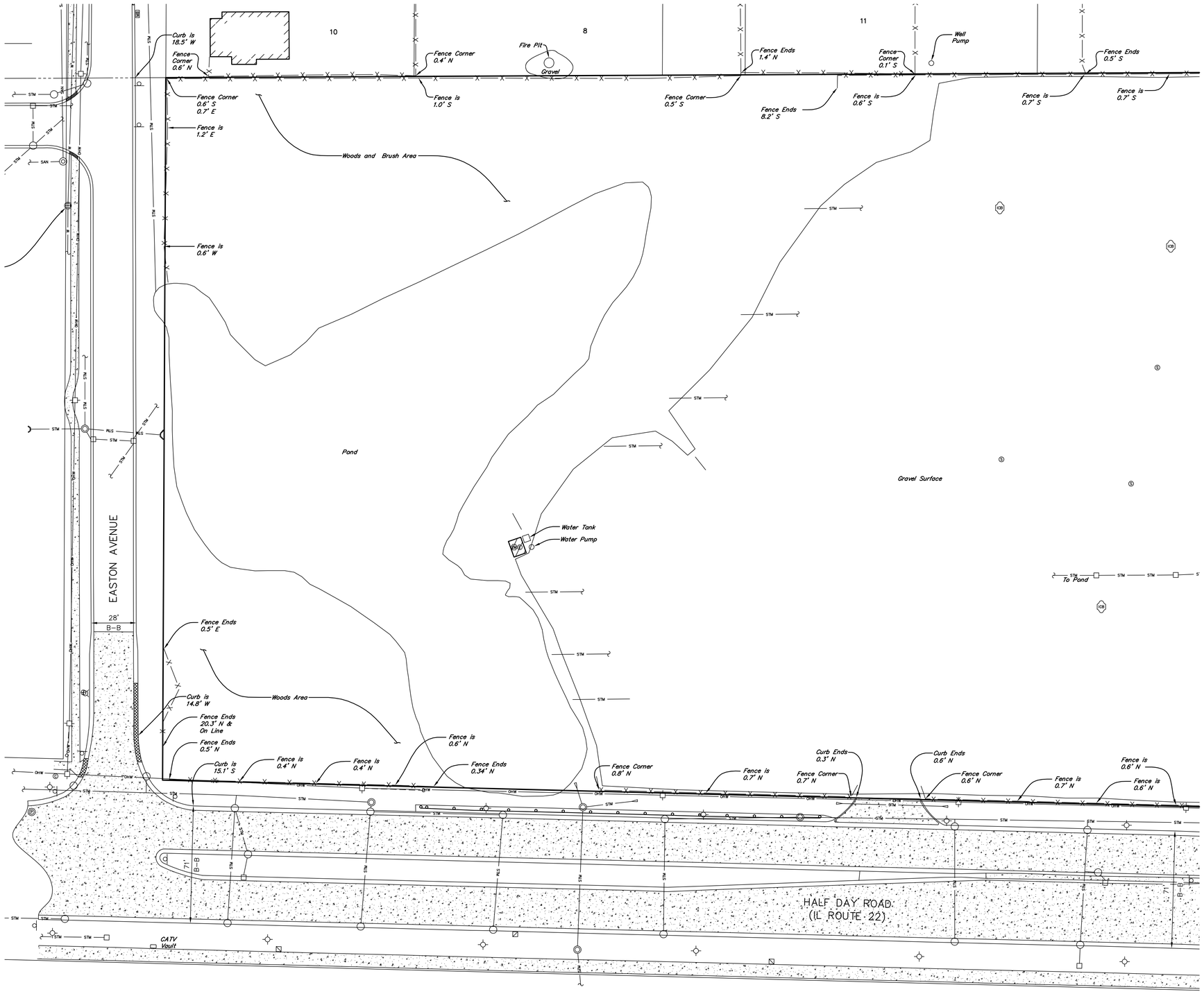
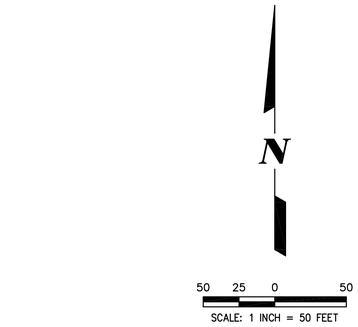
PLOT FILE CREATED: 7/16/2025 BY: TONY BLUS

A.L.T.A./N.S.P.S.
LAND TITLE SURVEY

FIORE'S NURSERY & LANDSCAPE SUPPLY

COMMON ADDRESS: 16606 W. IL ROUTE 22, BUFFALO GROVE, IL
PARCEL INDEX NUMBERS: 15-21-100-004, 15-21-100-047 AND 15-21-100-049





LINE/SYMBOL/ABBREVIATION LEGEND

- BOUNDARY LIMITS
- ADJACENT PROPERTY OR R.O.W. LINE
- EASEMENT LIMITS
- OHW — OVERHEAD WIRES
- G — UNDERGROUND GAS LINE
- STM — UNDERGROUND STORM LINE
- SAN — UNDERGROUND SANITARY LINE
- WAT — UNDERGROUND WATER LINE
- E — UNDERGROUND ELECTRIC LINE
- P — UNDERGROUND PHONE LINE
- FO — UNDERGROUND FIBER OPTIC LINE
- X — FENCE
- AIR CONDITIONER
- BASKETBALL POLE
- BOLLARD
- CABLE TV PEDESTAL
- CABLE TV MARKER POST
- STORM MANHOLE
- CATCH BASIN
- INLET
- FLARED END SECTION
- DRAIN
- SANITARY MANHOLE
- SEPTIC TANK
- FIRE HYDRANT
- WATER VALVE
- VALVE VAULT
- WELL HEAD
- WATER SPIGOT ON WOOD POST
- SPRINKLER HEAD
- IRRIGATION CONTROL BOX
- GAS MANHOLE
- GAS METER
- GAS REGULATOR
- GAS VALVE
- GAS MARKER POST
- HAND HOLE
- ELECTRIC JUNCTION BOX
- ELECTRIC MANHOLE
- ELECTRIC METER
- ELECTRIC PEDESTAL
- ELECTRIC TRANSFORMER
- LIGHT STANDARD
- UTILITY POLE
- GUY WIRE
- LANDSCAPE LIGHT
- MAILBOX
- SIGN
- FIBER OPTIC MARKER POST
- TELEPHONE JUNCTION BOX
- TELEPHONE MANHOLE
- TELEPHONE PEDESTAL
- UTILITY PEDESTAL CLUSTER W/NUMBER
- CONCRETE SURFACE
- BRICK SURFACE
- R.O.W. — RIGHT OF WAY
- B-B — BACK-TO-BACK
- E-E — EDGE-TO-EDGE
- DEPRESSED CURB

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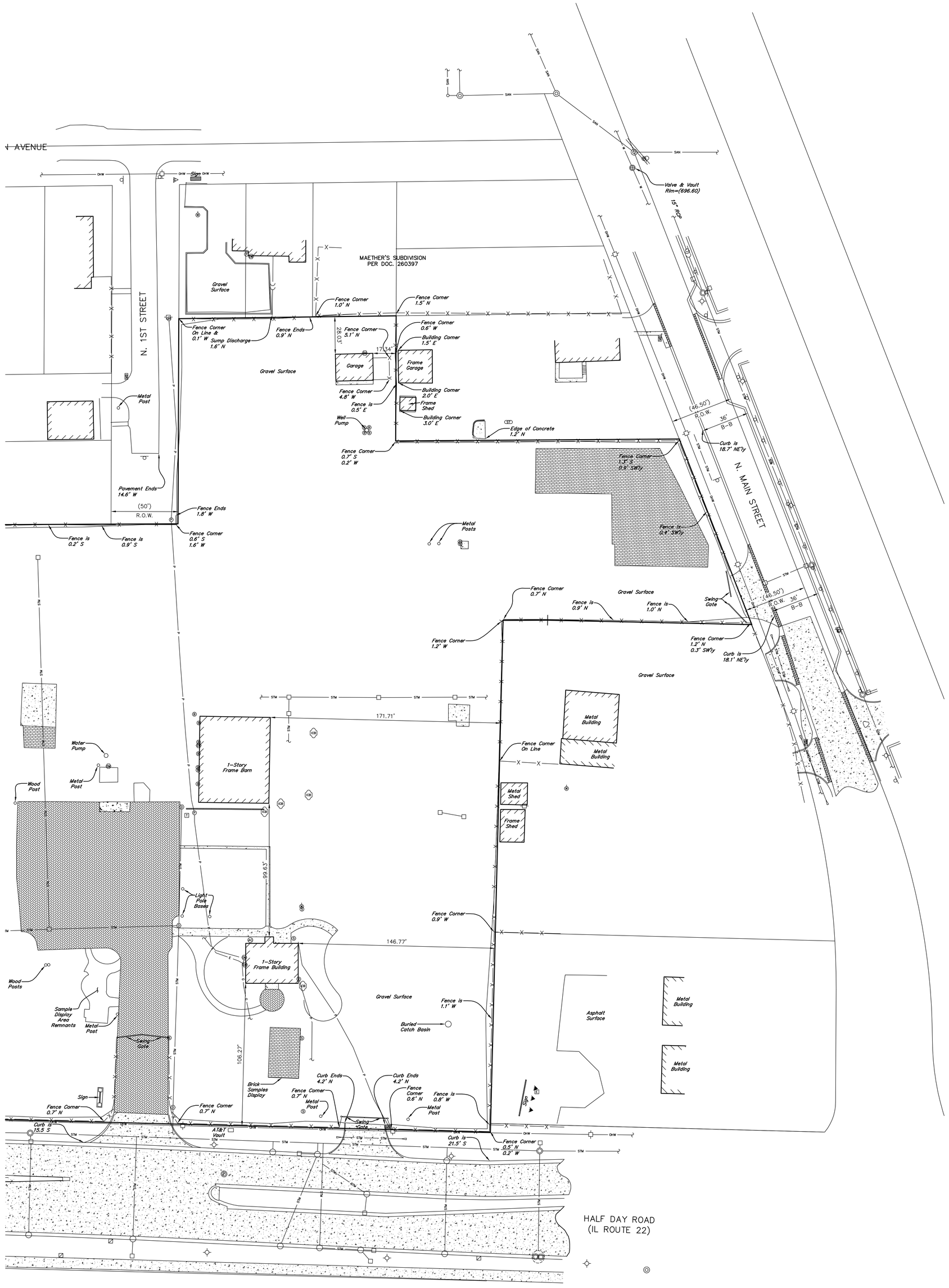
FIORE'S NURSERY & LANDSCAPE SUPPLY

COMMON ADDRESS: 16606 W. IL ROUTE 22, BUFFALO GROVE, IL
PARCEL INDEX NUMBERS: 15-21-100-004, 15-21-100-047 AND 15-21-100-049

N

50 25 0 50

SCALE: 1 INCH = 50 FEET



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- R.O.W. — RIGHT OF WAY
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DRAWING PATH: P:\402174\DWG\SURVEY\DRAWINGS\PLATS\ALTA.DWG

SITE DATA

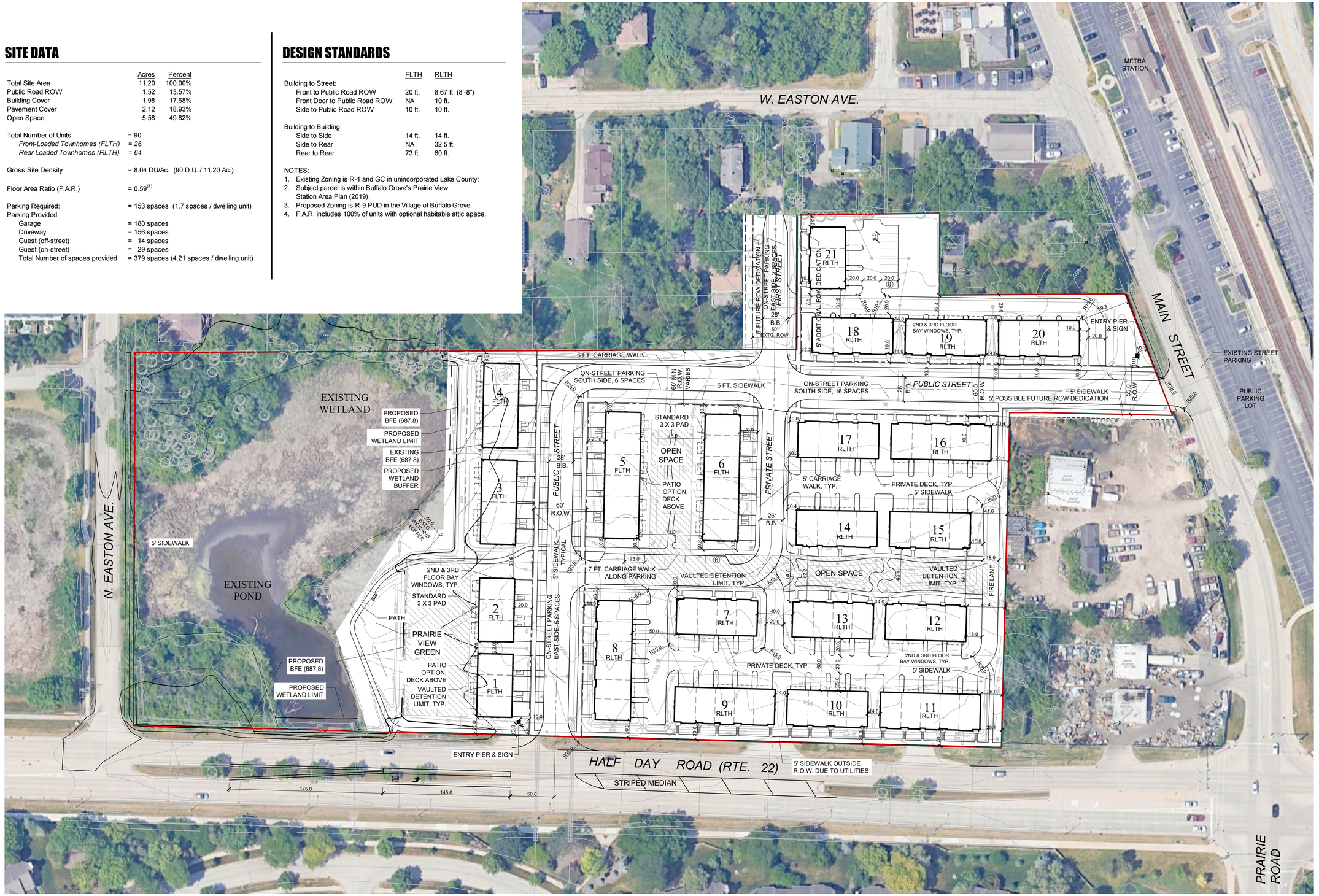
	Acres	Percent
Total Site Area	11.20	100.00%
Public Road ROW	1.52	13.57%
Building Cover	1.98	17.68%
Pavement Cover	2.12	18.93%
Open Space	5.58	49.82%

Total Number of Units	= 90
Front-Loaded Townhomes (FLTH)	*= 26*
Rear Loaded Townhomes (RLTH)	*= 64*
Gross Site Density	= 8.04 DU/Ac. (90 D.U. / 11.20 Ac.)
Floor Area Ratio (F.A.R.)	= 0.59[4]
Parking Required:	= 153 spaces (1.7 spaces / dwelling unit)
Parking Provided	
Garage	= 180 spaces
Driveway	= 156 spaces
Guest (off-street)	= 14 spaces
Guest (on-street)	= 29 spaces
Total Number of spaces provided	= 379 spaces (4.21 spaces / dwelling unit)

DESIGN STANDARDS

	FLTH	RLTH
Building to Street:		
Front to Public Road ROW	20 ft.	8.67 ft. (8'-8")
Front Door to Public Road ROW	NA	10 ft.
Side to Public Road ROW	10 ft.	10 ft.
Building to Building:		
Side to Side	14 ft.	14 ft.
Side to Rear	NA	32.5 ft.
Rear to Rear	73 ft.	60 ft.

NOTES:
1. Existing Zoning is R-1 and GC in unincorporated Lake County;
2. Subject parcel is within Buffalo Grove's Prairie View Station Area Plan (2019).
3. Proposed Zoning is R-9 PUD in the Village of Buffalo Grove.
4. F.A.R. includes 100% of units with optional habitable attic space.



NORTH

PUD PLAN

SCALE: 1" = 50'

0 25' 50' 100'

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/03/25 PER STAFF COMMENTS
4.	10/15/25 PER STAFF COMMENTS
5.	
6.	
7.	
8.	
9.	
10.	

PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS

BUFFALO GROVE, IL

PRELIMINARY PUD PLAN

SHEET NUMBER

1 OF 1

SITE DATA

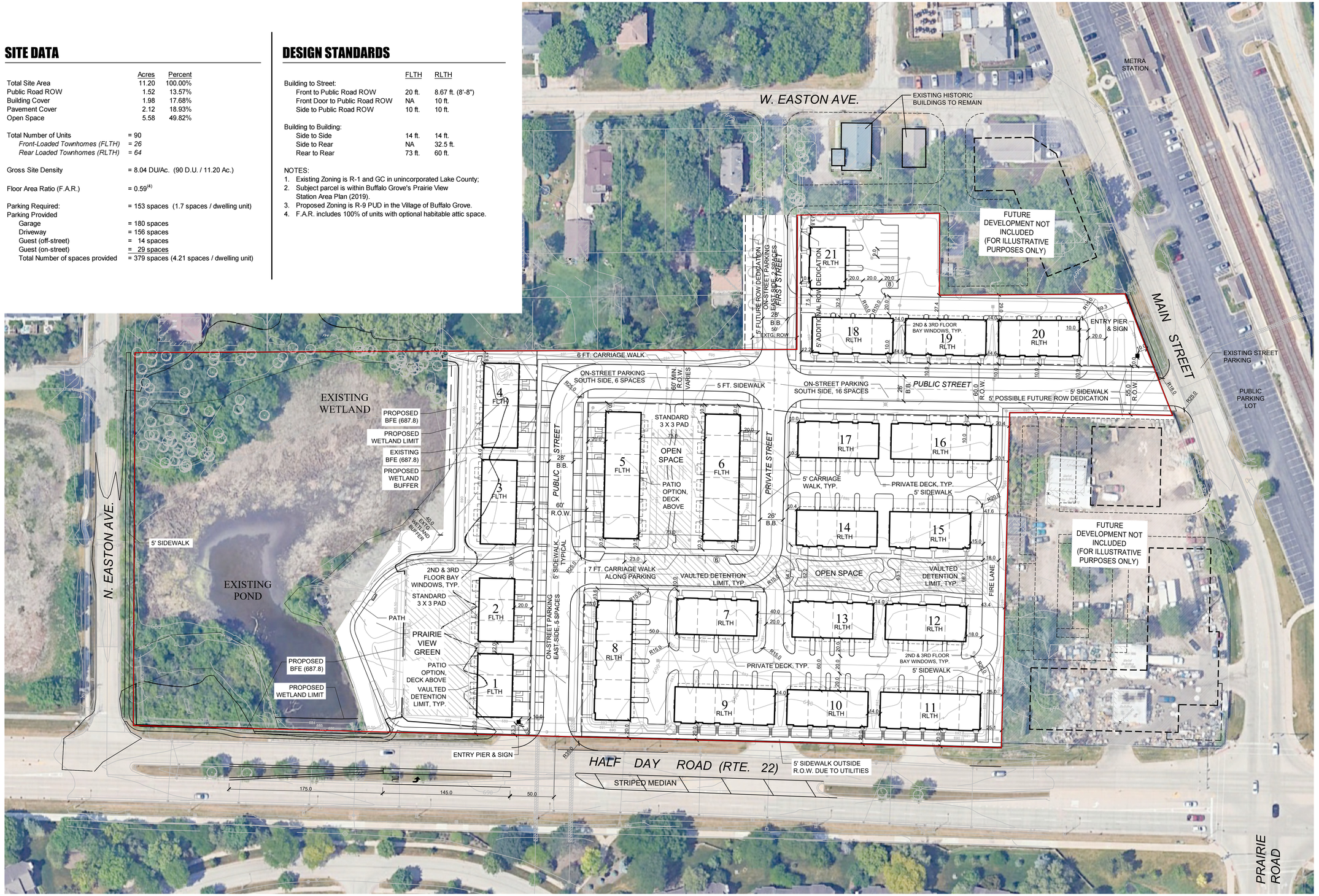
	Acres	Percent
Total Site Area	11.20	100.00%
Public Road ROW	1.52	13.57%
Building Cover	1.98	17.68%
Pavement Cover	2.12	18.93%
Open Space	5.58	49.82%

Total Number of Units	= 90
Front-Loaded Townhomes (FLTH)	= *26*
Rear Loaded Townhomes (RLTH)	= *64*
Gross Site Density	= 8.04 DU/Ac. (90 D.U. / 11.20 Ac.)
Floor Area Ratio (F.A.R.)	= 0.59[4]
Parking Required:	= 153 spaces (1.7 spaces / dwelling unit)
Parking Provided	
Garage	= 180 spaces
Driveway	= 156 spaces
Guest (off-street)	= 14 spaces
Guest (on-street)	= 29 spaces
Total Number of spaces provided	= 379 spaces (4.21 spaces / dwelling unit)

DESIGN STANDARDS

	FLTH	RLTH
Building to Street:		
Front to Public Road ROW	20 ft.	8.67 ft. (8'-8")
Front Door to Public Road ROW	NA	10 ft.
Side to Public Road ROW	10 ft.	10 ft.
Building to Building:		
Side to Side	14 ft.	14 ft.
Side to Rear	NA	32.5 ft.
Rear to Rear	73 ft.	60 ft.

NOTES:
1. Existing Zoning is R-1 and GC in unincorporated Lake County;
2. Subject parcel is within Buffalo Grove's Prairie View Station Area Plan (2019).
3. Proposed Zoning is R-9 PUD in the Village of Buffalo Grove.
4. F.A.R. includes 100% of units with optional habitable attic space.



NORTH

EXHIBIT: PUD PLAN WITH POTENTIAL FUTURE DEVELOPMENT PARCELS

SCALE: 1" = 50'

0 25' 50' 100'

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

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1.	7/21/25 PER STAFF COMMENTS
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5.	
6.	
7.	
8.	
9.	
10.	

PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS

BUFFALO GROVE, IL

EXHIBIT: PRELIMINARY PUD PLAN WITH POTENTIAL FUTURE DEVELOPMENT PARCELS

SHEET NUMBER

1 OF 1

Pulte HOMES

Rear-Load Townhome Building Elevations
Building Type 9, 11, 12, 18, 19, 20: FIVE Unit Configuration

Fiore Property Townhomes
Buffalo Grove, Illinois

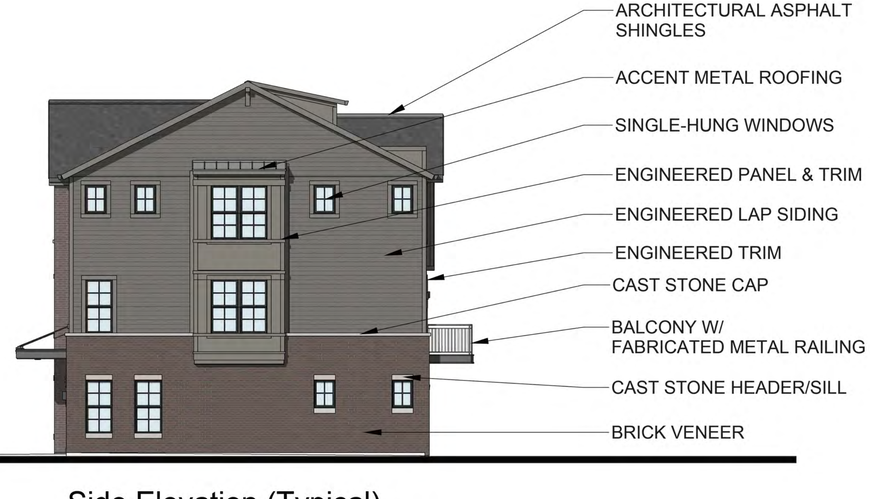
BSB DESIGN
BSBDesign.com

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2025 BSB Design, Inc.

September 12, 2025 | 25-0235

Primary Elevation
Scale: 3/16" = 1'-0"

Rear Elevation
Scale: 1/8" = 1'-0"



Side Elevation (Typical)
Scale: 1/8" = 1'-0"

Pulte HOMES

Rear-Load Townhome Building Elevations
Building Type 9, 11, 12, 18, 19, 20: FIVE Unit Configuration

Fiore Property Townhomes
Buffalo Grove, Illinois

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September 12, 2025 | 25-0235

Front-Load Townhome Building Elevations
Building Type 5, 6: SIX Unit Configuration

Fiore Property Townhomes

Buffalo Grove, Illinois

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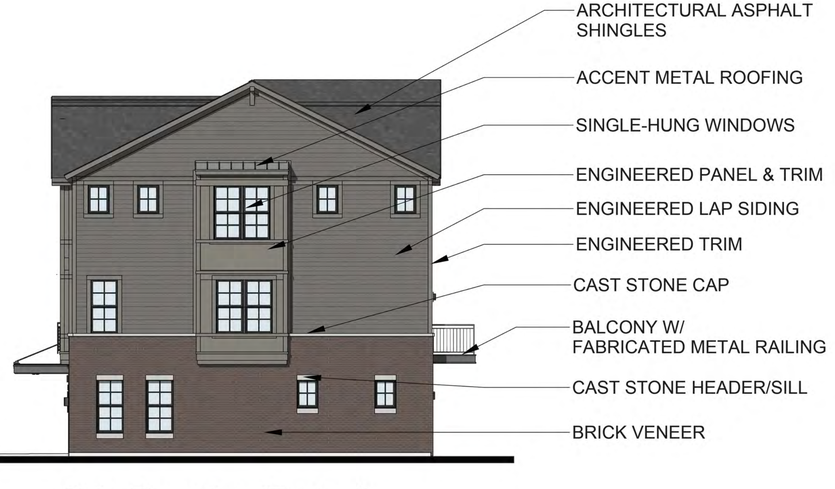
September 12, 2025 | 25-0235

Primary Elevation
Scale: 3/16" = 1'-0"

Rear Elevation
Scale: 1/8" = 1'-0"



Side Elevation (Typical)
Scale: 1/8" = 1'-0"

Pulte HOMES

Front-Load Townhome Building Elevations
Building Type 5, 6: SIX Unit Configuration

Fiore Property Townhomes
Buffalo Grove, Illinois

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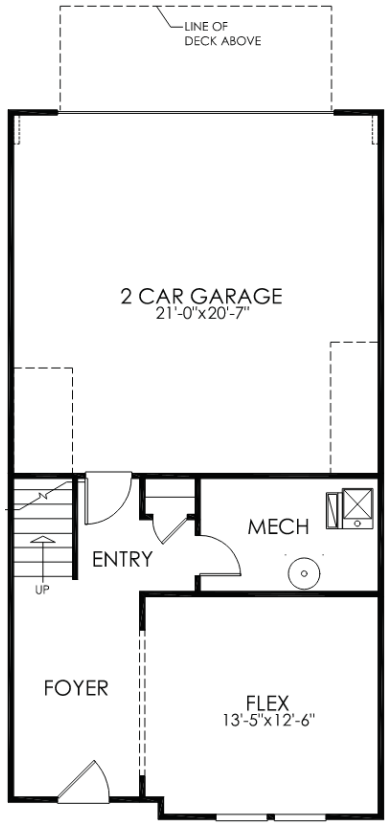
September 12, 2025 | 25-0235

Product Matrix

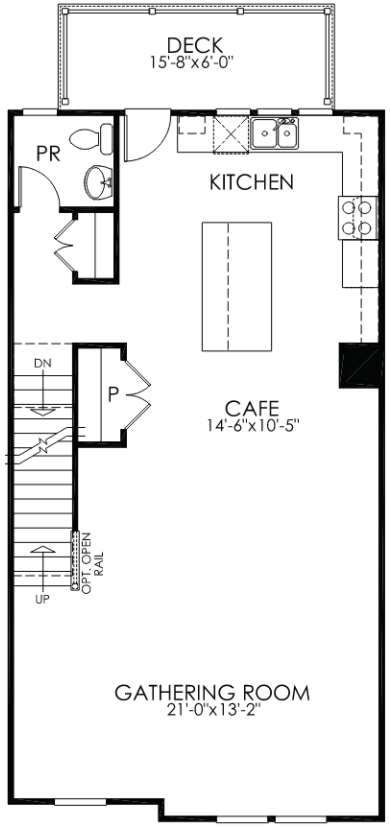
Three Story Townhomes							
	Unit Width	Garage Loading	Qty.	Square Footage	Bedrooms	Bathrooms	Garage
Halston/ Highwood	22’	Rear Load	36	2,219 - 2,584	3 - 4	2.5 - 3.5	2 Car
Jayton/ Jetwood	24’	Rear Load	28	2,357 - 2.771	3 - 5	2.5 - 4.5	2 Car
Isleton	24’	Front Load	26	2,356 - 2,772	3 - 5	2.5 - 4.5	2 Car
		Total	90				

Plans are for illustrative purposes only, and may change to comply with codes or due to updates in corporate standards

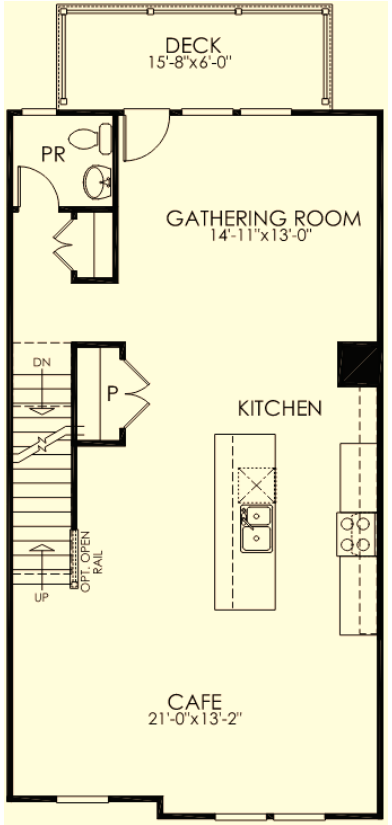
Floor Plans



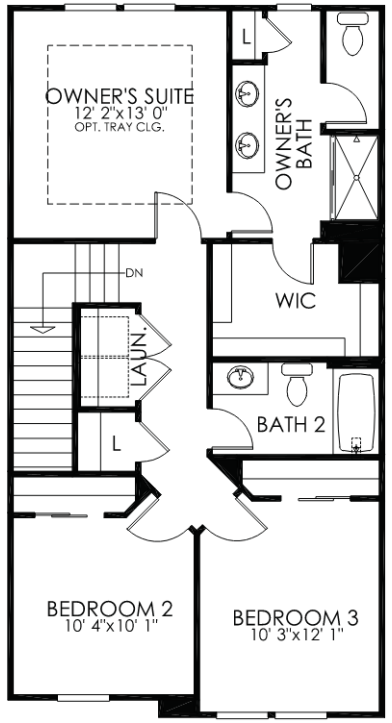
First Floor



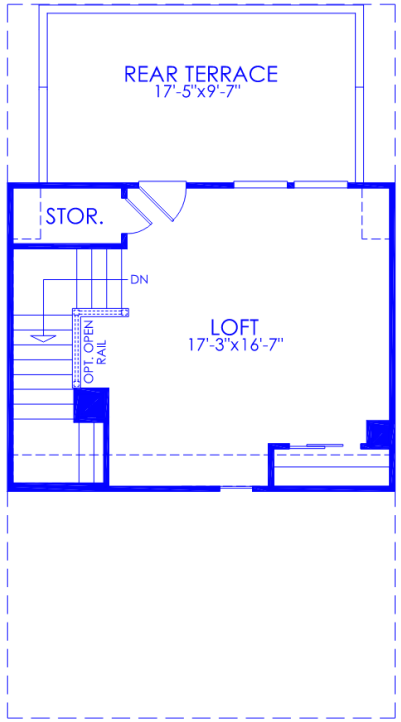
Second Floor
Halston



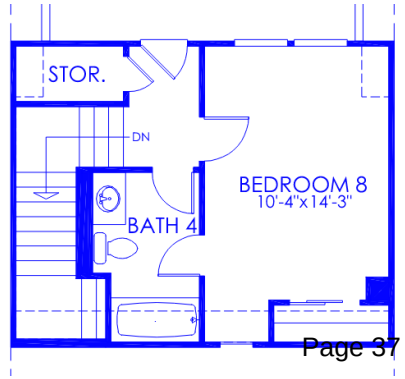
Second Floor
Highwood



Third Floor



Optional Habitable Attic



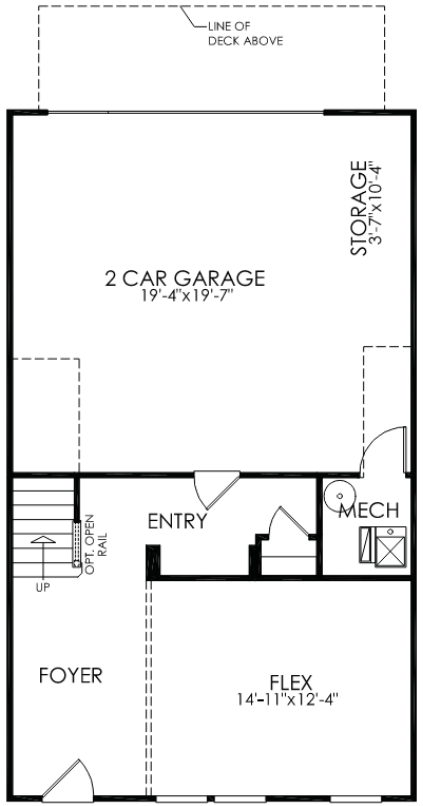
Opt. Bed/Bath

Halston/Highwood

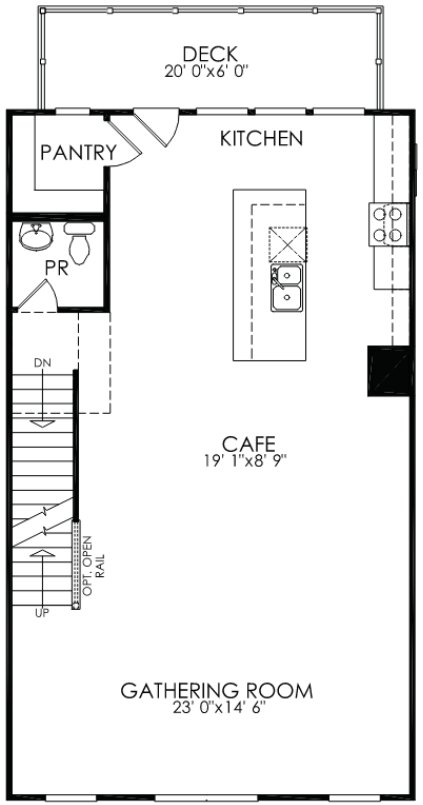
22’ Wide, 2,219-2,584 SF, 3-4 BR

Plans are for illustrative purposes only, and may change to comply with codes or due to updates in corporate standards

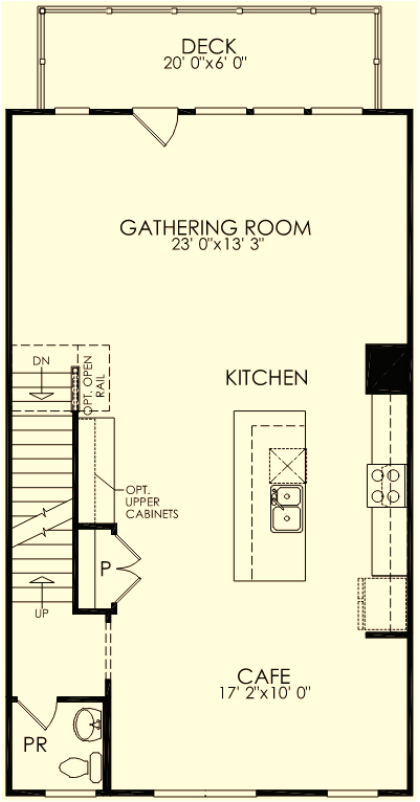
Floor Plans



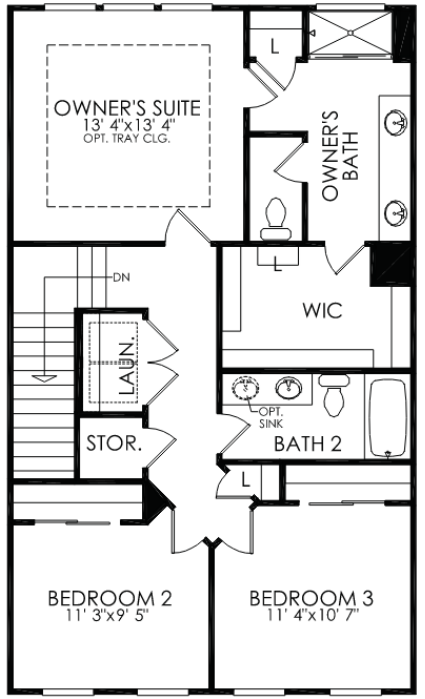
First Floor



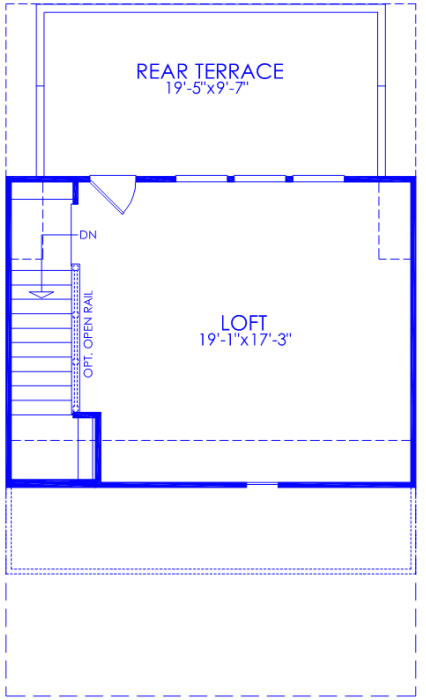
Second Floor
Jayton



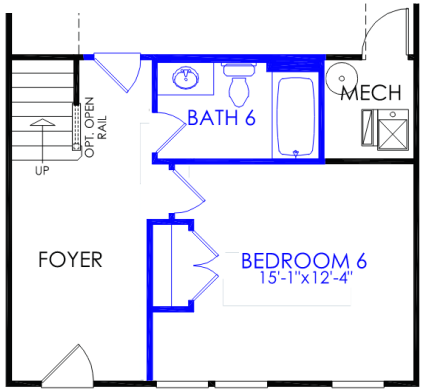
Second Floor
Jetwood



Third Floor



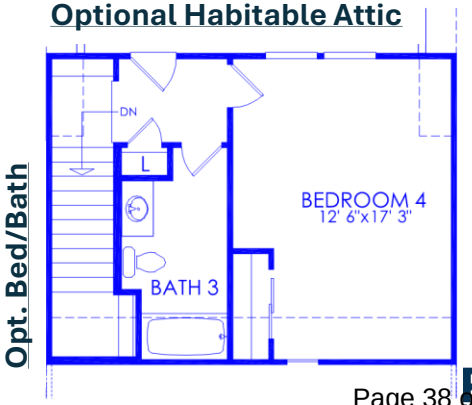
Optional Habitable Attic



Opt. Bed/Bath

Jayton/Jetwood

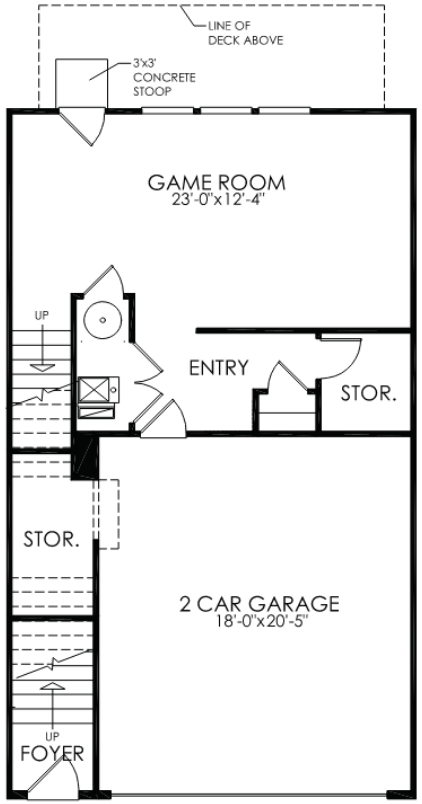
24' Wide, 2,357-2,771 SF, 3-5 BR



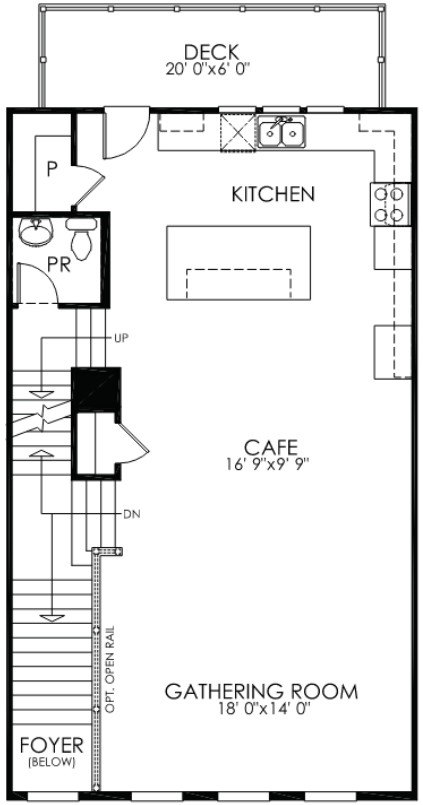
Opt. Bed/Bath

Plans are for illustrative purposes only, and may change to comply with codes or due to updates in corporate standards

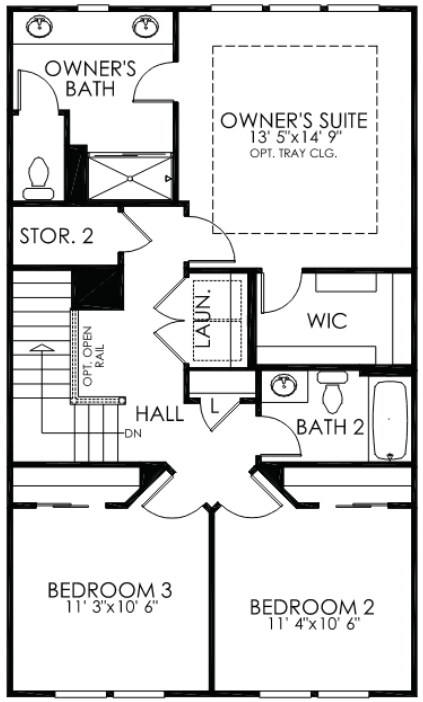
Floor Plans



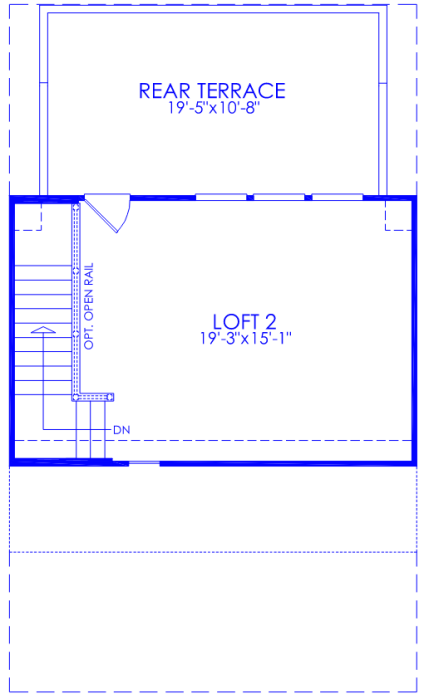
First Floor



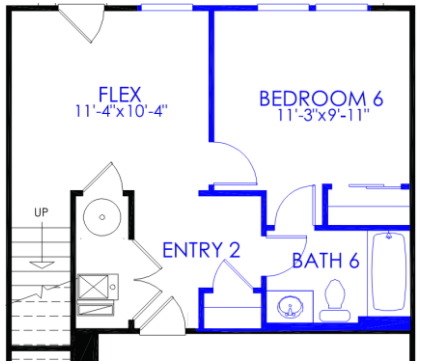
Second Floor



Third Floor



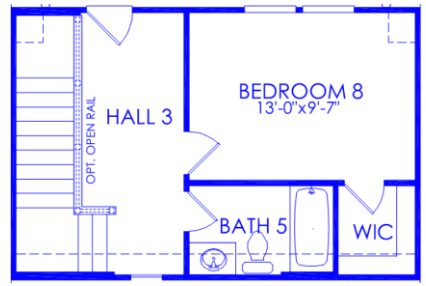
Optional Habitable Attic



Opt. Bed/Bath

Isleton

24’ Wide, 2,356-2,772 SF, 3-5 BR

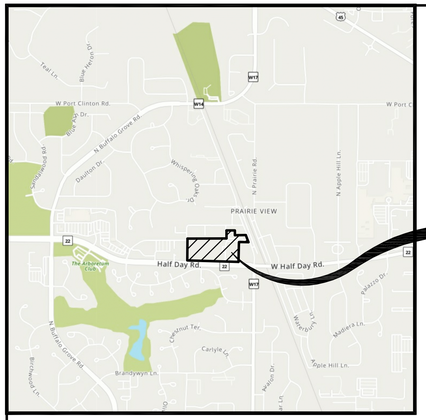


Opt. Bed/Bath

PRELIMINARY PLAT OF SUBDIVISION

FOR

PRAIRIE VIEW TOWNS



LOCATION MAP

LEGAL DESCRIPTION

THAT PART OF THE SOUTH HALF OF THE SOUTHEAST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 16, TOGETHER WITH THAT PART OF THE NORTH HALF OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER SECTION 21, ALL IN TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN LAKE COUNTY, ILLINOIS

N

60 30 0 60

SCALE: 1 INCH = 60 FEET

PARCEL INDEX NUMBERS

15-16-300-002
15-16-307-006
15-21-100-004
15-21-100-047
15-21-100-049

16606 W. IL ROUTE 22,
BUFFALO GROVE, ILLINOIS

TOTAL AREA OF SUBDIVISION

11.201 ACRES

(MORE OR LESS)

NOTES

1. ADDITIONAL P.U. & D.E. EASEMENTS MAY BE REQUIRED ON FINAL PLATS BASED ON UTILITY SIZE AND LOCATIONS FROM FINAL ENGINEERING.
2. DIMENSIONS SHOWN ALONG CURVED LINES ARE ARC DISTANCES.
3. ALL RIGHT-OF-WAYS ARE TO BE PUBLIC DEDICATIONS.
4. ALL R.O.W. DEPICTED ON THIS PLAT WILL BE GRANTED ON THE FINAL SUBDIVISION PLATS.
5. ALL EASEMENTS DEPICTED ON THIS PLAT WILL BE GRANTED ON THE FINAL SUBDIVISION PLATS.
6. ALL EASEMENTS ON THE PLAT MAP ARE FOR PUBLIC UTILITIES AND DRAINAGE PURPOSES (UNLESS OTHERWISE NOTED)
7. STORMWATER MANAGEMENT AND PCBMP EASEMENTS WILL BE GRANTED ON THE FINAL SUBDIVISION PLATS.
8. ALL REQUIRED CERTIFICATES, STATEMENTS AND VILLAGE CLERK RECORDING NOTE WILL BE PROVIDED ON FINAL PLAT.
9. BLANKET EASEMENT B.U.E. OVER OUTLOTS A, B & C.
10. ALL REQUIRED MONUMENTATION WILL BE PROVIDED ON THE FINAL SUBDIVISION PLAT
11. THE BEARINGS SHOWN HEREON ARE BASED UPON THE SOUTH LINE OF SUBJECT PROPERTY BEING N 88°31'24" W (ASSUMED).
12. FOR PROPOSED CONTOURS, GRADES, UTILITIES, STREETS AND SIDEWALKS REFER TO THE PRELIMINARY ENGINEERING DRAWINGS FOR THIS DEVELOPMENT (BY OTHERS).

LINE LEGEND

- SUBDIVISION BOUNDARY LINE (Heavy Solid Line)
- LOT LINE/PROPERTY LINE (Solid Line)
- BUILDING LINE (Long Dashed Lines)
- EASEMENT LINE/LIMITS OF EASEMENT (Short Dashed Lines)
- CENTERLINE (Single Dashed Lines)
- QUARTER SECTION LINE (Double Dashed Lines)
- SECTION LINE (Triple Dashed Lines)
- SECTION CORNER OR QUARTER SECTION CORNER

STORMWATER EASEMENT

ENTRY PIER AND SIGN (SEE LANDSCAPE PLANS FOR DETAILS)

MONUMENT SIGN (SEE LANDSCAPE PLANS FOR DETAILS)

LOT DIMENSIONS & AREAS ARE APPROXIMATIONS & WILL VARY AT TIME OF FINAL PLATTING.

LOT AREA SUMMARY TABLE

LOT NO.	SQ. FT.
1	4,428
2	4,428
3	5,724
4	5,724
5	8,316
6	8,316
7	5,098
8	7,300
9	6,696
10	5,508
11	6,696
12	5,098
13	5,098
14	5,098
15	5,508
16	6,696
17	5,508
18	6,696
19	6,696
20	6,696
OUTLOT A	175,619
OUTLOT B	99,690
OUTLOT C	18,474
OUTLOT D	6,057

CURVE TABLE			
CURVE	RADIUS	ARC LENGTH	CHORD BEARING
C1	300.0'	7.8'	N 89°32'19" W
C2	150.0'	15.2'	N 85°54'10" W
C3	150.0'	15.7'	S 86°00'55" E
C4	300.0'	6.69'	S 89°39'03" E
C5	300.0'	8.0'	N 89°30'49" W
C6	38.0'	59.7'	N 46°12'13" E
C7	150.0'	0.7'	N 01°04'49" E

LINE TABLE		
LINE NO.	BEARING	DISTANCE
L1	N 89°43'10" E	26.0'
L2	N 00°57'25" E	79.0'

SITE DATA

	Acres	Percent
Total Site Area	11.20	100.00%
Public Road ROW	1.52	13.57%
Building Cover	1.98	17.68%
Pavement Cover	2.20	19.64%
Open Space	5.50	49.11%

Total Number of Units = 90
Front-Loaded Townhomes (FLTH) = 26
Rear Loaded Townhomes (RLTH) = 64

Gross Site Density = 8.04 DU/Ac. (90 D.U. / 11.20 Ac.)

Floor Area Ratio (F.A.R.) = 0.59(4)

Parking Required: = 153 spaces (1.7 spaces / dwelling unit)
Parking Provided
Garage = 180 spaces
Driveway = 156 spaces
Guest (off-street) = 22 spaces
Guest (on-street) = 29 spaces
Total Number of spaces provided = 387 spaces (4.3 spaces / dwelling unit)

Design Standards:

	FLTH	RLTH
Building to Street:		
Front to Public Road ROW	20 ft.	8.67 ft. (8'-8")
Front Door to Public Road ROW	NA	10 ft.
Side to Public Road ROW	10 ft.	10 ft.
Building to Building:		
Side to Side	14 ft.	14 ft.
Side to Rear	NA	32.5 ft.
Rear to Rear	73 ft.	60 ft.

NOTES:
1. Existing Zoning is R-1 and GC in unincorporated Lake County.
2. Subject parcel is within Buffalo Grove's Prairie View Station Area Plan (2019).
3. Proposed Zoning is R-9 PUD in the Village of Buffalo Grove.
4. F.A.R. includes 100% of units with optional habitable attic space.

PREPARED FOR:

PULTE HOME COMPANY, LLC
1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL 60173
(847) 230-5400

PREPARED BY:

CEMCON, Ltd.
Consulting Engineers, Land Surveyors & Planners
2280 White Oak Circle, Suite 100
Aurora, Illinois 60502-9675
PH: 630.862.2100 FAX: 630.862.2199
E-Mail: info@cemcon.com Website: www.cemcon.com

DISC NO.: 402174 FILE NAME: PREPLAT
DRAWN BY: LAL FLD. BK. / PG. NO.: E07\69,72-76
COMPLETION DATE: 2025-05-30 JOB NO.: 402.174
XREF : TOPO_2008 PROJECT MANAGER : CRM

07-21-25/LAL: REVISED PER VILLAGE COMMENTS DATED 7/2/25
09-09-25/LAL: REVISED PER VILLAGE COMMENTS DATED 8/25/25
10-02-25/JGC: REVISED PER VILLAGE COMMENTS DATED 9/30/25

SHEET 1 OF 2

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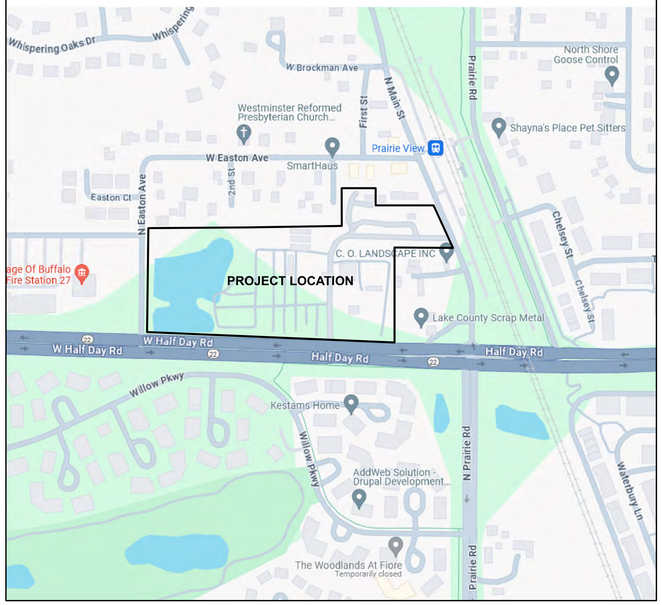
PLOT FILE CREATED: 10/3/2025 BY: JEFF CEBULA
DRAWING PATH: P:\402174\DWG\ENGR\MISC\PRELIMINARY\PREPLAT.DWG

PRELIMINARY ENGINEERING
PRAIRIE VIEW TOWNS
BUFFALO GROVE, ILLINOIS

LOCATION MAP NORTH



INDEX

1. COVER SHEET
2. EXISTING CONDITIONS
3. DEMOLITION PLAN
4. OVERALL SITE PLAN
5. OVERALL GRADING PLAN - RESIDENTIAL AREA
6. GRADING PLAN - WEST
7. GRADING PLAN - CENTRAL
8. GRADING PLAN - EAST
9. GENERAL UTILITY PLAN
10. UTILITY PLAN - WEST
11. UTILITY PLAN - CENTRAL
12. UTILITY PLAN - EAST

A. FIRE HYDRANT COVERAGE MAP
S1. STORMWATER SHEET 1
WH1. WETLAND HYDROLOGY SHEET 1 [EXISTING]
WH2. WETLAND HYDROLOGY SHEET 2 [PROPOSED]
F. FLOODPLAIN FILL CALCULATIONS
C. COMPENSATORY STORAGE CALCULATIONS
H. HYDROLOGICALLY DISTURBED AREA EXHIBIT
V. VICINITY TOPOGRAPHIC MAP
I. IMPERVIOUS COVERAGE
W. WETLAND SUMMARY SHEET

LEGEND

EXISTING	PROPOSED		EXISTING	PROPOSED	
		SANITARY SEWER			CENTER LINE
		FORCE MAIN			EASEMENT
		STORM SEWER			BUILDING SETBACK
		P.V.C. STORM SEWER			CURB & GUTTER
		COMBINED SEWER			CURB & REVERSE GUTTER PITCH
		DRAIN TILE			DEPRESSED CURB & GUTTER
		WATER MAIN			GUARD RAIL
		TRENCH BACKFILL			FENCE
		MANHOLE			RETAINING WALL
		CATCH BASIN			CURB RAMP
		INLET			DRIVEWAY HAND
		YARD DRAIN			SIGN
		INLET MANHOLE	MB	MB	MAIL BOX
		FLARED END SECTION			SOIL BORING
		HEAD WALL			DECIDUOUS TREE, DIAMETER
LS	LS	LIFT STATION			EVERGREEN TREE, HEIGHT
		CLEAN-OUT	T/F 600.00	T/F 600.00	TOP OF FOUNDATION
M	M	METER VAULT	F/G 600.00	F/G 600.00	FINISHED GRADE
		VALVE VAULT	+600.00	+600.00	SPOT ELEVATION
		VALVE BOX	T/C 600.00	T/C 600.00	TOP OF CURB ELEVATION
		BUFFALO BOX	F/L 600.00	F/L 600.00	FLOW LINE OF GUTTER
		FIRE HYDRANT	600	600	CONTOUR
		CONFLICT			DITCH
		CROSSING			DRAINAGE FLOW
		TRIPLE BASIN			OVERLAND FLOW
GB	GB	GREASE BASIN	R-600.00	R-600.00	RIM ELEVATION
G	G	GAS MAIN	I-600.00	I-600.00	INVERT ELEVATION
E	E	ELECTRIC CABLE			WETLAND LIMIT
T	T	TELEPHONE CABLE			WETLAND BUFFER LINE
F	F	FIBER OPTIC CABLE			RIDGE LINE
C	C	CABLE			BASE FLOOD ELEVATION LINE
		STREET LIGHT			F.E.M.A. FLOODPLAIN LINE
		UTILITY POLE			
		PEDESTAL			
		TRANSFORMER			
G	G	GAS VALVE			
E	E	ELECTRIC BOX			
T	T	TELEPHONE MANHOLE			
F	F	FIBER OPTIC MANHOLE			
T	T	TRAFFIC SIGNAL BOX			
		TRAFFIC SIGNAL			

BENCHMARKS:

NGS MONUMENT LD016 (PID DM 3893): THE STATION IS 131.2 FEET SOUTH OF THE JUNCTION OF US HIGHWAY 45/STATE ROAD 21 WITH APTAKISIC ROAD, 11.2 FEET WEST OF A CHAIN LINK FENCE, 8.2 FEET EAST OF THE EDGE OF CURB OF US HIGHWAY 45/ MILWAUKEE AVENUE ELEVATION 647.45 (NAVD 88)

PROPERTY ADDRESS:

16606 W. IL. ROUTE 22

PROPERTY INDEX NUMBERS:

15-21-100-004 15-16-307-006
15-21-100-047 15-16-300-022
15-21-100-049

DRAINAGE CERTIFICATE

TO THE BEST OF OUR KNOWLEDGE AND BELIEF THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS DEVELOPMENT OR ANY PART THEREOF, OR, THAT IF SUCH SURFACE WATER DRAINAGE WILL BE CHANGED, REASONABLE PROVISION HAS BEEN MADE FOR COLLECTION AND DIVERSION OF SUCH SURFACE WATERS INTO PUBLIC AREAS, OR DRAINS WHICH THE DEVELOPER HAS A RIGHT TO USE, AND THAT SUCH SURFACE WATERS WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD OF DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THIS DEVELOPMENT.

PREPARED FOR:

PULTE HOME COMPANY, LLC
1900 E. GOLF ROAD - SUITE 300 SCHAUMBURG, IL. 60173, (847) 230-5400

CONSULTING ENGINEERS:

PEARSON, BROWN & ASSOCIATES, INC.
A PROFESSIONAL DESIGN FIRM - ILLINOIS PROFESSIONAL ENGINEERING CORPORATION - LICENSE NUMBER 184-001058 EXPIRES 04/30/27
1850 W. WINCHESTER ROAD - SUITE 205 LIBERTYVILLE, ILLINOIS 60048, (847) 367-6707

ALL WATER MAIN VALVES WILL BE OPERATED BY THE VILLAGE OF BUFFALO GROVE WATER DEPARTMENT. 48-HOUR NOTICE IS NECESSARY TO SCHEDULE ANY VALVE OPERATION INCLUDING TESTING OF THE WATER MAIN.

CONTACT JULIE AT 8-1-1 OR 800-892-0123
With the following:
County Lake
City/Township Buffalo Grove / Vernon 43N, 11E
Sec 16, SW 1/4
Sec 1/4 Sec No. Sec 21, NW 1/4
Call 2 working days BEFORE YOU DIG.
illinois1call.com

PERMIT	NUMBER	DATE ISSUED
IEPA - SANITARY		
IEPA - WATER		
IEPA - NPDES		
VILLAGE - BUILDING / WDP		
IDOT - ACCESS / DRAINAGE		

	REVISIONS	
1	07/21/25	PER VILLAGE REVIEW COMMENTS
2	09/11/25	PER VILLAGE REVIEW COMMENTS
3	10/03/25	PER VILLAGE REVIEW COMMENTS
4		
5		
6		
7		
8		
9		
10		
11		
12		

JOHN F. CERBUS
062-052376
REGISTERED PROFESSIONAL ENGINEER
STATE OF ILLINOIS
11/20/25
ENGINEER'S SEAL & SIGNATURE

ORIGINAL ISSUE DATE: 06/02/25

SHEET NUMBER 1
OF 12 SHEETS

JOB No. 25999

FIORE NURSERY REDEVELOPMENT

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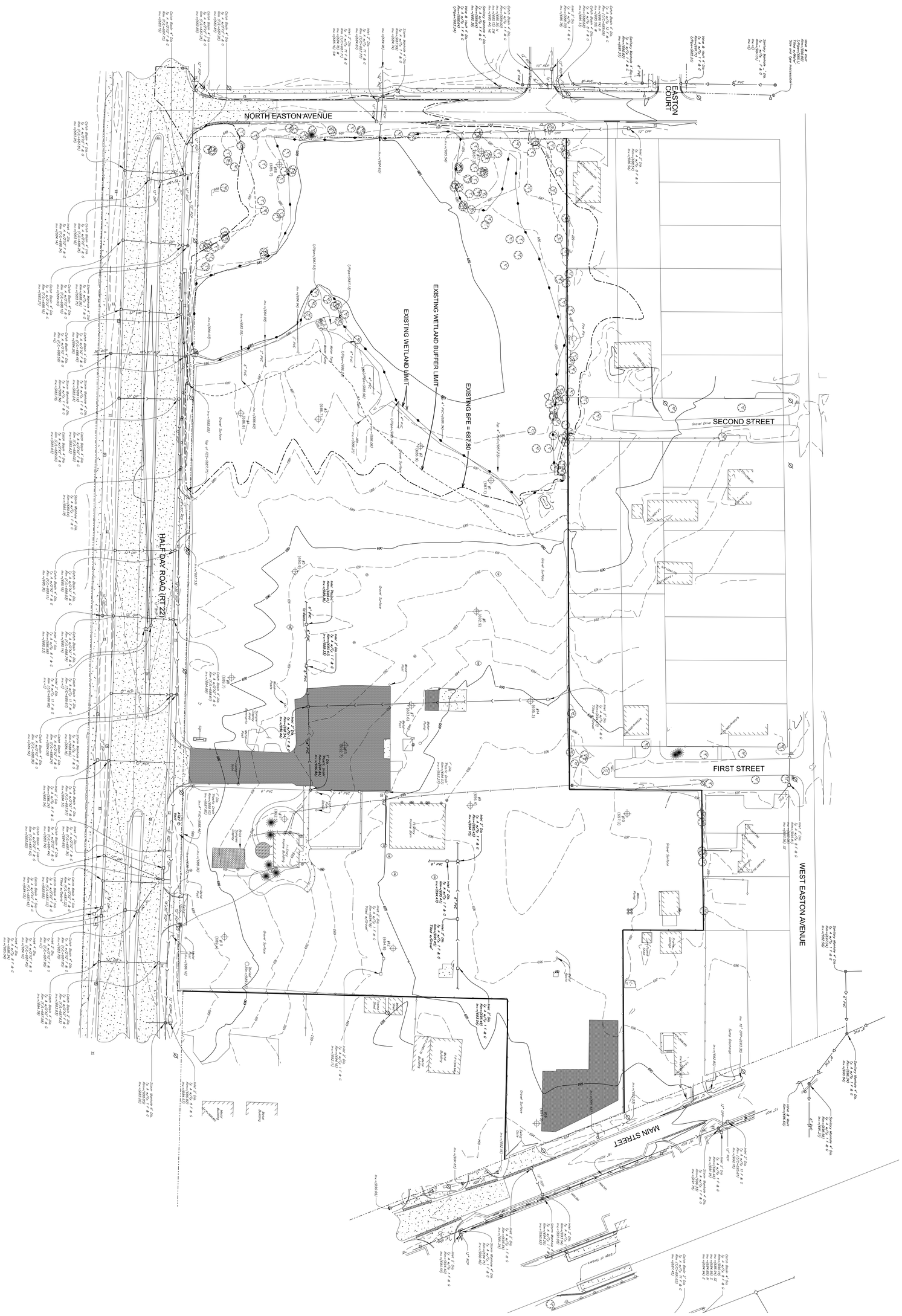

EXISTING CONDITIONS

SHEET NUMBER 2 OF 12 SHEETS

JOB No. 25999

REVISIONS	DATE	BY	DESCRIPTION
	07/21/25	AKZ	REVISED PER VILLAGE REVIEW COMMENTS
	09/11/25	AKZ	REVISED PER VILLAGE REVIEW COMMENTS
	10/03/25	AKZ	REVISED PER VILLAGE REVIEW COMMENTS

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

DESIGNED BY: A.Z.
DRAWN BY: A.Z.
CHECKED BY: A.K.Z.
ORIGINAL ISSUE: 06/02/25

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pearsonbrown.com

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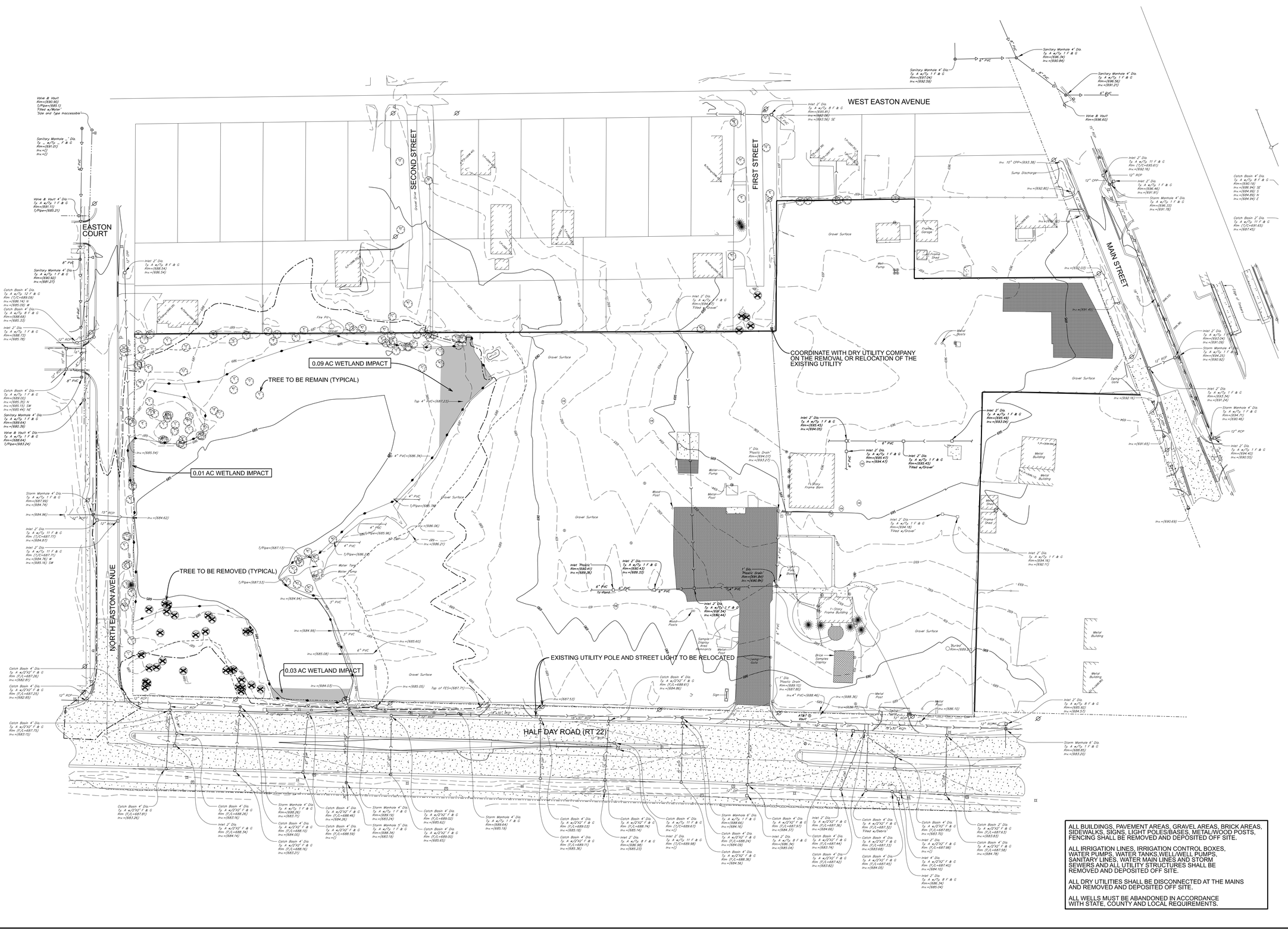
NORTH

50' 25' 0 50'

SCALE: 1" = 50'



ALL BUILDINGS, PAVEMENT AREAS, GRAVEL AREAS, BRICK AREAS, SIDEWALKS, SIGNS, LIGHT POLES/BASES, METAL/WOOD POSTS, FENCING SHALL BE REMOVED AND DEPOSITED OFF SITE.

ALL IRRIGATION LINES, IRRIGATION CONTROL BOXES, WATER PUMPS, WATER TANKS,WELL/WELL PUMPS, SANITARY LINES, WATER MAIN LINES AND STORM SEWERS AND ALL UTILITY STRUCTURES SHALL BE REMOVED AND DEPOSITED OFF SITE.

ALL DRY UTILITIES SHALL BE DISCONNECTED AT THE MAINS AND REMOVED AND DEPOSITED OFF SITE.

ALL WELLS MUST BE ABANDONED IN ACCORDANCE WITH STATE, COUNTY AND LOCAL REQUIREMENTS.

NORTH

SCALE: 1" = 50'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pbaengineers.com

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DESIGNED BY: A.Z.
DRAWN BY: A.Z.
CHECKED BY: A.K.Z.
ORIGINAL ISSUE: 06/02/25

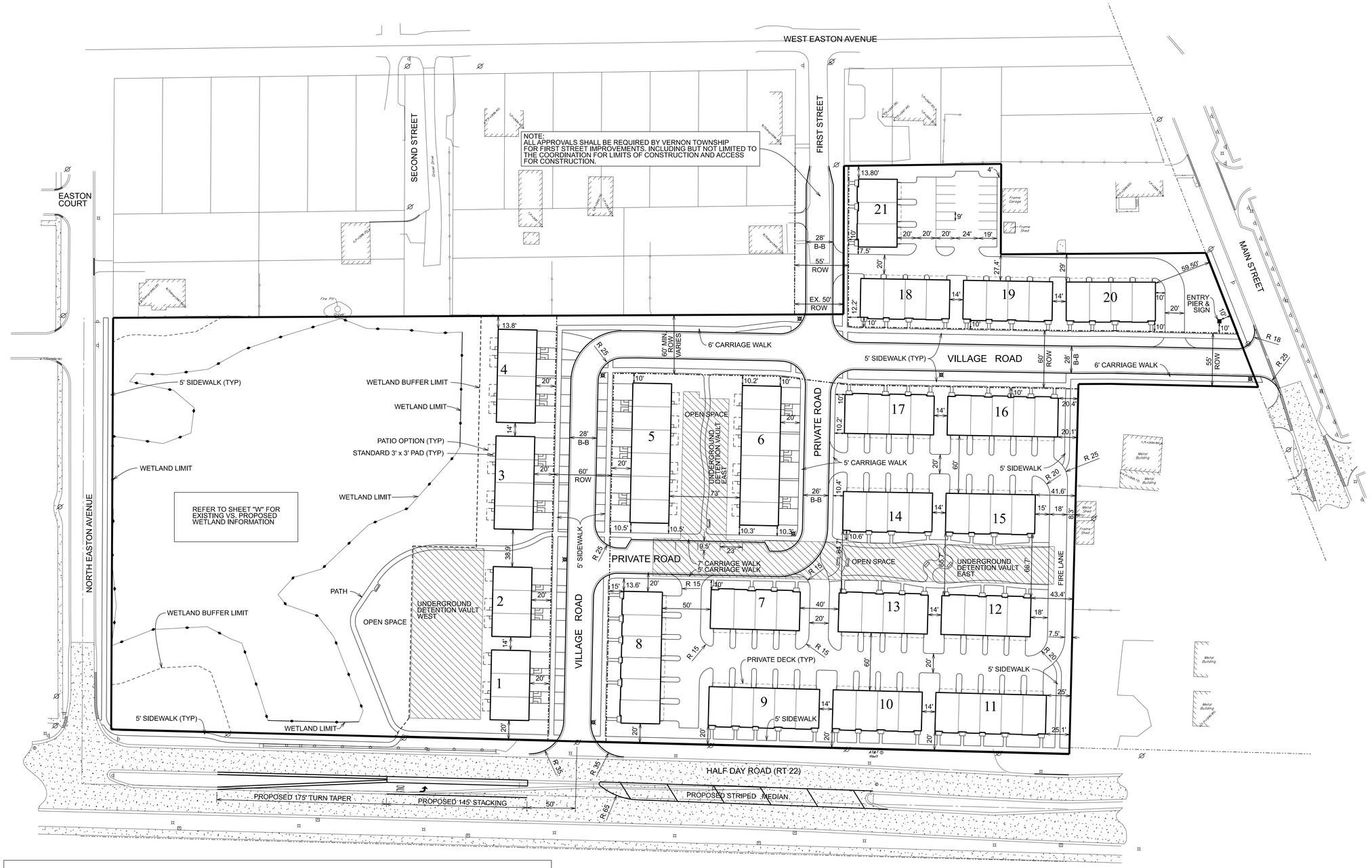
REVISIONS

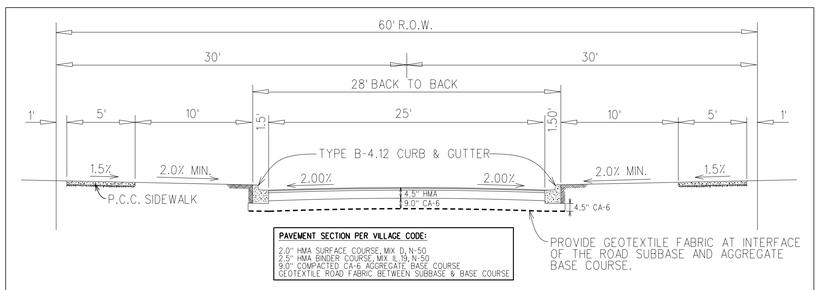
DESCRIPTION	DATE	BY
REVISED PER VILLAGE REVIEW COMMENTS	07/21/25	AKZ
REVISED PER VILLAGE REVIEW COMMENTS	09/11/25	AKZ
REVISED PER VILLAGE REVIEW COMMENTS	10/03/25	AKZ

DEMOLITION PLAN

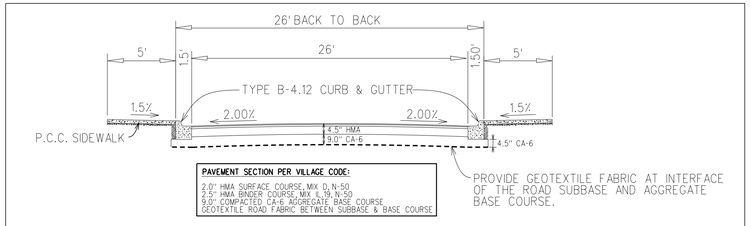
SHEET NUMBER
3
OF 12 SHEETS

JOB No. 25999





TYPICAL 60' R.O.W. & PAVEMENT SECTION



PRIVATE ROAD PAVEMENT SECTION

NORTH

SCALE: 1" = 50'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2267
E-MAIL ADDRESS: pba@pbaengineers.com

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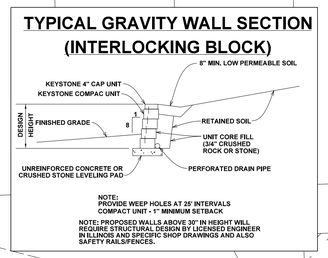
OVERALL SITE PLAN

SHEET NUMBER
4
OF 12 SHEETS

JOB No. 25999

TYPICAL GRAVITY WALL SECTION (INTERLOCKING BLOCK)



NOTE:
PROVIDE WEEP HOLES AT 25' INTERVALS
COMPACT UNIT - 1" MINIMUM SETBACK

NOTE: PROPOSED WALLS ABOVE 30" IN HEIGHT WILL REQUIRE STRUCTURAL DESIGN BY LICENSED ENGINEER IN ILLINOIS AND SPECIFIC SHOP DRAWINGS AND ALSO SAFETY RAILS/FENCES.

NOTE:
ALL STORM SEWER IS DESIGNED TO CONVEY THE 100 YEAR EVENT

NORTH

SCALE: 1" = 30'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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OVERALL GRADING PLAN RESIDENTIAL AREA

SHEET NUMBER 5 OF 12 SHEETS

JOB No. 25999

NORTH

SCALE: 1" = 30'

NORTH EASTON AVENUE

EASTON COURT

HALF DAY ROAD (RT 22)

SECOND STREET

WETLAND LIMIT

EXISTING WETLAND BUFFER LIMIT

PROPOSED CONTOUR (TYPICAL)

COMPENSATORY STORAGE ZONE

EXISTING BFE = 687.80

TREE TO REMAIN (TYPICAL)

REFER TO SHEET "W" FOR EXISTING VS. PROPOSED WETLAND INFORMATION

NOTE:
ALL STORM SEWER IS DESIGNED TO CONVEY THE 100 YEAR EVENT

EXISTING CONTOUR (TYPICAL)

UNDERGROUND DETENTION VAULT (WEST)
TOP OF VAULT = 688.00
HIGH WATER LEVEL = 687.50
OUTLET = 684.00

PROPOSED WETLAND BUFFER LIMIT

PROPOSED BFE = 687.80

MATCH EX.686.50

1 T/F = 690.67 F/G.F. = 690.17 F/G = 690.00

2 T/F = 691.52 F/G.F. = 691.02 F/G = 690.85

3 T/F = 693.52 F/G.F. = 693.02 F/G = 692.85

4 T/F = 694.52 F/G.F. = 694.02 F/G = 693.85

MATCH EXISTING GRADE (TYP)

PROPOSED 30" INTERLOCKING BLOCK RETAINING WALL (TYPICAL)

11/12 STEPS

VALLEY

Gravel Drive

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BUFFALO GROVE, ILLINOIS

PRAIRIE VIEW TOWN

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GRADING PLAN-WEST

SHEET NUMBER
6
OF 12 SHEETS

JOB No. 25999

NORTH

SCALE: 1" = 30'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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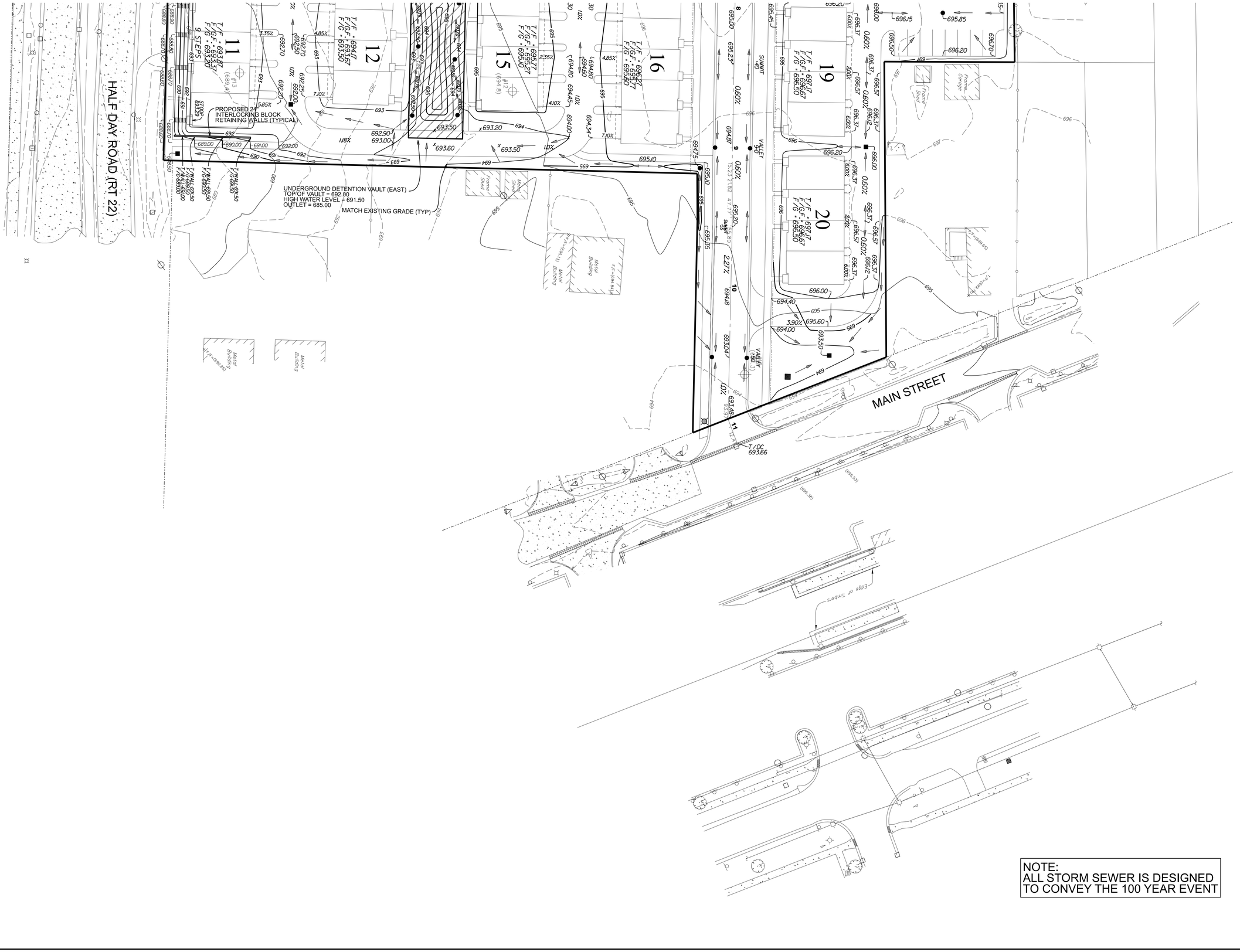
GRADING PLAN-CENTRAL

SHEET NUMBER 7 OF 12 SHEETS

JOB No. 25999



NORTH

SCALE: 1" = 30'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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GRADING PLAN-EAST

SHEET NUMBER
8
OF 12 SHEETS

JOB No. 25999

NORTH

SCALE: 1" = 50'

WEST EASTON AVENUE
EASTON COURT
SECOND STREET
FIRST STREET
MAIN STREET
NORTH EASTON AVENUE
HALF DAY ROAD (RT 22)

EXISTING WATER MAIN VALVE VAULT AND STUB
PROPOSED VALVE VAULT
CONNECT TO EXISTING WATER MAIN STUB
8" WATER MAIN
VALVE VAULT (TYPICAL)
FIRE HYDRANT (TYPICAL)
8" WATER TIGHT STUB AND PLUG
STREET LIGHT
SANITARY SEWER (TYPICAL)
STORM SEWER (TYPICAL)
EXISTING 12" WATER MAIN
12" X 12" PRESSURE CONNECTION
12" WATER MAIN
OUTLET CONTROL STRUCTURE "SPLIT FLOW" 2YR & ABOVE TO WETLAND ABOVE 2YR TO SOUTHERN VAULT
CATCH BASIN W/ SUMP AND "SNOUT" DEVICE BMP FOR WATER QUALITY TREATMENT OF RESTRICTED FLOWS TO WETLAND
BACKFLOW PREVENTER FLOW TOWARDS VAULT ONLY
UNDERGROUND DETENTION VAULT (EAST) TOP OF VAULT = 692.40 HIGH WATER LEVEL = 691.50 OUTLET = 685.00
UNDERGROUND DETENTION VAULT (WEST) TOP OF VAULT = 688.00 HIGH WATER LEVEL = 687.50 OUTLET = 684.00
OUTLET CONTROL STRUCTURE
CONNECT OUTLET PIPE TO EXISTING STORM SEWER MANHOLE
8" X 6" REDUCER AT HYDRANT
8" X 8" REDUCER AT HYDRANT
EXISTING SANITARY SEWER (TYPICAL)
EXISTING 8" WATER MAIN
8" X 8" PRESSURE CONNECTION
SANITARY SEWER CONNECTION POINT

NOTE:
ALL STORM SEWER IS DESIGNED TO CONVEY THE 100 YEAR EVENT

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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GENERAL UTILITY PLAN

SHEET NUMBER
9
OF 12 SHEETS

JOB No. 25999

NORTH EASTON AVENUE

EASTON COURT

HALF DAY ROAD (RT 22)

SECOND STREET

NOTE:
ALL STORM SEWER IS DESIGNED TO CONVEY THE 100 YEAR EVENT

OUTLET CONTROL STR. #3
R-688.00 +/-

UNDERGROUND DETENTION VAULT (WEST)
TOP OF VAULT = 686.00
HIGH WATER LEVEL = 687.50
OUTLET = 684.00

EXISTING 8" WATER MAIN

8" x 8" PRESSURE CONNECTION

WATER MAIN CASING PIPE

RELOCATE POWER POLE AND STREET LIGHT

138' STEEL CASIN PIPE AUGERED AND PUSHED

185' - 8" SAN. @ 0.45%

SAN.MH.*1
RIM - 687.00+/-
PROP. 8" INV - 679.00+/-
EX.8" INV - 678.65+/-

VALVE VAULT (TYPICAL)

FIRE HYDRANT (TYPICAL)

STREET LIGHT

SAN.MH.*2
RIM - 688.95
INV - 679.83

146' - 8" SAN. @ 0.45%

SAN.MH.*3
RIM - 691.55
N.INV - 681.69
E&S.INV - 680.49

67' - 8" SAN. @ 0.45%

OUTLET CONTROL STR. #1

BACKFLOW PREVENTER "FLOW TOWARDS VAULT ONLY"

CATCH BASIN WITH SUMP AND PROPOSED "SNOUT" WATER QUALITY TREATMENT DEVICE
R-692.60

OUTLET CONTROL STR. #2
"SPLIT FLOW" 2YR AND ABOVE TO W/L ABOVE 2YR TO VAULT
R-692.65

8" WATER MAIN

STREET LIGHT

STREET LIGHT

245' - 8" SAN. @ 0.45%

SAN.MH.*4
RIM - 692.85
INV - 682.79

196' - 8" SAN. @ 0.45%

1 2 3 4 5 6 7 8

86.46'

2.36'

45.00'

Gravel Drive

Pole Pit

Fence

G/T=(686.20)+/-

G/T=(686.40)+/-

G/T=(692.29)+/-

G/T=(692.79)+/-

W/L=692.29

W/L=691.79

W/L=692.79

W/L=692.29

NORTH

SCALE: 1" = 30'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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UTILITY PLAN-WEST

SHEET NUMBER
10
OF 12 SHEETS

JOB No. 25999

UNDERGROUND DETENTION VAULT (WEST)
TOP OF VAULT = 688.00
HIGH WATER LEVEL = 687.50
OUTLET = 684.00

VALVE VAULT (TYPICAL)
FIRE HYDRANT (TYPICAL)
BACKFLOW PREVENTER "FLOW TOWARDS VAULT ONLY"
CATCH BASIN WITH SUMP AND PROPOSED "SNOUT" WATER QUALITY TREATMENT DEVICE
R-692.60
OUTLET CONTROL STR. #2
"SPLIT FLOW" 2YR AND ABOVE TO WIL. ABOVE 2YR TO VAULT
R-692.65

185' - 8" SAN. @ 0.45%
138' STEEL CASIN PIPE AUGERED AND PUSHED
SAN.MH.*1
RIM - 687.00+/-
PROP. 8" INV. - 679.00+/-
EX. 8" INV - 678.65+/-

STREET LIGHT
146' - 8" SAN. @ 0.45%
8" WATER MAIN
SAN.MH.*19
RIM - 692.85
INV - 682.79
245' - 8" SAN. @ 0.45%
SAN.MH.*2
RIM - 688.95
INV - 679.83
SAN.MH.*3
RIM - 691.55
N.INV - 681.69
E.&S.INV - 680.49
67' - 8" SAN. @ 0.45%
OUTLET CONTROL STR. #1
SAN.MH.*4
RIM - 694.50
INV - 680.79
41' - 8" SAN. @ 0.45%
196' - 8" SAN. @ 0.45%
54' - 8" SAN. @ 2.70%
82' - 8" SAN. @ 0.45%
SAN.MH.*6
RIM - 693.45
S.INV - 682.95
N&E.INV - 681.34
SAN.MH.*5
RIM - 693.70
INV - 680.97
SAN.MH.*7
RIM - 693.40
INV - 684.40
UNDERGROUND DETENTION VAULT (EAST)
TOP OF VAULT = 692.00
HIGH WATER LEVEL = 691.50
OUTLET = 685.00
STREET LIGHT
SAN.MH.*12
RIM - 694.55
INV - 685.52
SAN.MH.*11
RIM - 695.05
INV - 684.13
SAN.MH.*10
RIM - 695.00
E.INV - 684.42
S&W.INV - 683.67
82' - 8" SAN. @ 1.70%
103' - 8" SAN. @ 0.45%
STREET LIGHT
83' - 8" SAN. @ 0.45%
89' - 8" SAN. @ 0.60%
23' - 8" SAN. @ 0.45%
SAN.MH.*14
RIM - 695.25
INV - 684.52
SAN.MH.*15
RIM - 695.78
INV - 684.89
SAN.MH.*15A
RIM - 696.30
INV - 685.42
8" WATER MAIN
FIRST STREET
VALVE VAULT (TYPICAL)
356' - 8" SAN. @ 0.60%
271' - 8" SAN. @ 0.60%
STREET LIGHT
347' - 8" SAN. @ 0.60%
SAN.MH.*8
RIM - 692.75
INV - 683.48
VALVE VAULT (TYPICAL)
FIRE HYDRANT (TYPICAL)
SAN.MH.*13
RIM - 694.95
INV - 685.76
WATER MAIN (TYPICAL)
8" WATER MAIN
Frame Shed
Metal Shed
Frame Shed
Frame Garage

HALF DAY ROAD (RT 22)
WEST EASTON AVENUE

NOTE:
ALL STORM SEWER IS DESIGNED TO CONVEY THE 100 YEAR EVENT

NORTH
SCALE: 1" = 30'

PRAIRIE VIEW TOWN
BUFFALO GROVE, ILLINOIS

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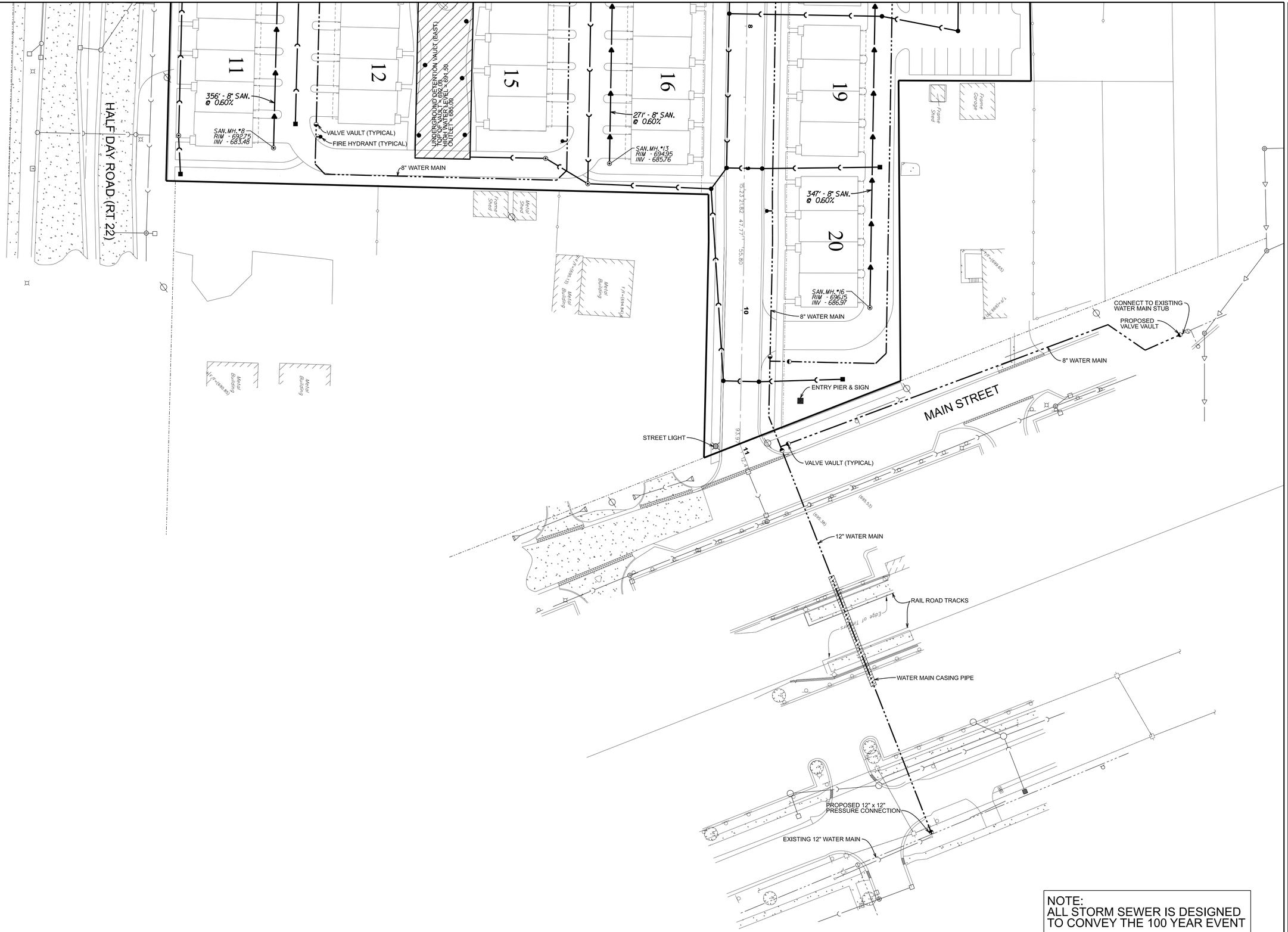
UTILITY PLAN-CENTRAL

SHEET NUMBER
11
OF 12 SHEETS
JOB No. 25999



NOTE:
ALL STORM SEWER IS DESIGNED
TO CONVEY THE 100 YEAR EVENT

NORTH

SCALE: 1" = 30'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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UTILITY PLAN-EAST

SHEET NUMBER
12
OF 12 SHEETS

JOB No. 25999

WEST EASTON AVENUE

EASTON COURT

SECOND STREET

FIRST STREET

MAIN STREET

NORTH EASTON AVENUE

HALF DAY ROAD (RT 22)

150' RADIUS (TYPICAL)

150' RADIUS (TYPICAL)

Sanitary Manhole 4' Dia.
Typ. A w/Tr. 1, 7 & C
Rim=(687.21)
Inv.=(679.26)

NORTH

SCALE: 1" = 50'

50' 25' 0 50'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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FIRE HYDRANT COVERAGE MAP

SHEET NUMBER

A

OF 12 SHEETS

JOB No. 25999

Onsite Hydrologically Disturbed Area = **7.75** **AC**
(Excluding native buffer and compensatory storage areas to be deed restricted)

Total Onsite Impervious:

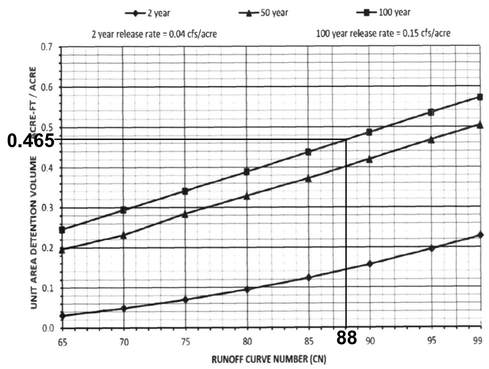
Description	Area (sf)	
Buildings	78578	
Bldg Entry Porch Zones	272	
Walks	38197	
Driveways, Aisles and Parking Areas	120043	
Total >>>	237090	sf
	5.44	AC
Offsite Impervious:	5315	
Total >>>	5315	sf
	0.12	AC
Total Impervious >>>>	5.56	AC
Pre-existing onsite Impervious>>>	2.02	AC

			CN	Multiple
Net new Onsite Impervious >>>	3.54	AC	98	347.40
Remaining area considered pervious >>>	4.21	AC	80	336.41
			Total>>	683.81
Composite CN = Total / 7.75 ac >>>>>	88			

The corresponding 100yr unit area factor for CN 88 = 0.465 ac-ft / ac

"ESTIMATED" REQUIRED = 3.60 AC-FT
PROVIDED = 3.98 AC-FT

0.465 ac-ft / ac x 7.75 ac = 3.60 ac-ft reqd.



APP. K - Chart for estimated reqd.volume

The net property area is 11.196 acres. The following Parcel Identification Numbers are involved. An address of 16606 W. IL Route 22 has been associated with the property.

PINs:
15-21-100-049
15-16-307-006
15-21-100-004
15-16-300-022
15-21-100-047

PROJECT UNDERSTANDING

The general direction of site drainage is from the east towards the wetland area in the western part of the site. This property and nearby areas drain to the Willow Creek / Des Plaines River Watershed via the Indian Creek Sub-Watershed.

No FEMA special flood hazard areas exist onsite or nearby according to current FIRM panel data.

The project stormwater management are planned to include detention, water quality/runoff volume reduction measures, storm sewer design, positive drainage, compensatory storage and wetland permitting as required.

Technical Release 55 (TR-55)
Runoff Depth for 80/150

80/150 Analysis for IWLC (western area of site)

EXISTING CONDITIONS				
Existing Tributary Area (acres) =	3.91	S	Q (in)	
Existing Conditions Curve Number =	82	2.195	1.651	
Event	**Rainfall (in)**	**CN**	**Runoff (in)**	**Runoff Volume (ac-ft)**
2-Year 24 Hour	3.34	82	1.651	0.54

80/150 Compliance				
Event	**Existing Runoff Volume (ac-ft)**	**Unit Runoff Volume (ac-ft/ac)**	**80% of Existing Volume (ac-ft)**	**150% of Existing Volume (ac-ft)**
2-Year 24 Hour	0.54	0.138	0.43	0.81

PROPOSED CONDITIONS					
Proposed Tributary Area (acres) =	2.74	S	Q (in)		
Proposed Conditions Curve Number =	85	1.765	1.878		
Event	**Rainfall (in)**	**CN**	**Runoff (in)**	**Runoff Volume (ac-ft)**	**Percent of Existing Volume**
2-Year 24 Hour	3.34	85	1.878	0.43	80%

PRELIMINARY WETLAND BUFFER MAINTENANCE PLAN
FOR
PRAIRIE VIEW TOWN, BUFFALO GROVE, ILLINOIS
September 10, 2025

PURPOSE AND OBJECTIVE

This document intends to summarize the required wetland buffer maintenance tasks and responsibilities for the propose Prairie View Town in Buffalo Grove, Illinois.

The Final Plat and Final Engineering for the project shall illustrate all stormwater management areas including the storm sewer system and deed restricted areas such as wetland buffer areas.

RESPONSIBILITIES

Responsibility for the short and long term overall maintenance of the wetland buffer areas (including native vegetation) is put on the Prairie View Town Homeowners Association.

VEGETATIVE GROWTH:

Vegetative Growth: The project plans and/or wetland report documents call for native vegetation to be planted within the wetland buffer zone.

The native vegetation cover should be a thick and vigorous growth to stabilize soils and prevent erosion from occurring.

One of the most common maintenance problems is that of dying vegetation. The responsible party shall determine the cause of problem and correct it either by modifying the environment (removal of undesired species) so the selected vegetation can grow or changing the type of vegetation planted to meet environmental requirements.

Many native species have deep roots that help prevent erosion and also remove nutrients and other impurities from the stormwater runoff helping to minimize impacts to surface waters including streams, rivers and lakes. Native vegetation is not like turf grass and should be maintained as follows:

Native Vegetation Management Activities:
Weed management during the growing season should be conducted both before and after seed installation activities to help promote the establishment of native species. Both mechanical and chemical weed control methods will be performed according to site needs. After seeding activities have been completed, spot treatments should be made with appropriate herbicides to effectively control weeds commonly associated with disturbed areas. Persons performing herbicide treatments during the execution of this plan must have

obtained a current herbicide applicator s/operator s license and possess adequate experience in weedy or non-native species identification and management. All herbicides will be applied in strict accordance with label restrictions. Mowing and/or weed whipping may be conducted on several occasions throughout the growing season to help suppress the development of short-lived invasive species. Mowing should be performed at no less than 6 inches from the ground and under conditions that reduce the possibility of soil disturbances. Management activities shall be by qualified personnel with experience with native vegetation establishment.

Native Vegetation Monitoring:
Monitoring shall be by a qualified ecological firm that has experience with vegetation monitoring protocols. A plant meander search should be performed during two occasions during each growing season, spring (May/June) and fall (August/September). Plant species observed will be analyzed using the Chicago FQA program to provide qualitative vegetation statistics including native FQI and native mean C. Determinations for dominance or cover will be by visual estimation only. The naturalized planting areas will have the following performance standards: The seeded planted areas will meet the following annual standards for the presence of native, non-invasive perennial species (as measured by aerial coverage). Year 1 10%, Year 2 25%, Year 3 75% (does not apply to emergent zones)

Once Native plants cover 75% of the buffer areas with no bare areas greater than 2 square feet, these areas can be considered to be established.

Annual maintenance thereafter should include invasive removals, and clean up of trash and debris.

1. At the end of Year 3, none of the three most dominant species within the seeded/planted areas will be invasive or nonnative species. These will typically include, but are not limited to, the following: Cattail (Typha spp.), Reed Canary Grass (Phalaris arundinacea), Purple Loosestrife (Lythrum salicaria), Common Reed (Phragmites australis), Canadian Thistle (Cirsium arvense), Sandbar Willow (Salix interior), Kentucky Blue Grass (Poa pratensis), Yellow Sweet-Clover (Melilotus officinalis), Teasel (Dipsacus spp.), Japanese-Knotweed (Reynoutria japonica), and Asian Bittersweet (Celastrus orbiculatus).

2. No area over the entire native vegetation area greater than 2 square feet will be devoid of vegetation, as measured by aerial coverage, unless specified on approved plans. This standard does not apply to emergent communities.

3. At the end of Year 3, the native FQI will have a value of 20.00 or greater for all communities combined.

4. At the end of Year 3, the native mean C will have a value of 3.00 or greater for all communities combined. Soil erosion and sediment control measures shall be regularly maintained. Routine inspections should include on-going attention to any recurrent erosion or sediment problems. The risk of any such problems lessens as site vegetative cover increases and matures. Repairs should be conducted promptly to prevent small erosion problems from becoming larger problems. Minor grading, supplemental seeding or planting, and the use of appropriate erosion control blanket will be needed in any areas where erosion persists.

Cost Considerations: Maintenance and replacement needs and costs should be part of the economic analysis. All maintenance costs will be the responsibility of the HOA. Keep records o/ all maintenance costs in order to determine typical annual costs that would be the basis for the annual maintenance fund. Frequent maintenance program work execution will lead to less frequent and less costly long term

maintenance and restoration. The attached short term and long term maintenance provisions may need to be adjusted based on experience recorded over the initial period of occupancy.

RECORD KEEPING

Separate and distinct records shall be maintained by the owner to record the specific activities and costs thereof for the Short Term and Long Term Maintenance Plan implementation. The records shall include the dates of maintenance inspections and the specific work performed. The records can be used to document maintenance history and as a basis for annual budgeting.

Long Term Maintenance Program – Significant Elements and Aspects[1]

Stormwater Conveyance Elements	Periodic Inspections	Significant Aspects	Repair Work
Tree Trimming	5 year intervals	Prescribed Management	Cut back
Native Vegetation Areas	As described in Vegetative Growth Section Above	As described in Vegetative Growth Section Above	As described in Vegetative Growth Section Above
Controlled Burn of Native Vegetation Areas	2 to 3 year intervals	Prescribed Management	Controlled Burn
At Culvert and Swale Outfalls	5 year intervals	Flooding, Erosion	Remove Siltation, Re-seed, Restore Riprap
Outlet Control Structure Pipes	5 year intervals	Flooding, Erosion	Restore/Replace Inflow & Outflow Openings

[1] Long range maintenance activities are those required that are typically conducted every several years. The maintenance intervals stated are typical but all are on an as-needed basis as well. This list is to be used as an example only and is not intended to be all inclusive.

Short Term Maintenance Program – Significant Elements and Aspects

Stormwater Conveyance Elements	Periodic Inspection	Significant Aspects	Repair Work
General – All Areas	March through November	Disturbed surface areas	Seed Area with grass or native vegetation if within buffer, Mulch to Protect

Source: Modified Sample Maintenance Plan from Lake County Stormwater Management Commission.

WATER QUALITY / RUNOFF VOLUME REDUCTION

During final engineering water quality and runoff volume options for the zone below the vaults will be explored with Storm Trap. It is anticipated that flow-through device based treatment will also be employed for this project at key locations including downstream of the outlet controls.

RUNOFF VOLUME REDUCTION HIERARCHY

Runoff Volume Reduction (RVR) standards described in Section 503 of the WDO apply to this development.

Article 5, Section 503.01 of the WDO requires that all development be designed in accordance with the Runoff Volume Reduction (RVR) Hierarchy listed in that section. The hierarchy has been applied to the design of the development as follows:

- *Preservation and enhancement of the stormwater management benefits of the natural resource features of the development site (e.g., areas of Hydrologic Soil Groups A and B, floodplains, Waters of the United States, Isolated Waters of Lake County, channels, drainageways, prairies, savannas, and woodlands);*

  The majority of the existing wetland is planned to be preserved.

- *Enhancement of the infiltration and storage characteristics of the development site using appropriate best management practices;*

  The zones underneath the proposed vaults will consist of washed stone rather than concrete slabs to promote infiltration to the extent possible.

- *Measures that provide water quality and quantity control;*

  Areas associated with the compensatory storage grading will be deed-restricted planted in native vegetation to better absorb and infiltrate runoff and provide water quality by acting as a filter for the first flush rain events by capturing pollutants.

WATER QUALITY

The WDO requires that all development divert and detain at least the first 0.01 inches of runoff for every 1% of net new impervious surface for the development with a minimum volume equal to 0.2 inches of runoff or provide an equivalent level of treatment suitable to the Enforcement Officer.

It is anticipated the zones below the vaults will be able to temporarily retain water to provide water quality treatment volume. Remaining treatment is expected to be provided with flow-through treatment devices.

The total net new impervious surface area for the development is 3.54 acres and this area requires 0.295 acre-feet of water quality treatment volume (or equivalent approved level of treatment as approved by the Enforcement Officer).

Proposed parking space totals will be in excess of 25. Therefore, the water quality measures will also need to provide hydrocarbon removal as required.

UPPER (EASTERN) VAULT FOOTPRINT = 22,981 SF
PLANNED WASHED CA-7 STONE DEPTH BELOW VAULT = 1.56'
STONE VOLUME = (22,981 SF)(1.56 FT) = 35,850 CF
VOLUME IN VOID SPACE AT 36% = 12,906 CF = 0.296 AC-FT
EXCEEDS 0.295 AC-FT REQUIRED

PRAIRIE VIEW TOWN
BUFFALO GROVE, ILLINOIS

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pbaengineers.com

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DESIGNED BY: A.Z.
DRAWN BY: A.Z.
CHECKED BY: A.K.Z.
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DESCRIPTION	BY	DATE
REVISED PER VILLAGE REVIEW COMMENTS	AKZ	07/21/25
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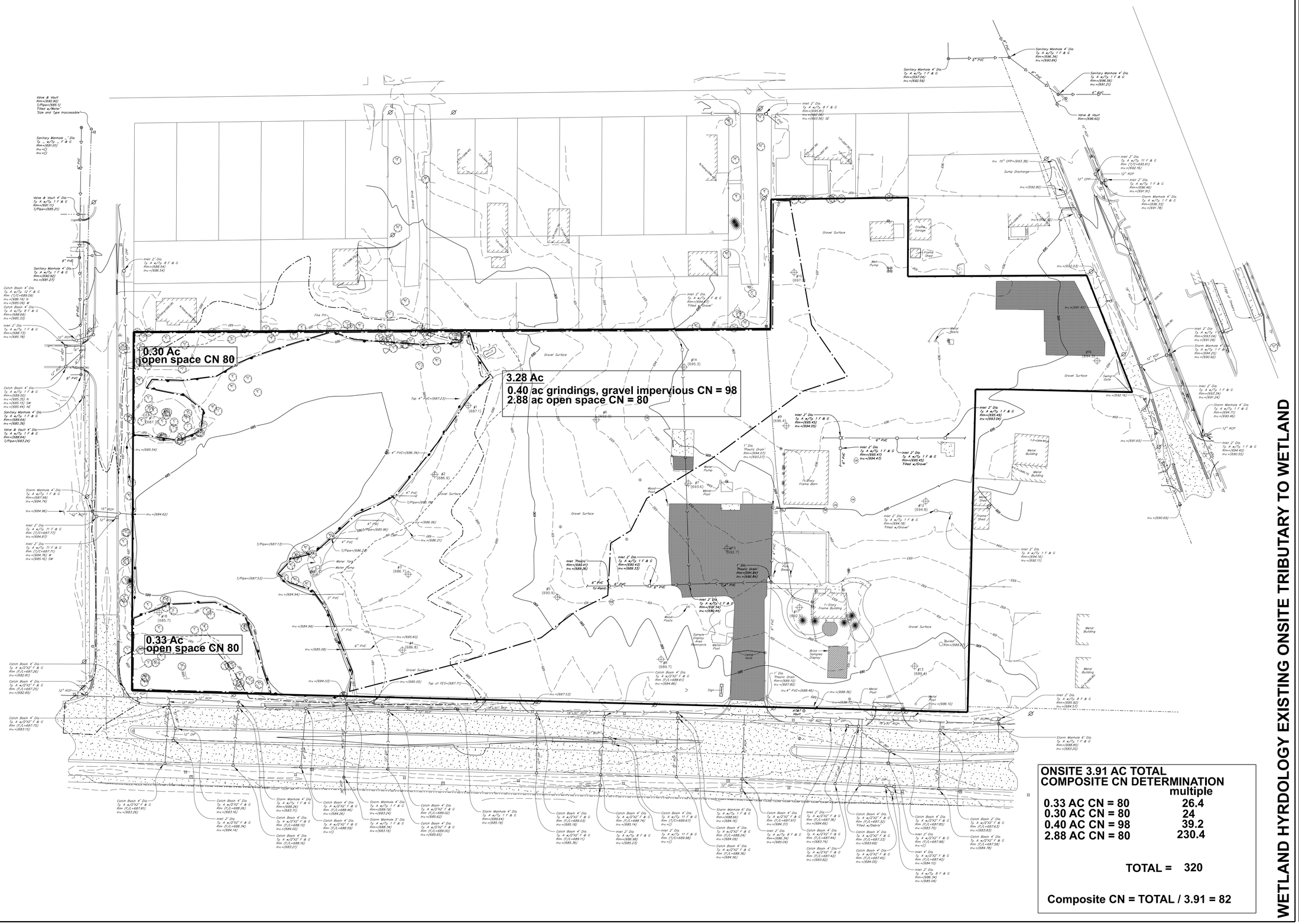
REVISED PER VILLAGE REVIEW COMMENTS	AKZ	10/03/25

REVISIONS

STORMWATER

S1

JOB No. 25999


0.30 Ac
open space CN 80
3.28 Ac
0.40 ac grindings, gravel impervious CN = 98
2.88 ac open space CN = 80
0.33 Ac
open space CN 80
Gravel Surface
Gravel Drive
Fire Pit
Frame Garage
Well Pump
Metal Shed
Swing Gate
Water Pump
Water Tank
Wood Posts
Metal Post
Sample Display Area Newspapers
Brick Sample Display
1-Story Frame Barn
1-Story Frame Building
Metal Building
Light Pole Base
Sign
Buried
AT&T Vault
Sump Discharge
Top 4" PVC=(687.23)
Top of YES=(687.71)
Inv=(685.54)
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Size and Type Inaccessible
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Tilted w/Gravel
Inv=(694.54)
Inv=(690.44)
Inv=(689.33

0.33 Ac
open space CN 80

open space CN 80
0.30 Ac

2.11 ac

2.74 ac total tributary	multiple
0.82 ac CN = 98 impervious	80.36
0.52 ac CN = 78 native buffer HSG D	40.56
0.77 ac CN = 80 open space	61.6
0.30 ac CN = 80 open space	24
0.33 ac CN = 80 open space	26.4
total	232.92

Composite CN = total / 2.74 = 85

BACKFLOW PREVENTER
FLOW TOWARDS VAULT ONLY

CATCH BASIN WITH SUMP
AND PROPOSED "SNOUT"
WATER QUALITY TREATMENT DEVICE

OUTLET CONTROL STR. #2
SPLIT FLOW
2YR & 100YR TO WETLAND
ABOVE 2YR FLOWS TO SOUTH VAULT

OUTLET CONTROL STR. #1

11/12 STEPS

VALLEY

MATCH EX. 686.50

Gravel Drive

PROPOSED COND.

NORTH

SCALE: 1" = 30'

PRAIRIE VIEW TOWN

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CONSULTING ENGINEERS
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LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
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REVISIONS

DATE	BY	DESCRIPTION
07/21/25	AKZ	REVISED PER VILLAGE REVIEW COMMENTS
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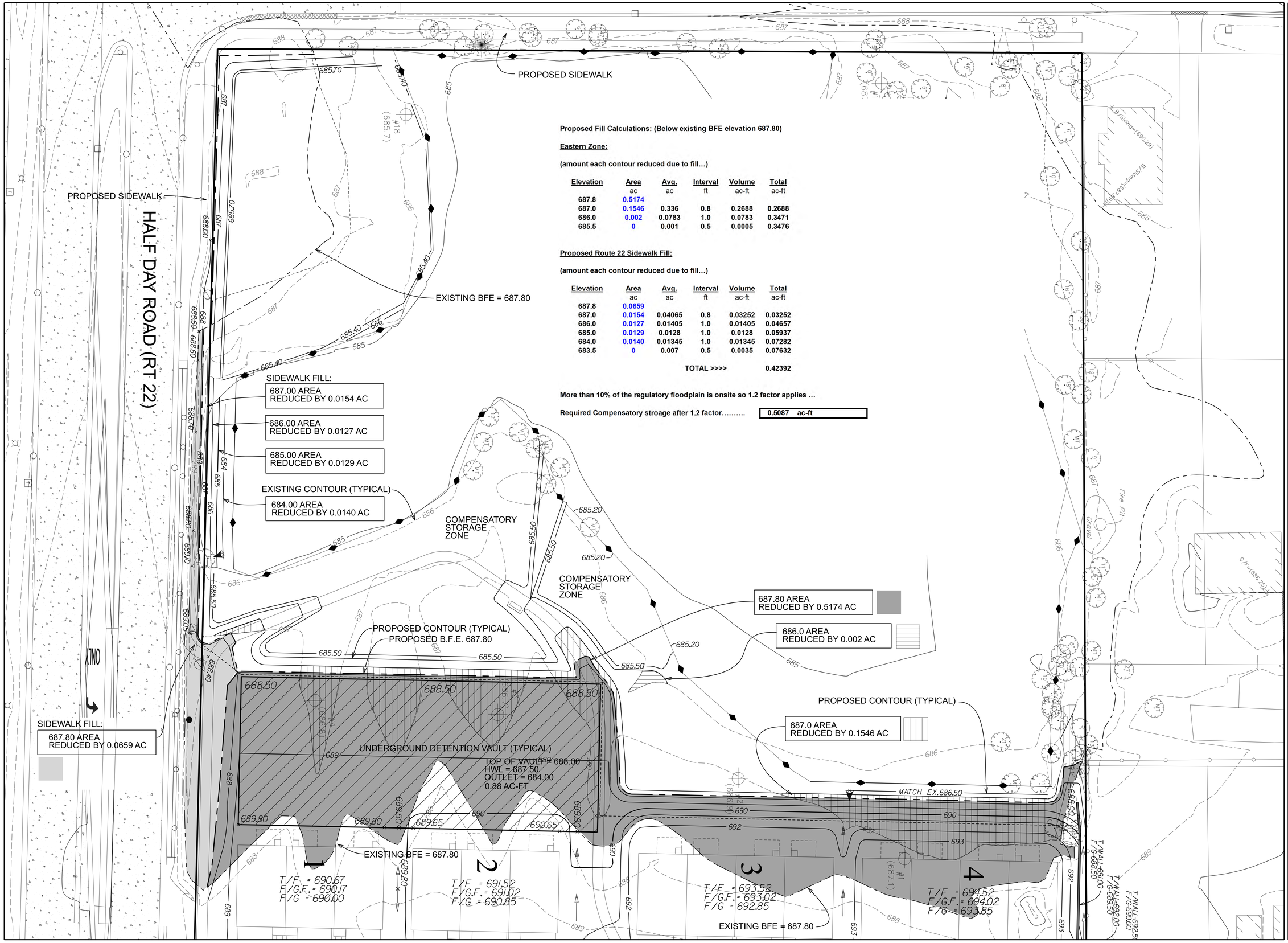
WETLAND HYDROLOGY

WH2

JOB No. 25999



Proposed Fill Calculations: (Below existing BFE elevation 687.80)

Eastern Zone:

(amount each contour reduced due to fill…)

Elevation	Area	Avg.	Interval	Volume	Total
	ac	ac	ft	ac-ft	ac-ft
687.8	0.5174				
687.0	0.1546	0.336	0.8	0.2688	0.2688
686.0	0.002	0.0783	1.0	0.0783	0.3471
685.5	0	0.001	0.5	0.0005	0.3476

Proposed Route 22 Sidewalk Fill:

(amount each contour reduced due to fill…)

Elevation	Area	Avg.	Interval	Volume	Total
	ac	ac	ft	ac-ft	ac-ft
687.8	0.0659				
687.0	0.0154	0.04065	0.8	0.03252	0.03252
686.0	0.0127	0.01405	1.0	0.01405	0.04657
685.0	0.0129	0.0128	1.0	0.0128	0.05937
684.0	0.0140	0.01345	1.0	0.01345	0.07282
683.5	0	0.007	0.5	0.0035	0.07632
			TOTAL >>>>		0.42392

More than 10% of the regulatory floodplain is onsite so 1.2 factor applies …

Required Compensatory stroage after 1.2 factor……. **0.5087 ac-ft**

NORTH

SCALE: 1" = 20'

PRAIRIE VIEW TOWN

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PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
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LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pbaengineers.com

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FLOODPLAIN FILL

SHEET NUMBER
F
OF 12 SHEETS
JOB No. 25999

HALF DAY ROAD (RT 22)

PROPOSED B.F.E. 687.80

687.8 AREA
INCREASED BY 0.1301 AC

SOUTHWEST COMPENSATORY STORAGE ZONE

687.0 AREA
INCREASED BY 0.1640 AC

686.0 AREA
INCREASED BY 0.2760 AC

685.7 AREA
INCREASED BY 0.2762 AC

COMPENSATORY STORAGE ZONE

EXISTING BFE = 687.80

687.0 AREA
INCREASED BY 0.0841 AC
(4 ZONES)

EXISTING CONTOUR (TYPICAL)

EXISTING 685.5 CONTOUR

685.5 AREA
INCREASED BY 0.2782 AC
(2 ZONES)

COMPENSATORY STORAGE ZONE

EXISTING 685.5 CONTOUR

686.0 AREA
INCREASED BY 0.2659 AC
(2 ZONES)

PROPOSED CONTOUR (TYPICAL)

PROPOSED B.F.E. 687.80

UNDERGROUND DETENTION VAULT (TYPICAL)
TOP OF VAULT = 688.00
HWL = 687.50
OUTLET = 684.00

PROPOSED CONTOUR (TYPICAL)

MATCH EX.686.50

EXISTING BFE = 687.80

EXISTING BFE = 687.80

PROPOSED 30" INTERLOCKING BLOCK RETAINING WALLS (TYPICAL)

Proposed Cut Calculations: (Below existing BFE elevation 687.80)

Southwest Zone:

Area of each contour increased due to cuts…

Elevation	Area ac	Avg. ac	Interval ft	Volume ac-ft	Total ac-ft
687.8	0.1301				
687.0	0.1640	0.1471	0.8000	0.1176	0.1176
686.0	0.2760	0.2200	1.0000	0.2200	0.3376
685.7	0.2762	0.2761	0.3000	0.0828	0.4205
685.4	0	0.1381	0.3000	0.0414	0.4619

East Zone:

Elevation	Area ac	Avg. ac	Interval ft	Volume ac-ft	Total ac-ft
687.0	0.0841	0.0421			
686.0	0.2659	0.1750	1.0000	0.1750	0.1750
685.5	0.2782	0.2721	0.5000	0.1360	0.3110
685.2	0	0.1391	0.3000	0.0417	0.3528
			TOTAL >>>		0.8147

PROPOSED COMPENSATORY STORAGE
TOTAL VOLUME 0.8147 AC-FT
EXCEEDS REQUIRED 0.5087 AC-FT VOLUME

1 T/F = 690.67 F/G.F. = 690.17 F/G = 690.00
2 T/F = 691.52 F/G.F. = 691.02 F/G = 690.85
3 T/F = 693.52 F/G.F. = 693.02 F/G = 692.85
4 T/F = 694.52 F/G.F. = 694.02 F/G = 693.85

T/WALL 691.00 F/G 688.50
T/WALL 692.00 F/G 689.50
T/WALL 692.00 F/G 690.00
T/WALL 692.50 F/G 690.00

NORTH

SCALE: 1" = 20'

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@pbaeng.com
WEBSITE: www.pbaeng.com

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BUFFALO GROVE, ILLINOIS

PRAIRIE VIEW TOWN

DESIGNED BY: A.Z.
DRAWN BY: A.Z.
CHECKED BY: A.K.Z.
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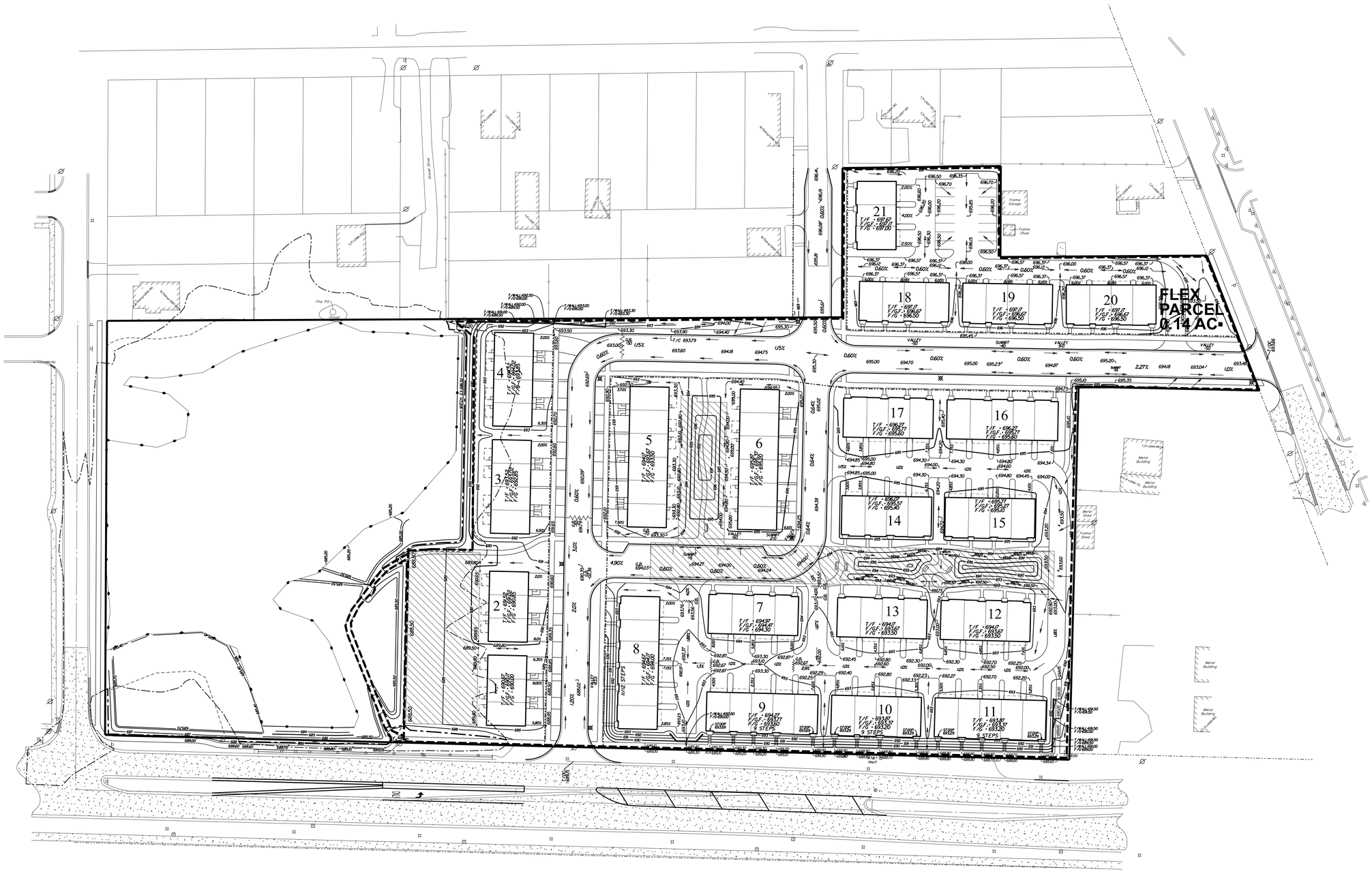
COMPENSATORY STORAGE

SHEET NUMBER
C
OF 12 SHEETS
JOB No. 25999



PER THE LAKE COUNTY WATERSHED DEVELOPMENT ORDINANCE THE DEED RESTRICTED COMPENSATORY STORAGE ZONES THAT WILL BE PLANTED IN NATIVE VEGETATION MAY BE EXCLUDED FROM THE HYDROLOGICALLY DISTURBED AREA TOTAL.

HYDROLOGICALLY DISTURBED AREA = 7.75 AC

NORTH

SCALE: 1" = 50'

PRAIRIE VIEW TOWN

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PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2267
E-MAIL ADDRESS: pba@PEARSONBROWN.COM

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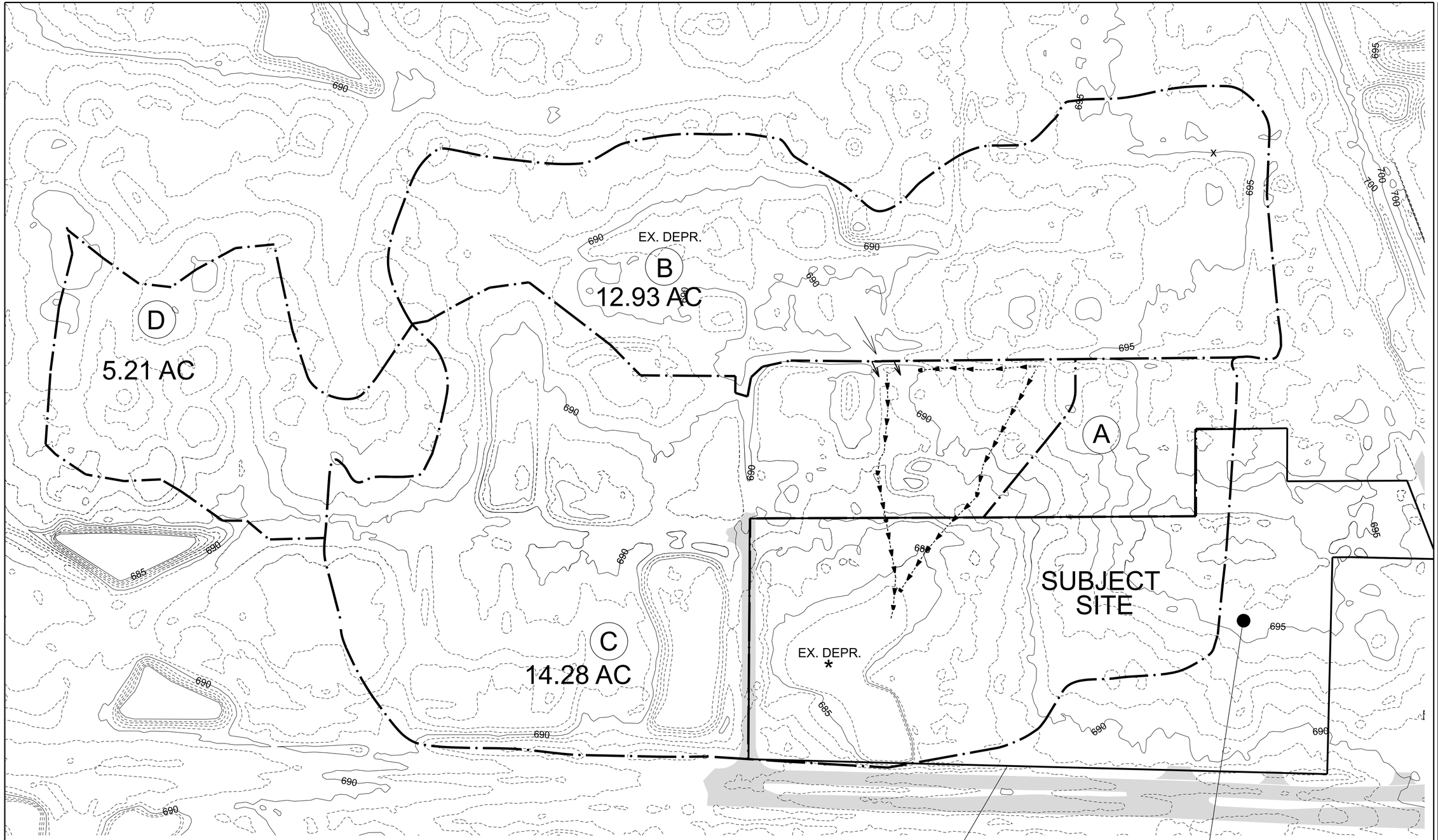
HYDROLOGICALLY DISTURBED AREA

SHEET NUMBER

H

OF 12 SHEETS

JOB No. 25999



B 12.93 AC +/-

OFFSITE AREA TRIBUTARY TO EXISTING ONSITE DEPRESSION BUT NOT TRIBUTARY TO PROPOSED DETENTION SYSTEM

C 14.28 AC +/-

OFFSITE AREA TRIBUTARY TO EXISTING ONSITE DEPRESSION BUT NOT TRIBUTARY TO PROPOSED DETENTION SYSTEM

D 5.21 AC +/-

OFFSITE AREA TRIBUTARY TO EXISTING ONSITE DEPRESSION BUT NOT TRIBUTARY TO PROPOSED DETENTION SYSTEM

A 1.92 AC OFFSITE TRIB. TO PROP. DET. SYS.

* TOTAL EXISTING CONDITIONS TRIBUTARY TO EXISTING DEPRESSION = 41.61 AC +/-

NORTH

SCALE: 1" = 80'

80' 40' 0 80'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

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LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
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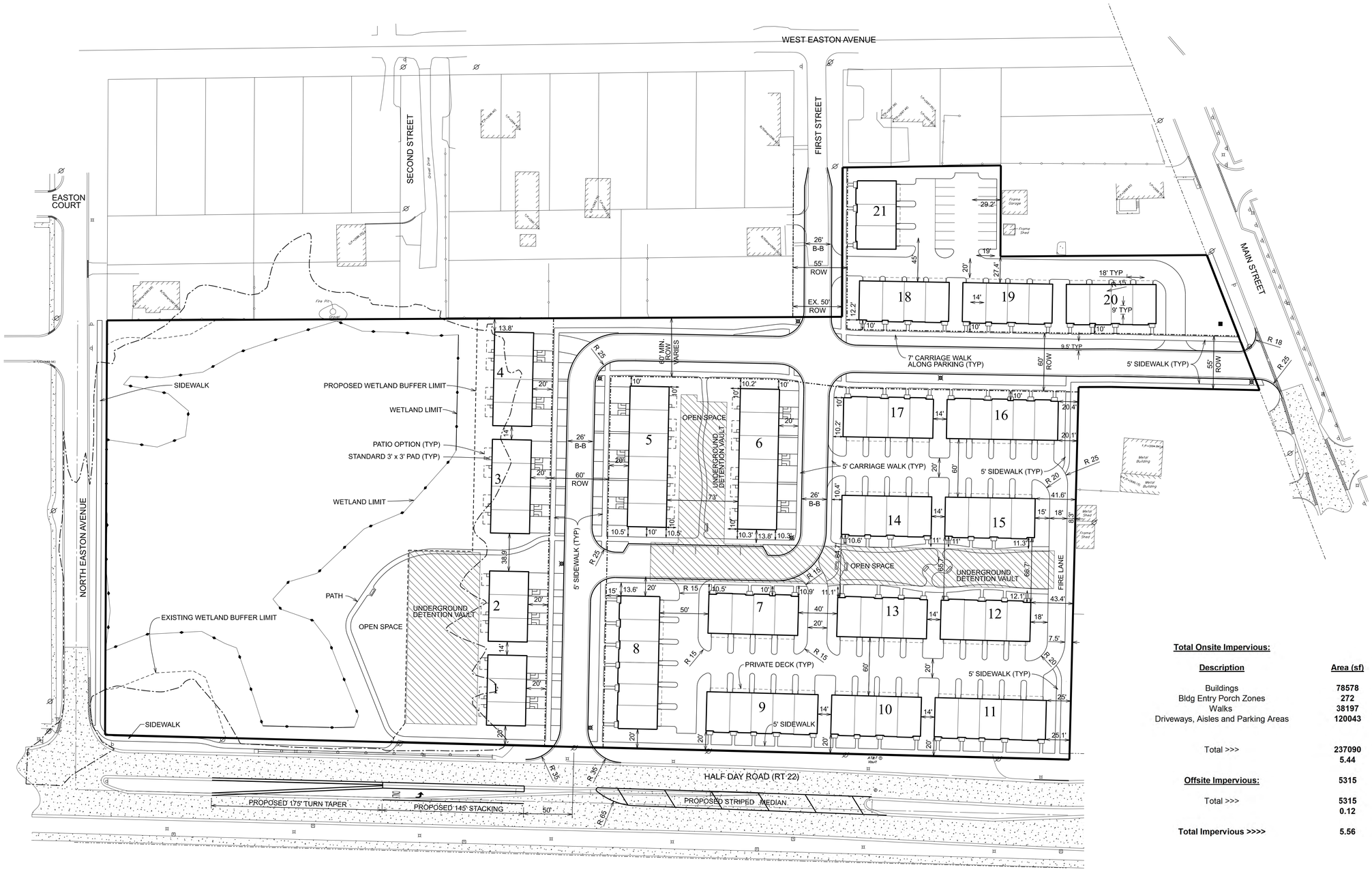
VICINITY TOPO MAP

SHEET NUMBER

V

OF 12 SHEETS

JOB No. 25999



Total Onsite Impervious:

Description	Area (sf)	
Buildings	78578	
Bldg Entry Porch Zones	272	
Walks	38197	
Driveways, Aisles and Parking Areas	120043	
Total >>>	237090	sf
	5.44	AC
Offsite Impervious:	5315	
Total >>>	5315	sf
	0.12	AC
Total Impervious >>>>	5.56	AC

NORTH

SCALE: 1" = 50'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2567
E-MAIL ADDRESS: pba@PEARSONBROWN.COM

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DESIGNED BY: A.Z.
DRAWN BY: A.Z.
CHECKED BY: A.K.Z.
ORIGINAL ISSUE: 06/02/25

REVISIONS

DATE	BY	DESCRIPTION
07/21/25	AKZ	REVISED PER VILLAGE REVIEW COMMENTS
09/11/25	AKZ	REVISED PER VILLAGE REVIEW COMMENTS
10/03/25	AKZ	REVISED PER VILLAGE REVIEW COMMENTS

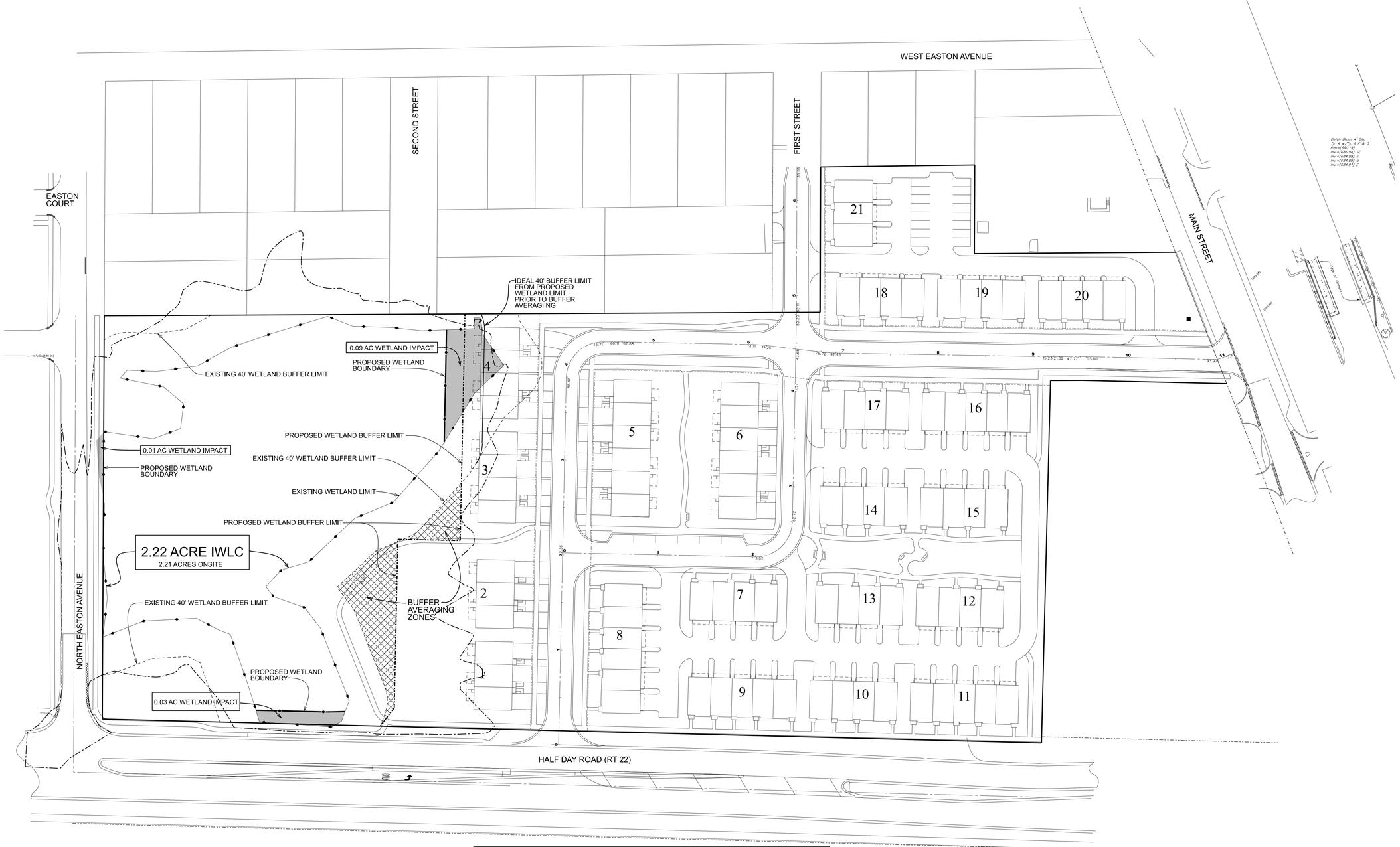
IMPERVIOUS COVERAGE

SHEET NUMBER

1

OF 12 SHEETS

JOB No. 25999



TOTAL PROPOSED IMPACT = 0.13 AC
MITIGATION REPLACEMENT RATIO = 1.5:1
MITIGATION ACREAGE REQUIRED = 0.195 AC

REQUIRED 40' BUFFER AREA = 0.81 AC
FROM PROPOSED WETLAND LIMITS

PROPOSED BUFFER AREA = 0.89 AC

NORTH

SCALE: 1" = 50'

PRAIRIE VIEW TOWN

BUFFALO GROVE, ILLINOIS

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-6707
FAX: (847) 367-2267
E-MAIL ADDRESS: pba@pbaengineers.com

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REVISED PER VILLAGE REVIEW COMMENTS	AKZ	10/03/25

WETLAND SUMMARY SHEET

SHEET NUMBER
W
OF 12 SHEETS

JOB No. 25999

PRAIRIE VIEW TOWNS

BUFFALO GROVE, ILLINOIS

PROJECT TEAM

OWNER / DEVELOPER:
PULTE GROUP - ILLINOIS DIVISION
1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL 60173
TEL (847) 230-5308
CONTACT: ERIC FRIEDMAN

SURVEYOR:
CEMCON, LTD.
2280 WHITE OAK CIRCLE, SUITE 100
AURORA, IL 60502
TEL (630) 862-2100
CONTACT: CHRIS MORGART

CIVIL ENGINEER:
PEARSON BROWN & ASSOCIATES, INC.
1850 W. WINCHESTER ROAD, SUITE 205
LIBERTYVILLE, IL 60048
TEL (847) 367-6707
CONTACT: ANTHONY ZOGRAFOS

ECOLOGIST / ARBORIST:
V3 COMPANIES
7325 JANES AVENUE
WOODRIDGE, IL 60517
TEL (630) 675-8584
CONTACT: DAN JABLONSKI / SCOTT BREJCHA

PLANNER / LANDSCAPE ARCHITECT:
DICKSON DESIGN STUDIO, INC.
9 CRYSTAL LAKE ROAD, SUITE 110
LAKE IN THE HILLS, IL 60156
TEL (224) 241-8181
CONTACT: SHARON DICKSON / JEFF TORRENS

SHEET INDEX

L0.1	SHEET INDEX PROJECT TEAM
L0.2	NOTES: TREE PRESERVATION DETAIL: TREE PROTECTION FENCE PLANT SYMBOLS KEY DETAILS: PLANTING NOTES: GENERAL LANDSCAPE
L0.3	SHEET KEY (OVERALL DEVELOPMENT)
L1.1	TREE PRESERVATION PLAN - SOUTHWEST
L1.2	TREE PRESERVATION PLAN - NORTHWEST
L1.3	TREE PRESERVATION PLAN - NORTH, CENTER
L1.4	TREE PRESERVATION PLAN - SOUTHEAST
L1.5	TREE PRESERVATION PLAN - NORTHEAST
L1.6	TREE INVENTORY
L2.1	LANDSCAPE PLAN - SOUTHWEST
L2.2	LANDSCAPE PLAN - NORTHWEST
L2.3	LANDSCAPE PLAN - NORTH, CENTER
L2.4	LANDSCAPE PLAN - SOUTHEAST
L2.5	LANDSCAPE PLAN - NORTHEAST
L2.6	TYPICAL FOUNDATION LANDSCAPE PLANS REAR-LOADED TOWNHOME FRONT-LOADED TOWNHOME
L3.0	DETAILS: SITE FEATURES ENTRY PIER PRIVACY FENCING

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
4.	
5.	
6.	
7.	
8.	
9.	
10.	

PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - COVER SHEET

SHEET NUMBER

L0.1

NOTES: TREE PRESERVATION

1. TREE PRESERVATION:

   A. **ALL WORK MUST BE PERFORMED ACCORDING TO THE APPROVED TREE PRESERVATION PLAN. IT IS STRONGLY RECOMMENDED TO DOCUMENT GOOD STEWARDSHIP PRACTICES DURING CONSTRUCTION. IF REQUIRED, PRIOR TO COMMENCING ANY DEMOLITION / CONSTRUCTION ACTIVITY, NOTIFY MUNICIPAL FORESTRY DEPARTMENT (NOTIFY AT LEAST 48 HOURS IN ADVANCE OF WORK).**

   B. AN APPROVED TREE PRESERVATION PLAN MUST BE AVAILABLE AT THE BUILDING SITE.

   C. PRIOR TO ANY DEMOLITION / CONSTRUCTION ACTIVITY, INSTALL TREE PRESERVATION FENCE AND PERFORM ROOT PRUNING FOR ALL PROTECTED TREES.

   D. FENCE THE CRITICAL ROOT ZONE (CRZ) / CANOPY DRIP-LINE, OF THE ENTIRE EXISTING TREE TO BE PRESERVED, WITH TREE PROTECTION FENCE. FENCE TO PREVENT WOUNDS TO THE TREE & SOIL COMPACTION. POST THE FENCE WITH A SIGN STATING, "TREE PROTECTION ZONE - KEEP OUT".

   E. ALL REQUIRED TREE PROTECTION FENCING SHALL REMAIN IN PLACE UNTIL THE TIME OF FINISH GRADING AND LANDSCAPING.

   F. NO TRENCHING SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES FOR ANY CONSTRUCTION ACTIVITY, UNLESS PRE-APPROVED BY PROJECT ARBORIST &/OR PROJECT LANDSCAPE ARCHITECT.

   G. NO GRADE CHANGES SHOULD BE DONE WITHIN THE TREE PROTECTION ZONES OF TREES FOR ANY CONSTRUCTION ACTIVITY.

   H. SHOULD IT BE NECESSARY TO TRENCH WITHIN THE CRZ FOR UTILITIES, INCLUDING DISCONNECTION OR CAPPING OF EXISTING UTILITIES, ALL TRENCHES SHALL BE HAND DUG. NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT, UNLESS NO OTHER ALTERNATIVE IS FEASIBLE. ALL SMALLER ROOTS THAT REQUIRE CUTTING, SHALL BE CUT WITH A SHARP PRUNING SAW. CUTS SHALL BE MADE FLUSH WITH THE SIDE OF THE TRENCH. IF AT ANY TIME, TWENTY-FIVE PERCENT (25%) OF THE AREA WITHIN THE CRZ IS BEING SEPARATED FROM THE TREE BY A TRENCH, THEN THE LINE SHALL BE EITHER RELOCATED OR INSTALLED USING TRENCH-LESS METHODS.

   I. LOCATE THE PROPOSED WATER AND SEWER LINES OUTSIDE OF THE TREE PROTECTION ZONE OR INSTALL THE SEWER AND WATER UTILITIES USING TRENCH-LESS METHODS. AUGER THROUGH THE ENTIRE TREE PROTECTION ZONE, LOCATE PITS OUTSIDE OF THE TREE PROTECTION ZONE.

   J. THE PROPOSED WATER SERVICE LINE VALVES (B-BOXES), ARE TO BE TEN FEET (10') FROM PRESERVED TREES. IF FUTURE UTILITY EXCAVATIONS NEED TO OCCUR, THIS REDUCES THE CHANCES OF EXTENSIVE STEM OR ROOT DAMAGE, WHICH COULD LEAD TO TREE DECLINE.

   K. AT NO TIME SHALL ANY EQUIPMENT, MATERIALS, SUPPLIES OR FILL SOIL BE ALLOWED IN THE TREE PROTECTION ZONE(S). DO NOT STORE EXCAVATED SOIL OR THE DUMPSTER WITHIN THE DRIP-LINE (CRZ) OF THE PRESERVED TREE(S).

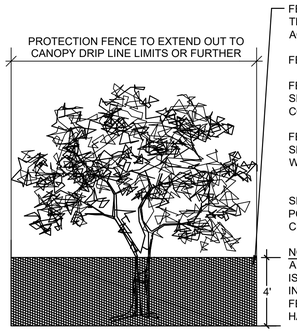
   L. **REMOVAL OF ANY HARDSCAPE WITHIN THE TREE PROTECTION ZONES WILL BE DONE BY HAND.** NO ROOTS LARGER THAN TWO INCHES (2") SHALL BE CUT, UNLESS THERE IS NO ALTERNATIVE FEASIBLE. CUTS WILL BE MADE WITH A SHARP PRUNING SAW TO AVOID TEARING AND WILL BE FLUSH WITH THE TREE SIDE OF THE TRENCH.

   M. THE TREE PROTECTION ZONE MAY BE MULCHED TO IMPROVE THE GROWING CONDITIONS FOR TREE ROOTS AND TO MINIMIZE MAINTENANCE OF THE LAWN.

   N. ALL OFF-SITE TREES SHALL BE PRESERVED.

   O. EXISTING TREES SHOWN TO REMAIN SHALL BE PRESERVED TO THE BEST EXTENT POSSIBLE, PENDING FINAL SITE PLAN, FINAL CIVIL ENGINEERING, AND/OR ANY UNFORESEEN ISSUES.

DETAIL: TREE PROTECTION FENCE



FENCE TO BE PROVIDED AROUND ALL OFF-SITE TREES WHOSE CANOPY DRIP-LINE EXTENDS ACROSS BOUNDARIES OF PROJECT SITE.

FENCE IS FOR PROTECTION OF ZOOT ZONES.

FENCE SHALL REMAIN IN PLACE ON PROJECT SITE UNTIL ADJACENT CONSTRUCTION IS COMPLETE.

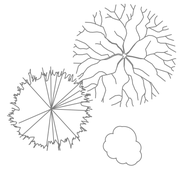
FENCE SHALL BE 4' TALL, ORANGE, SNOW-FENCE (OR APPROVED EQUAL), POSTED WITH A SIGN THAT READS:
"TREE PROTECTION ZONE - KEEP OUT"

SECURE FENCE TO WOODEN STAKES OR METAL POLES, SPACED NO GREATER THAN 8' ON CENTER

NOTE!
AFTER EXISTING TREES ARE FENCED, NOTHING IS TO BE DISTURBED, STORED, PARKED, ETC., INSIDE CONSTRUCTION FENCE. REMOVE FENCE ONLY AFTER ALL CONSTRUCTION WORK HAS BEEN COMPLETED.

PLANT SYMBOLS KEY & PLANT MIX MATRIX

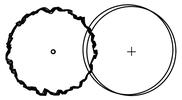
NOTE!
NOT ALL PLANT SYMBOLS & PLANT VARIETIES MAY BE DEPICTED ON PLANS.



EXISTING DECIDUOUS TREE

EXISTING EVERGREEN TREE

EXISTING SHRUBS &
PERENNIALS

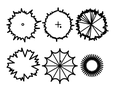


SHADE / CANOPY TREES, 2.5"+ CALIPER:

- *"ACER VARIETIES* / MAPLE VAR.
- *FAGUS VARIETIES* / BEECH VAR.
- *CELTIS OCCIDENTALIS* / COMMON HACKBERRY
- *GINGKO BILOBA* / GINKGO
- *"GLEDITSIA TRIACANTHOS VAR. INERMIS* / THORNLESS HONEYLOCUST
- *GYMNOCLADUS DIOICA* / KENTUCKY COFFEETREE
- *LIQUIDAMBAR STYRACIFLUA* / AMERICAN SWEETGUM
- *LIRIODENDRON TULIPIFERA* / TULIP TREE
- *METASEQUOIA GLYPTOSTROBOIDES* / DAWN REDWOOD
- *PLATANUS ACERIFOLIA 'MORTON CIRCLE'* / LONDON PLANETREE
- *QUERCUS ALBA* / WHITE OAK
- *QUERCUS BICOLOR* / SWAMP WHITE OAK
- *QUERCUS MACROCARPA* / BUR OAK
- *QUERCUS PALUSTRIS* / PIN OAK
- *QUERCUS RUBRA* / RED OAK
- *SALIX ALBA VAR. TRISTIS* /
- *TILIA TOMENTOSA 'STERLING SILVER'* / STERLING SILVER LINDEN
- *ULMUS CARPINIFOLIA 'ACCOLADE'* / ACCOLADE ELM

ORNAMENTAL TREES, 6'-10'+ TALL:

- *ALNUS GLUTINOSA* / EUROPEAN BLACK ALDER
- *AMELANCHIER VARIETIES* / SERVICEBERRY VAR.
- *BETULA NIGRA* / RIVER BIRCH
- *CORNUS MAS* / CORNELIAN CHERRY
- *CRATAEGUS VARIETIES* / HAWTHORN VAR.
- *HAMAMELIS VARIETIES* / WITCHHAZEL VAR.
- *MAGNOLIA VARIETIES* / MAGNOLIA VAR.
- *MALUS VARIEITIES* / FLOWERING CRABAPPLE VAR.
- *SYRINGA RETICULATA* / JAPANESE TREE LILAC



EVERGREEN TREES, 6'-10'+ TALL:

- *ABIES CONCOLOR* / WHITE FIR
- *JUNIPERUS CHINENSIS 'FAIRVIEW'* / FAIRVIEW JUNIPER
- *JUNIPERUS SCOPULORUM 'WICHITA BLUE'* / WITCHITA BLUE JUNIPER
- *PICEA ABIES* / NORWAY SPRUCE
- *PICEA GLAUCA 'DENSATA'* / BLACK HILLS SPRUCE
- *PICEA PUNGENS* / COLORADO SPRUCE
- *PICEA PUNGENS 'GLAUCA'* / COLORADO BLUE SPRUCE
- *PINUS STROBUS* / EASTERN WHITE PINE
- *PSEUDOTSUGA MENZIESII* / DOUGLAS FIR
- *TAXUS CUSPIDATA 'CAPITATA'* / CAPITATA YEW
- *THUJA VARIETIES* / ARBORVITAE VAR.
- *TSUGA CANADENSIS* / CANADIAN HEMLOCK

LARGE, DECIDUOUS SHRUBS, 36"-48"+ TALL:

- *AESCULUS PARVIFLORA* / BOTTLEBRUSH BUCKEYE
- *ARONIA VARIETIES* / CHOKEBERRY VAR.
- *CORNUS VARIETIES* / DOGWOOD VAR.
- *EUONYMUS ALATA 'COMPACTA'* / DWARF BURNING BUSH
- *FORSYTHIA 'MEADOWLARK'* / *IMEADOWLARK FORSYTHIA*
- *FOTHERGILLA GARDENII* / DWARF FOTHERGILLA
- *HYDRANGEA VARIETIES* / HYDRANGEA VAR.
- *SYRINGA VARIETIES* / LILAC VAR.
- *VIBURNUM VARIETIES* / VIBURNUM VAR.

SMALL, DECIDUOUS SHRUBS, 18"-24" TALL:

- *HYPERICUM KALMIANUM* / ST. JOHNSWORT
- *RHUS AROMATICA 'GRO-LOW'* / GRO LOW SUMAC
- *ROSA VARIETIES* / SHRUB ROSE VAR.
- *SPIRAEA VARIETIES* / SPIREA VAR.

SMALL, EVERGREEN SHRUBS, 24" TALL / WIDE:

- *BUXUS VARIETIES* / BOXWOOD VAR.
- *JUNIPERUS VARIETIES* / JUNIPER VAR.
- *TAXUS VARIETIES* / YEW VAR.

LARGE, ORNAMENTAL GRASS, 3 GALLON &
SMALL, ORNAMENTAL GRASS, 1 GALLON:

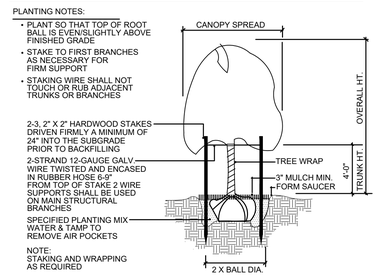
- *CALAMAGROSTIS VARIETIES* / REED GRASS VAR.
- *PANICUM VARIETIES* / SWITCH GRASS VAR.
- *PENNISETUM VARIETIES* / FOUNTAIN GRASS VAR.
- *SCHIZACHYRIUM SCOPARIUM* / LITTLE BLUESTEM
- *SESLERIA AUTUMNALIS* / MOOR GRASS
- *SPOROBOLUS HETEROLEPSIS* / PRARIE DROPSEED

PERENNIAL FLOWERS & GROUNDCOVER,
1 GALLON:

- MISC. VAR.

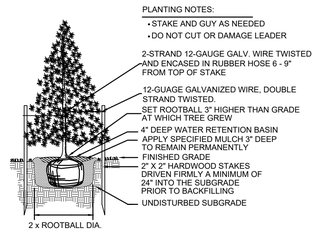
*SPECIES SHALL NOT BE USED IN PUBLIC PARKWAY.

DETAILS: PLANTING



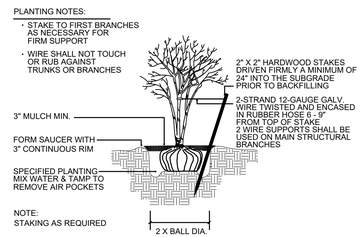
TREE PLANTING & STAKING

NOT TO SCALE



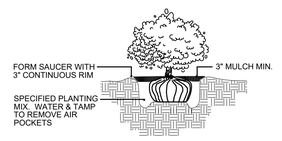
EVERGREEN TREE PLANTING

NOT TO SCALE



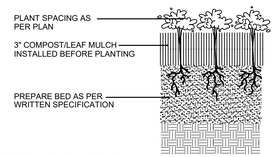
MULTI-TRUNK TREE STAKING

NOT TO SCALE



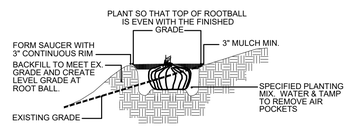
SHRUB PLANTING

NOT TO SCALE



PERENNIAL PLANTING

NOT TO SCALE



HILLSIDE PLANTING

NOT TO SCALE

NOTES: GENERAL LANDSCAPE

1. CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS REQUIRED. ALL CONSTRUCTION SHALL CONFORM TO APPLICABLE STANDARDS AND CODES.

2. CALL J.U.L.I.E. UTILITY LOCATING SERVICE (TEL 800.892.0123), 48 HOURS PRIOR TO THE START OF ANY DIGGING.

3. GENERAL PLANT NOTES:
   A. ALL PLANT MATERIAL SHALL CONFORM IN SIZE AND GRADE IN ACCORDANCE WITH AMERICAN STANDARD FOR NURSERY STOCK.
   B. ALL PLANT MATERIAL SHALL BE MAINTAINED ALIVE, HEALTHY, AND FREE FROM DISEASE AND PESTS.
   C. ALL NEW PLANT MATERIAL SHALL BE FROM A LOCAL SOURCE WHENEVER POSSIBLE (LESS THAN 50 MILES).
   D. PLANTS SHALL BE ALLOWED TO GROW IN THEIR NATURAL FORM / HABIT. PLANTS SHALL NOT BE PRUNED/HEDGED UNLESS ABSOLUTELY NECESSARY (DUE TO VISIBILITY OR HAZARD OBSTRUCTION).
   E. ALL LANDSCAPED AREAS SHALL BE FREE OF WEEDS, LITTER, AND SIMILAR SIGNS OF DEFERRED MAINTENANCE.

4. LOCATIONS OF PROPOSED PLANT MATERIAL MAY BE ADJUSTED AT TIME OF INSTALLATION DUE TO FINAL ENGINEERING AND FINAL LOCATION OF SITE UTILITIES.

5. THE LANDSCAPE CONTRACTOR IS RESPONSIBLE FOR PROVIDING AND SPREADING TOPSOIL (6"-12" DEEP), FINE GRADING, AND PREPARATION OF ALL LAWN AND LANDSCAPE AREAS. ALL SOILS SHALL BE FREE OF CONSTRUCTION DEBRIS, PRIOR TO INSTALLING ANY PLANT MATERIAL.

6. PRIOR TO SPREADING TOPSOIL, THE LANDSCAPE CONTRACTOR SHALL INSPECT AND ACCEPT ALL BASE GRADES. ANY DEVIATION FROM GRADES INDICATED ON THE GRADING PLAN SHALL BE CORRECTED BEFORE PLACING ANY TOPSOIL.

7. ALL SHRUB, GROUNDCOVER, PERENNIAL, AND ANNUAL PLANTING BEDS SHALL BE PREPARED WITH A SOIL AMENDMENT MIX - 1/3 TOPSOIL, 1/3 MUSHROOM COMPOST, AND 1/3 TORPEDO SAND. MATERIAL SHALL BE ROTO-TILLED JUST PRIOR TO THE INSTALLATION OF PLANT MATERIAL.

8. ALL PLANTING ISLANDS SHALL BE MOUNDED TO PROVIDE POSITIVE DRAINAGE.

9. ALL PLANTING BEDS ADJACENT TO LAWN AREAS SHALL HAVE A SPADED EDGE BORDER, UNLESS METAL OR OTHER BORDER IS SPECIFIED.

10. ALL PLANTING BED AREAS SHALL MAINTAIN A MAX. 3" DEEP LAYER OF SHREDDED HARDWOOD MULCH (COLOR: NON-DYED, BROWN).

11. LANDSCAPE CONTRACTOR SHALL COORDINATE PLANTING SCHEDULE WITH LANDSCAPE MAINTENANCE CONTRACTOR, TO ENSURE PROPER WATERING OF PLANTED AND SODDED AREAS AFTER INITIAL INSTALLATION.

12. LANDSCAPE CONTRACTOR SHALL COORDINATE WORK WITH OTHER CONTRACTORS ON SITE TO MINIMIZE ANY REDO OF COMPLETED LANDSCAPE WORK AND DAMAGE TO PLANT MATERIAL.

13. CONTRACTOR SHALL BE RESPONSIBLE FOR HIS/HER OWN LAYOUT WORK. UPON REQUEST, LANDSCAPE ARCHITECT SHALL BE AVAILABLE TO ASSIST/APPROVE CONTRACTOR LAYOUT.

14. EVERY ATTEMPT HAS BEEN MADE TO DEPICT ALL EXISTING UTILITY LINES. CONTRACTOR SHALL USE PRECAUTION WHEN DIGGING. CONTRACTOR SHALL MAKE THEMSELVES THOROUGHLY FAMILIAR WITH ALL UNDERGROUND UTILITY LOCATIONS PRIOR TO ANY DIGGING, VERIFYING LOCATIONS AND DEPTHS OF ALL UTILITIES.

15. IT IS THE LANDSCAPE CONTRACTOR'S RESPONSIBILITY TO VISIT THE SITE PRIOR TO BID SUBMITTAL, TO BECOME FAMILIAR WITH EXISTING CONDITIONS AT THE SITE.

16. PLANT LIST QUANTITIES PROVIDED AT TIME OF FINAL PLANS ARE APPROXIMATIONS. CONTRACTORS ARE RESPONSIBLE FOR COMPLETING THEIR OWN QUANTITY TAKE-OFFS. IF A DISCREPANCY IS FOUND BETWEEN THE PLAN AND THE PLANT LIST, THEN THE PLAN SHALL PREVAIL.

17. PLANT SUBSTITUTIONS ARE ALLOWED DUE TO PLANT AVAILABILITY OR PLANTING TIME OF YEAR, ONLY WITH THE PRIOR CONSENT OF THE LANDSCAPE ARCHITECT. IF SUBSTITUTIONS ARE MADE WITHOUT PRIOR CONSENT, THE LANDSCAPE ARCHITECT MAINTAINS THE RIGHT TO REJECT MATERIAL IN THE FIELD, AT THE COST TO THE CONTRACTOR.

18. CONTRACTOR TO PROVIDE TEST OF EXISTING AND IMPORTED SOILS PER SPECIFICATIONS. PLANTING SOIL SHALL BE AMENDED PER SPECIFICATIONS.

19. CONTRACTOR SHALL NOTIFY LANDSCAPE ARCHITECT IF AREAS OF POOR DRAINAGE OR OTHER UNUSUAL SUBSURFACE CONDITIONS ARE ENCOUNTERED DURING EXCAVATION FOR PLANTING PITS.

20. ALL TURF SHALL SHALL BE KENTUCKY BLUEGRASS BLEND SOD (MINERAL, NOT PEAT), PER VILLAGE, SEED IS NOT ALLOWED.

21. CONTRACTOR SHALL RESTORE LAWN AREAS THAT HAVE REMAINED PARTIALLY INTACT, TOP DRESSING WITH SOIL, SCARIFYING, AND SEEDING TO FORM A SMOOTH, FULL, EVEN LAWN, FREE OF BARE SPOTS, INDENTATIONS, AND WEEDS.

22. LANDSCAPE DETAILS SHOWN ARE FOR DESIGN INTENT ONLY, LANDSCAPE ARCHITECT ASSUMES NO LIABILITY. CONTRACTOR IS RESPONSIBLE FOR ERECTING AND INSTALLING PROPERLY BUILT AMENITIES PER CODE, PER SITE CONDITIONS (FINAL GRADING & UTILITY LOCATIONS), AND PER AREA CLIMATE CONDITIONS. ALL LANDSCAPE SITE DETAILS FOR STRUCTURES AND FOOTINGS SHALL BE REVIEWED & APPROVED BY A STRUCTURAL ENGINEER.

23. CONTRACTOR INSTALLATION BIDS SHALL INCLUDE A ONE-YEAR WARRANTY ON ALL PLANT MATERIAL.

24. (IF APPLICABLE) CONTRACTOR INSTALLATION BIDS SHALL INCLUDE A THREE-YEAR MONITORING AND MAINTENANCE PROGRAM ON ALL NATURALIZED DETENTION AREAS.

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
4.	
5.	
6.	
7.	
8.	
9.	
10.	

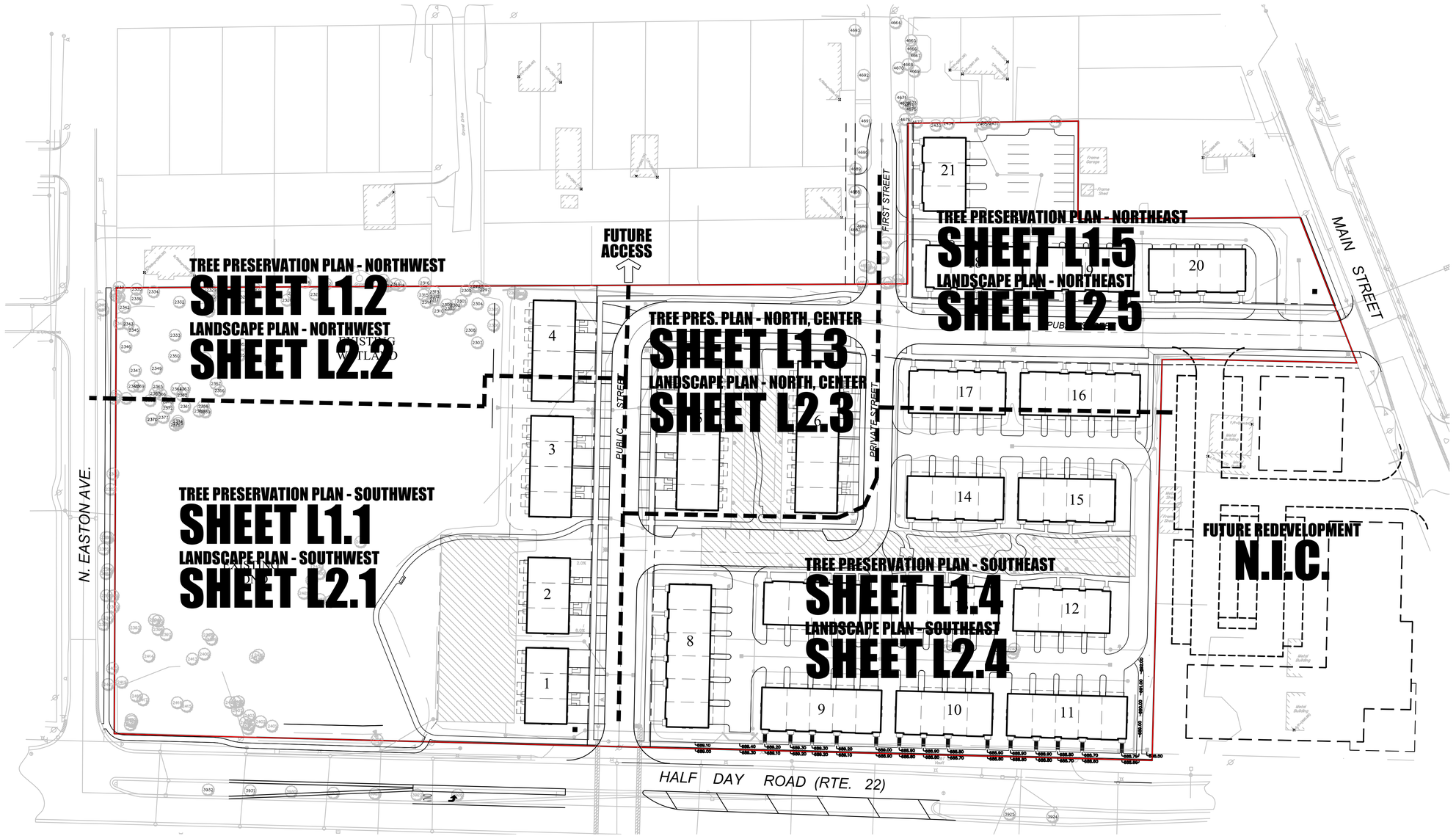
PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - NOTES & DETAILS

SHEET NUMBER

L0.2



NORTH

SHEET KEY: TREE PRESERVATION & REMOVAL PLAN

SCALE: 1" =50'-0"

0 25' 50' 100'

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

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9.	
10.	

PROJECT NAME AND SHEET TITLE

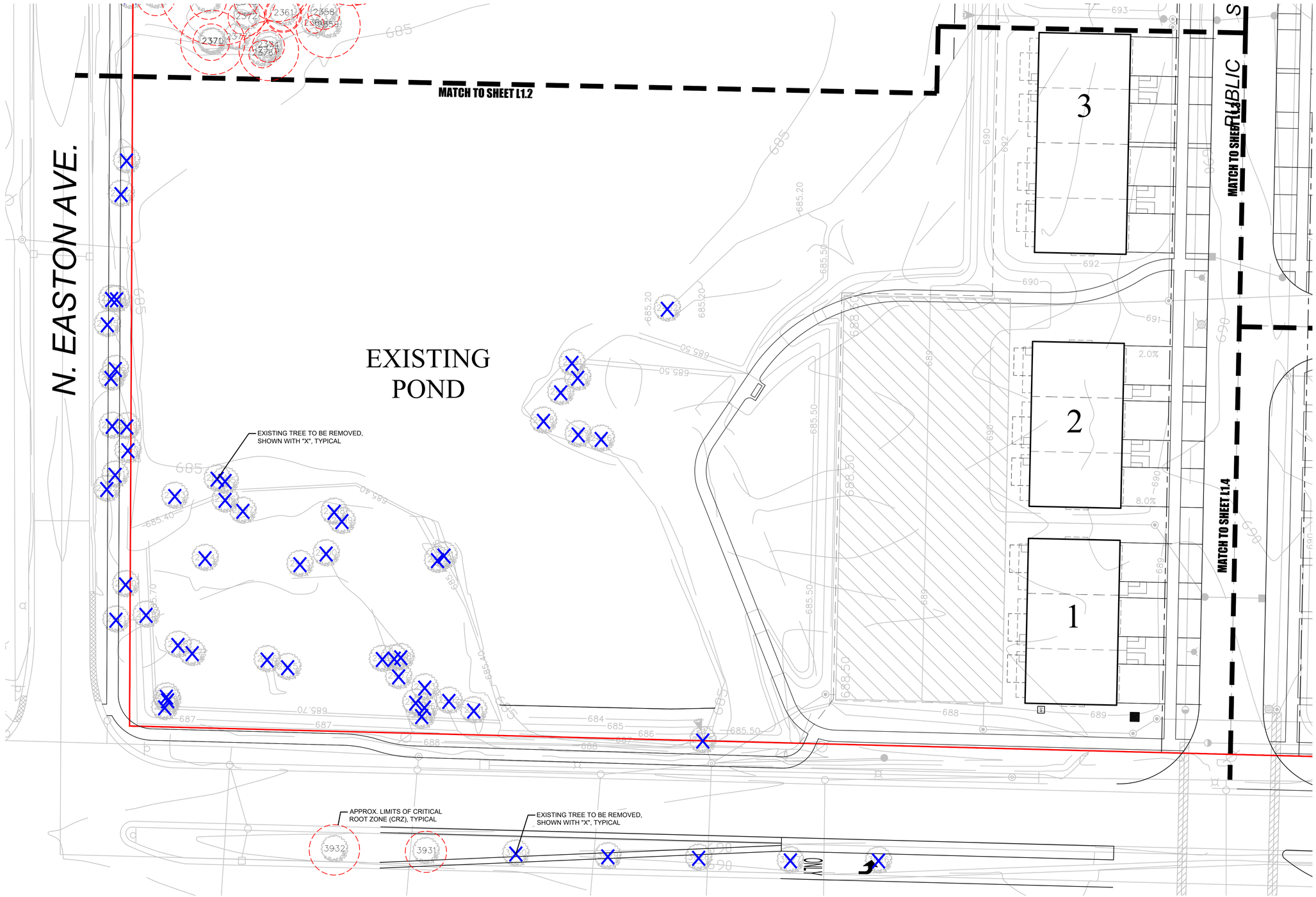
PRAIRIE VIEW TOWNS

BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - SHEET KEY

SHEET NUMBER

L0.3



NORTH

TREE PRESERVATION PLAN - SOUTHWEST

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

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1.	7/21/25 PER STAFF COMMENTS
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3.	10/3/25 PER STAFF COMMENTS
4.	
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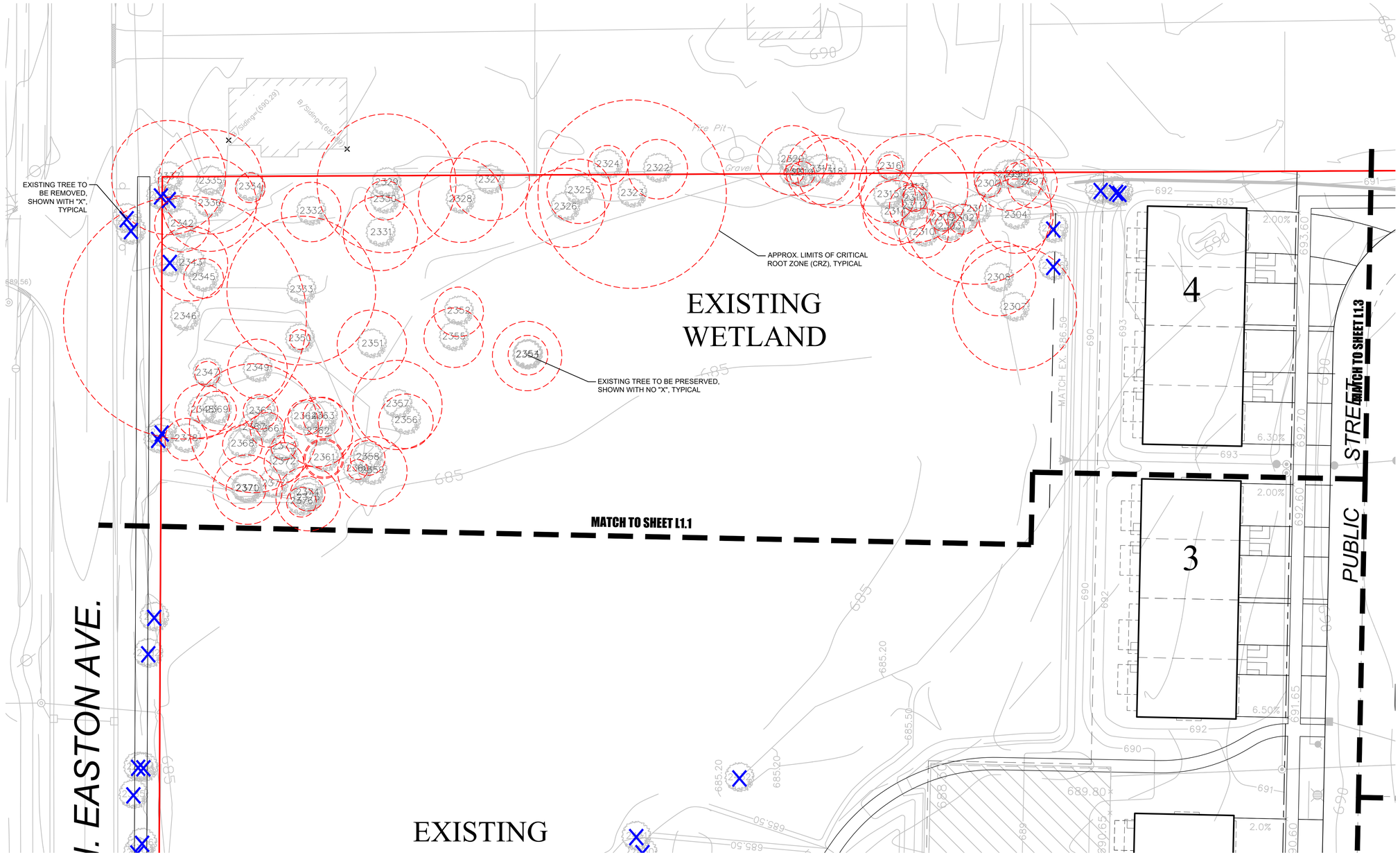
PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

TREE PRESERVATION PLAN - SOUTHWEST

SHEET NUMBER

L1.1



NORTH

TREE PRESERVATION PLAN - NORTHWEST

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
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(224) 241-8181

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PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

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3.	10/3/25 PER STAFF COMMENTS
4.	
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10.	

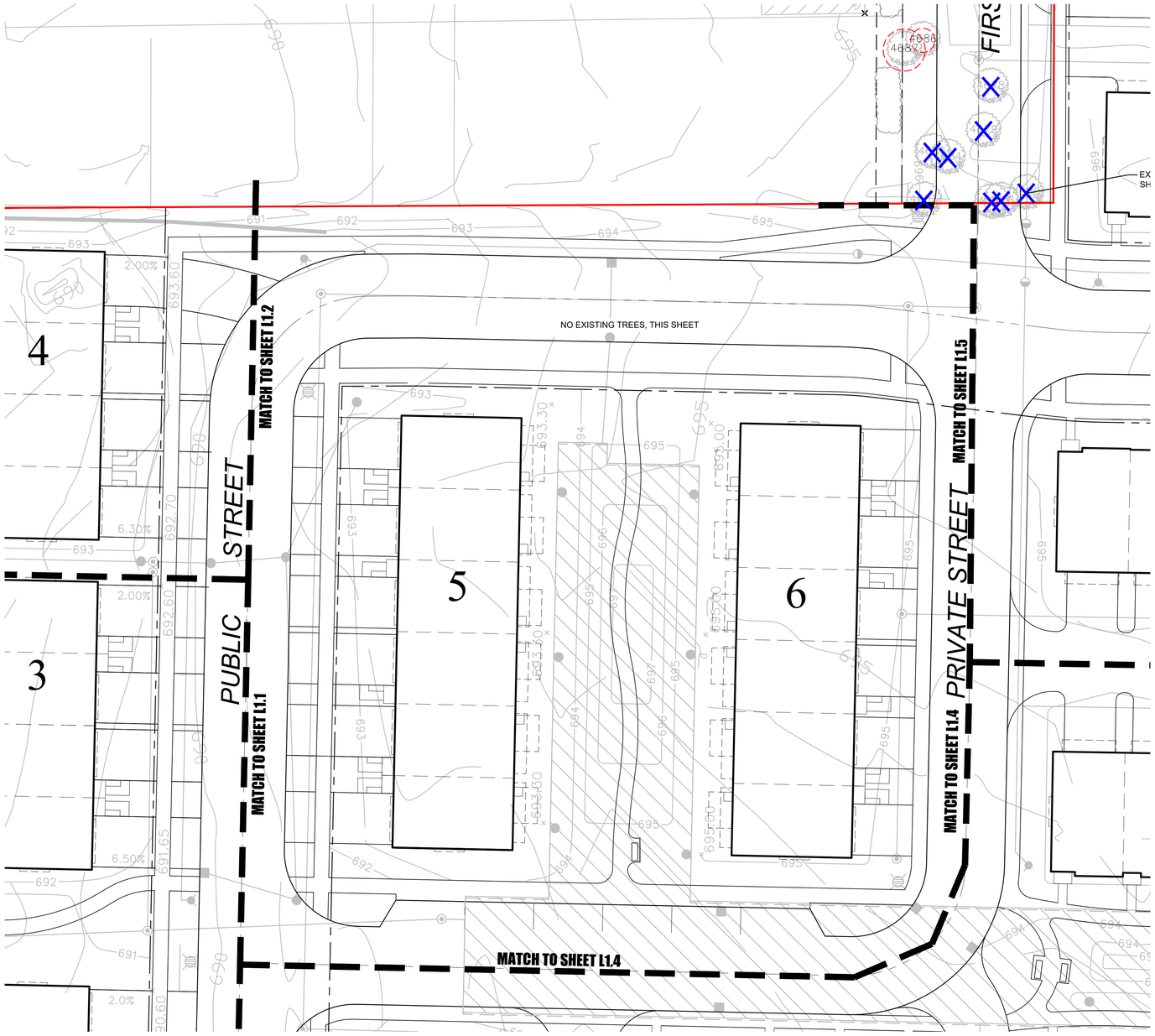
PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

TREE PRESERVATION PLAN - NORTHWEST

SHEET NUMBER

L1.2



NORTH

TREE PRESERVATION PLAN - NORTH, CENTER

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

**1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL**

PLAN DATE

MAY 30, 2025

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9.	
10.	

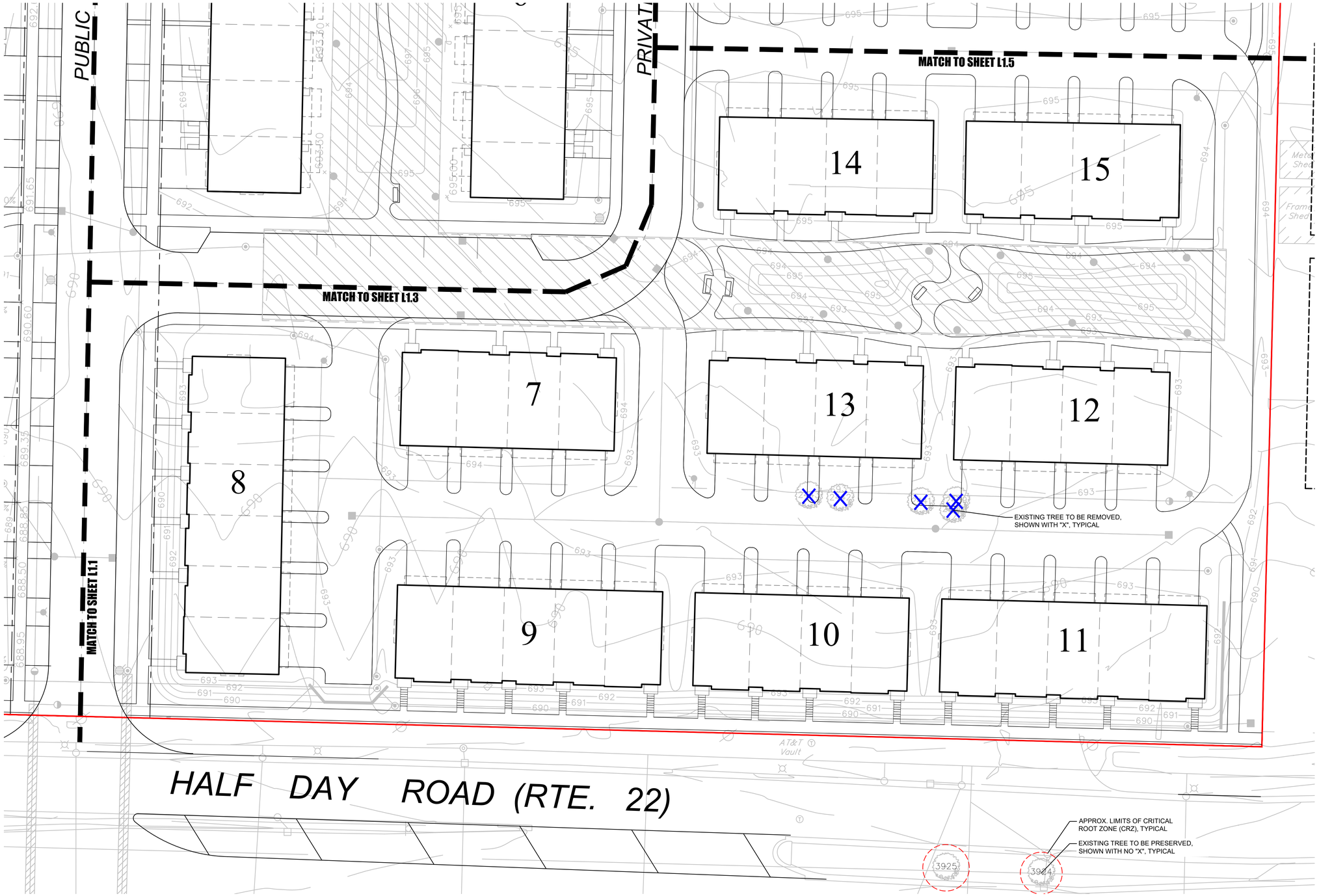
PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

**TREE PRESERVATION PLAN
- NORTH, CENTER**

SHEET NUMBER

L1.3



NORTH

TREE PRESERVATION PLAN - SOUTHEAST

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
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(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

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3.	10/3/25 PER STAFF COMMENTS
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PROJECT NAME AND SHEET TITLE

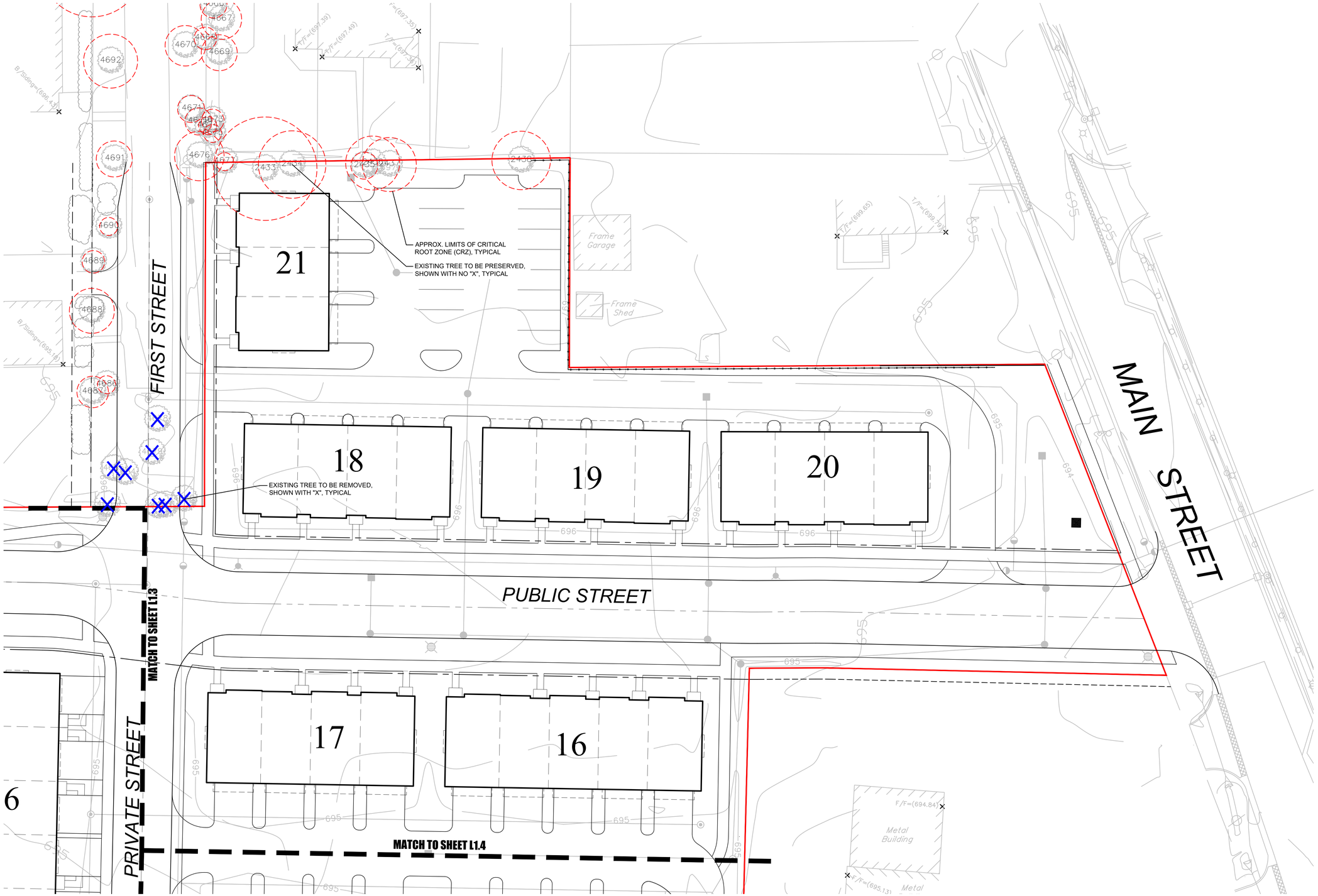
PRAIRIE VIEW TOWNS

BUFFALO GROVE, IL

TREE PRESERVATION PLAN - SOUTHEAST

SHEET NUMBER

L1.4



NORTH

TREE PRESERVATION PLAN - NORTHEAST

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

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3.	10/3/25 PER STAFF COMMENTS
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PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS

BUFFALO GROVE, IL

TREE PRESERVATION PLAN - NORTHEAST

SHEET NUMBER

L1.5

TREE INVENTORY

Tag #	DBH (inches)	Species Name*	Common Name	Condition	Bat Habitat	Key or Significant	Outcome
2294	4	Juglans nigra	Black Walnut	3 - Fair	N		REMOVE
2295	6	Juglans nigra	Black Walnut	3 - Fair	N		REMOVE
2296	7	Juglans nigra	Black Walnut	3 - Fair	N		REMOVE
2297	10	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2298	5	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2299	14	Morus alba	White Mulberry	3 - Fair	N		PRESERVE
2300	5	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2301	30	Salix fragilis	Crack Willow	5 - Poor	Y		PRESERVE
2302	6	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2303	6	Acer saccharinum	Silver Maple	3 - Fair	N		PRESERVE
2304	15	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2305	11	Salix fragilis	Crack Willow	3 - Fair	N		REMOVE
2306	3x14	Salix fragilis	Crack Willow	4 - Fair to Poor	N		REMOVE
2307	25	Salix fragilis	Crack Willow	4 - Fair to Poor	Y		PRESERVE
2308	15	Salix fragilis	Crack Willow	4 - Fair to Poor	N		PRESERVE
2309	5	Acer saccharinum	Silver Maple	3 - Fair	N		PRESERVE
2310	10	Salix fragilis	Crack Willow	4 - Fair to Poor	N		PRESERVE
2311	9	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2312	5	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2313	22	Acer nigrum	Black Maple	4 - Fair to Poor	Y		PRESERVE
2314	2x13	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2315	11	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2316	2x5	Juniperus virginiana	Eastern Red-Cedar	4 - Fair to Poor	N		PRESERVE
2317	7x14	Acer saccharinum	Silver Maple	3 - Fair	N		PRESERVE
2318	14	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2319	5	Morus alba	White Mulberry	3 - Fair	N		PRESERVE
2320	14	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2321	4	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2322	12	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2323	38	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2324	8	Juglans nigra	Black Walnut	3 - Fair	N		PRESERVE
2325	13	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2326	16	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2327	16	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2328	17	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2329	28	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2330	8	Morus alba	White Mulberry	5 - Poor	N		PRESERVE
2331	15	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2332	12	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2333	30	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2334	6	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2335	21	Morus alba	White Mulberry	3 - Fair	N		PRESERVE
2336	19	Juglans nigra	Black Walnut	3 - Fair	N	S	PRESERVE
2337	23	Morus alba	White Mulberry	4 - Fair to Poor	N		PRESERVE
2338	5	Celtis occidentalis	Common Hackberry	3 - Fair	N		REMOVE
2339	8	Prunus serotina	Black Cherry	4 - Fair to Poor	N		REMOVE
2340	17	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2341	12	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2342	11	Juglans nigra	Black Walnut	2 - Good	N		PRESERVE
2343	15	Morus alba	White Mulberry	4 - Fair to Poor	N		PRESERVE
2344	8	Acer nigrum	Black Maple	5 - Poor	N		REMOVE
2345	8	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2346	49	Populus deltoides	Eastern Cottonwood	3 - Fair	N		PRESERVE
2347	5	Populus deltoides	Eastern Cottonwood	3 - Fair	N		PRESERVE
2348	11	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2349	12	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2350	4	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2351	14	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2352	10	Ulmus americana	American Elm	4 - Fair to Poor	N		PRESERVE
2353	14	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2354	8	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2355	4X12	Salix fragilis	Crack Willow	3 - Fair	N		PRESERVE
2356	11	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2357	18	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2358	7	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2359	14	Fraxinus pennsylvanica	Green Ash	5 - Poor	Y		PRESERVE
2360	4	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2361	8	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2362	14	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2363	8	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2364	7	Acer nigrum	Black Maple	5 - Poor	N		PRESERVE
2365	7	Acer nigrum	Black Maple	3 - Fair	N		PRESERVE
2366	7	Acer nigrum	Black Maple	5 - Poor	N		PRESERVE
2367	4X26	Salix fragilis	Crack Willow	4 - Fair to Poor	Y		PRESERVE
2368	8	Acer nigrum	Black Maple	5 - Poor	N		PRESERVE
2369	8	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2370	14	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2371	8	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2372	8	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2373	5	Acer nigrum	Black Maple	4 - Fair to Poor	N		PRESERVE
2374	7	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2375	13	Ulmus americana	American Elm	2 - Good	N		PRESERVE
2376	6	Morus alba	White Mulberry	3 - Fair	N		REMOVE
2377	4	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2378	8	Populus deltoides	Eastern Cottonwood	3 - Fair	N		PRESERVE
2379	21	Ulmus americana	American Elm	2 - Good	N		REMOVE
2380	4	Ulmus americana	American Elm	2 - Good	N		REMOVE
2381	25	Populus deltoides	Eastern Cottonwood	3 - Fair	N		REMOVE
2382	2x15	Populus deltoides	Eastern Cottonwood	3 - Fair	Y		REMOVE
2383	4	Celtis occidentalis	Common Hackberry	3 - Fair	N		REMOVE
2384	8	Juglans nigra	Black Walnut	2 - Good	N		REMOVE
2385	8	Morus alba	White Mulberry	3 - Fair	N		REMOVE
2386	30	Dead	#N/A	6 - Dead	Y		REMOVE
2387	7	Ulmus pumila	Siberian Elm	3 - Fair	N		REMOVE
2388	6	Gleditsia triacanthos	Honey-Locust	3 - Fair	N		REMOVE
2389	4	Juniperus virginiana	Eastern Red-Cedar	3 - Fair	N		REMOVE
2390	6	Ulmus americana	American Elm	3 - Fair	N		REMOVE
2391	5x9	Fraxinus pennsylvanica	Green Ash	6 - Dead	N		REMOVE
2392	9	Fraxinus pennsylvanica	Green Ash	6 - Dead	N		REMOVE
2393	8	Fraxinus pennsylvanica	Green Ash	5 - Poor	N		REMOVE
2394	4	Ulmus americana	American Elm	3 - Fair	N		REMOVE
2395	6	Fraxinus pennsylvanica	Green Ash	3 - Fair	N		REMOVE
2396	15	Juglans nigra	Black Walnut	2 - Good	N	S	REMOVE
2397	5	Juglans nigra	Black Walnut	2 - Good	N		REMOVE
2398	5	Ulmus americana	American Elm	2 - Good	N		REMOVE
2399	15	Ulmus americana	American Elm	2 - Good	N		REMOVE
2400	12	Juglans nigra	Black Walnut	1 - Excellent	N	S	REMOVE
2401	4	Fraxinus pennsylvanica	Green Ash	3 - Fair	N		REMOVE
2402	11	Morus alba	White Mulberry	3 - Fair	N		REMOVE
2403	8	Ulmus americana	American Elm	3 - Fair	N		REMOVE
2404	14	Juglans nigra	Black Walnut	2 - Good	N	S	REMOVE
2405	5	Celtis occidentalis	Common Hackberry	3 - Fair	N		REMOVE
2406	5	Juglans nigra	Black Walnut	3 - Fair	N		REMOVE
2407	4	Celtis occidentalis	Common Hackberry	2 - Good	N		REMOVE
2408	4	Celtis occidentalis	Common Hackberry	3 - Fair	N		REMOVE
2409	7	Juglans nigra	Black Walnut	2 - Good	N		REMOVE
2410	4	Celtis occidentalis	Common Hackberry	3 - Fair	N		REMOVE
2411	23	Salix fragilis	Crack Willow	5 - Poor	N		REMOVE
2412	7	Acer nigrum	Black Maple	5 - Poor	N		REMOVE
2413	5	Ulmus americana	American Elm	3 - Fair	N		REMOVE
2414	10	Ulmus americana	American Elm	3 - Fair	N		REMOVE
2415	10	Malus prunifolia	Plum-Leaf Crab Apple	4 - Fair to Poor	N		REMOVE
2416	2x9	Malus prunifolia	Plum-Leaf Crab Apple	3 - Fair	N		REMOVE
2417	3x8	Malus prunifolia	Plum-Leaf Crab Apple	5 - Poor	N		REMOVE
2418	2x5	Malus prunifolia	Plum-Leaf Crab Apple	5 - Poor	N		REMOVE
2419	13	Malus prunifolia	Plum-Leaf Crab Apple	4 - Fair to Poor	N		REMOVE
2420	15	Ulmus pumila	Siberian Elm	3 - Fair	N		REMOVE
2421	12	Prunus serotina	Black Cherry	3 - Fair	N		REMOVE
2422	7	Malus prunifolia	Plum-Leaf Crab Apple	4 - Fair to Poor	N		REMOVE
2423	9	Malus prunifolia	Plum-Leaf Crab Apple	3 - Fair	N		REMOVE
2424	10	Ulmus americana	American Elm	4 - Fair to Poor	N		REMOVE
2425	6	Ulmus americana	American Elm	3 - Fair	N		REMOVE
2426	2x10	Taxodium distichum	Southern Bald-Cypress	2 - Good	N		REMOVE
2427	2x12	Taxodium distichum	Southern Bald-Cypress	2 - Good	N		REMOVE
2428	12	Taxodium distichum	Southern Bald-Cypress	3 - Fair	N		REMOVE
2429	2x9	Taxodium distichum	Southern Bald-Cypress	3 - Fair	N		REMOVE
2430	2x8	Taxodium distichum	Southern Bald-Cypress	2 - Good	N		REMOVE
2431	3x5	Alnus glutinosa	European Alder	2 - Good	N		REMOVE
2432	4x5	Alnus glutinosa	European Alder	2 - Good	N		REMOVE
2433	23	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2434	2x15	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2435	6	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2436	12	Celtis occidentalis	Common Hackberry	3 - Fair	N		PRESERVE
2437	12	Ulmus americana	American Elm	3 - Fair	N		PRESERVE
2438	13	Acer platanoides	Norway Maple	3 - Fair	N		PRESERVE
2439	14	Thuja occidentalis	Eastern Arborvitae	1 - Excellent	N		REMOVE
2440	14	Thuja occidentalis	Eastern Arborvitae	1 - Excellent	N		REMOVE
2441	14	Thuja occidentalis	Eastern Arborvitae	1 - Excellent	N		REMOVE
2442	7	Larix laricina	American Larch	2 - Good	N		REMOVE
2443	7	Douglas Fir Species	Douglas Fir cultivar	3 - Fair	N		REMOVE
3924	9	Gleditsia triacanthos	Honey-Locust	1 - Excellent	N		PRESERVE
3925	10	Gleditsia triacanthos	Honey-Locust	1 - Excellent	N		PRESERVE
3926	7	Gleditsia triacanthos	Honey-Locust	1 - Excellent	N		REMOVE
3927	7	Gleditsia triacanthos	Honey-Locust	1 - Excellent	N		REMOVE
3928	8	Gleditsia triacanthos	Honey-Locust	2 - Good	N		REMOVE
3929	9	Gleditsia triacanthos	Honey-Locust	1 - Excellent	N		REMOVE
3930	9	Gleditsia triacanthos	Honey-Locust	1 - Excellent	N		REMOVE
3931	9	Gleditsia triacanthos	Honey-Locust	1 - Excellent	N		REMOVE
3932	11	Gleditsia triacanthos	Honey-Locust	1 - Excellent	N		PRESERVE
4664	22	*Platanus occidentalis*	American Sycamore	4 - Fair to Poor	N		PRESERVE
4665	6	*Fraxinus pennsylvanica*	Green Ash	3 - Fair	N		PRESERVE
4666	6	*Quercus macrocarpa*	Burr Oak	2 - Good	N		PRESERVE
4667	9	*Quercus macrocarpa*	Burr Oak	3 - Fair	N		PRESERVE
4668	5	*Fraxinus pennsylvanica*	Green Ash	6 - Dead	N		PRESERVE
4669	8	*Quercus macrocarpa*	Burr Oak	2 - Good	N		PRESERVE
4670	9	*Ulmus americana*	American Elm	2 - Good	N		PRESERVE
4671	2x6	*Quercus macrocarpa*	Burr Oak	3 - Fair	N		PRESERVE
4672	6	*Quercus macrocarpa*	Burr Oak	3 - Fair	N		PRESERVE
4673	5	*Quercus macrocarpa*	Burr Oak	3 - Fair	N		PRESERVE
4674	4	*Quercus macrocarpa*	Burr Oak	3 - Fair	N		PRESERVE
4675	4	*Quercus macrocarpa*	Burr Oak	3 - Fair	N		PRESERVE
4676	11	*Quercus macrocarpa*	Burr Oak	3 - Fair	N		PRESERVE
4677	2x4	*Morus alba*	White Mulberry	4 - Fair to Poor	N		PRESERVE
4678	21	*Ulmus americana*	American Elm	2 - Good	N		REMOVE
4679	4	*Morus alba*	White Mulberry	5 - Poor	N		REMOVE
4680	7	*Juglans nigra*	Black Walnut	3 - Fair	N		REMOVE
4681	2x4	*Morus alba*	White Mulberry	4 - Fair to Poor	N		REMOVE
4682	4	*Morus alba*	White Mulberry	4 - Fair to Poor	N		REMOVE
4683	23	*Juglans nigra*	Black Walnut	3 - Fair	N	S	REMOVE
4684	11	*Celtis occidentalis*	Common Hackberry	2 - Good	N		REMOVE
4685	7	*Celtis occidentalis*	Common Hackberry	2 - Good	N		REMOVE
4686	4	*Cercis canadensis*	Redbud	4 - Fair to Poor	N		PRESERVE
4687	7	*Morus alba*	White Mulberry	4 - Fair to Poor	N		PRESERVE
4688	3x10	*Cercis canadensis*	Redbud	3 - Fair	N		PRESERVE
4689	5	*Morus alba*	White Mulberry	4 - Fair to Poor	N		PRESERVE
4690	4	*Picea pungens*	Colorado Blue Spruce	3 - Fair	N		PRESERVE
4691	8	*Acer platanoides*	Norway Maple	2 - Good	N		PRESERVE
4692	3x12	*Acer saccharinum*	Silver Maple	2 - Good	N		PRESERVE
4693	23	*Acer platanoides*	Norway Maple	1 - Excellent	N	S	PRESERVE

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
4.	
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10.	

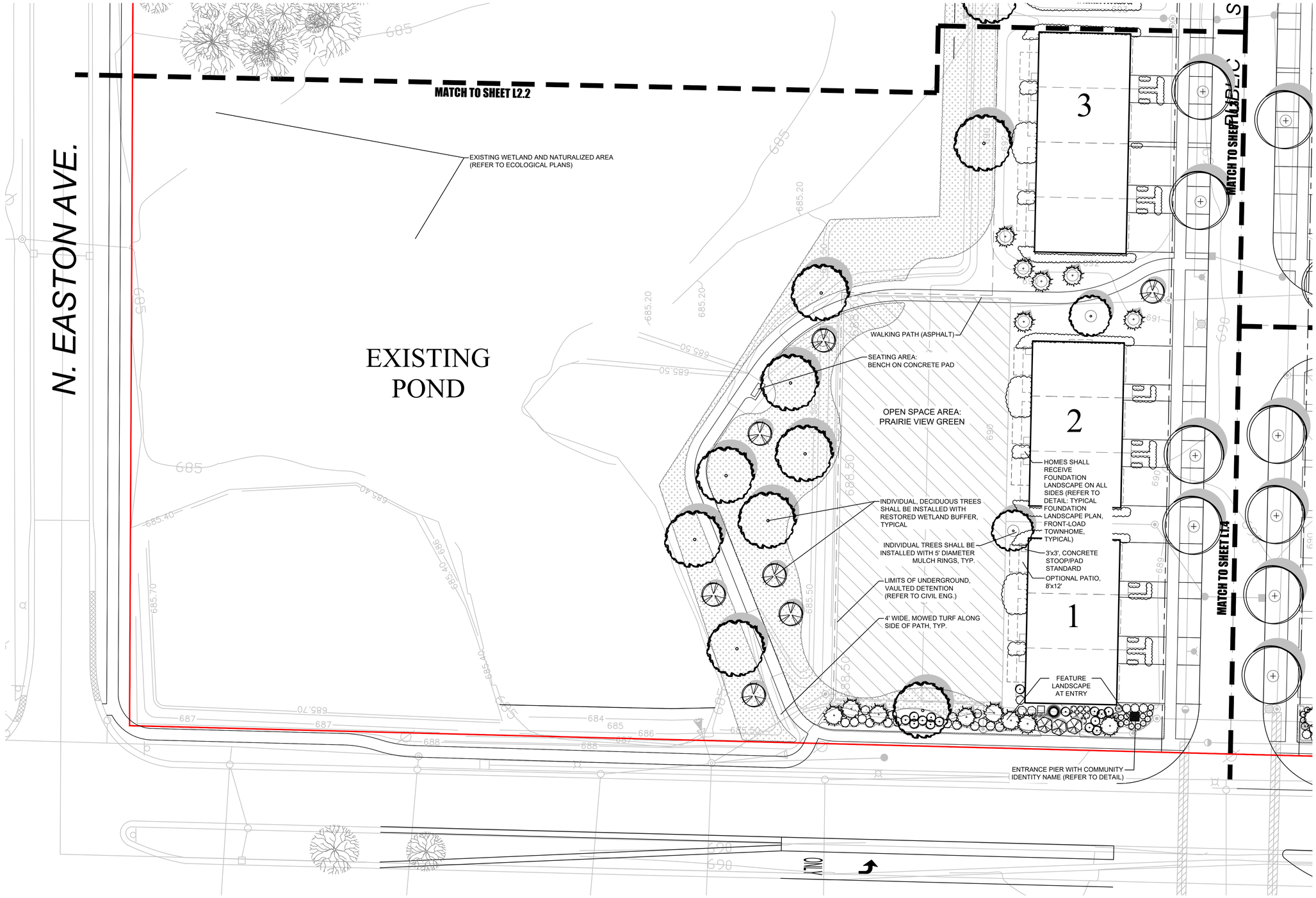
PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

TREE PRESERVATION PLAN
- TREE INVENTORY

SHEET NUMBER

L1.6



NORTH

LANDSCAPE PLAN - SOUTHWEST

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

**1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL**

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
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PROJECT NAME AND SHEET TITLE

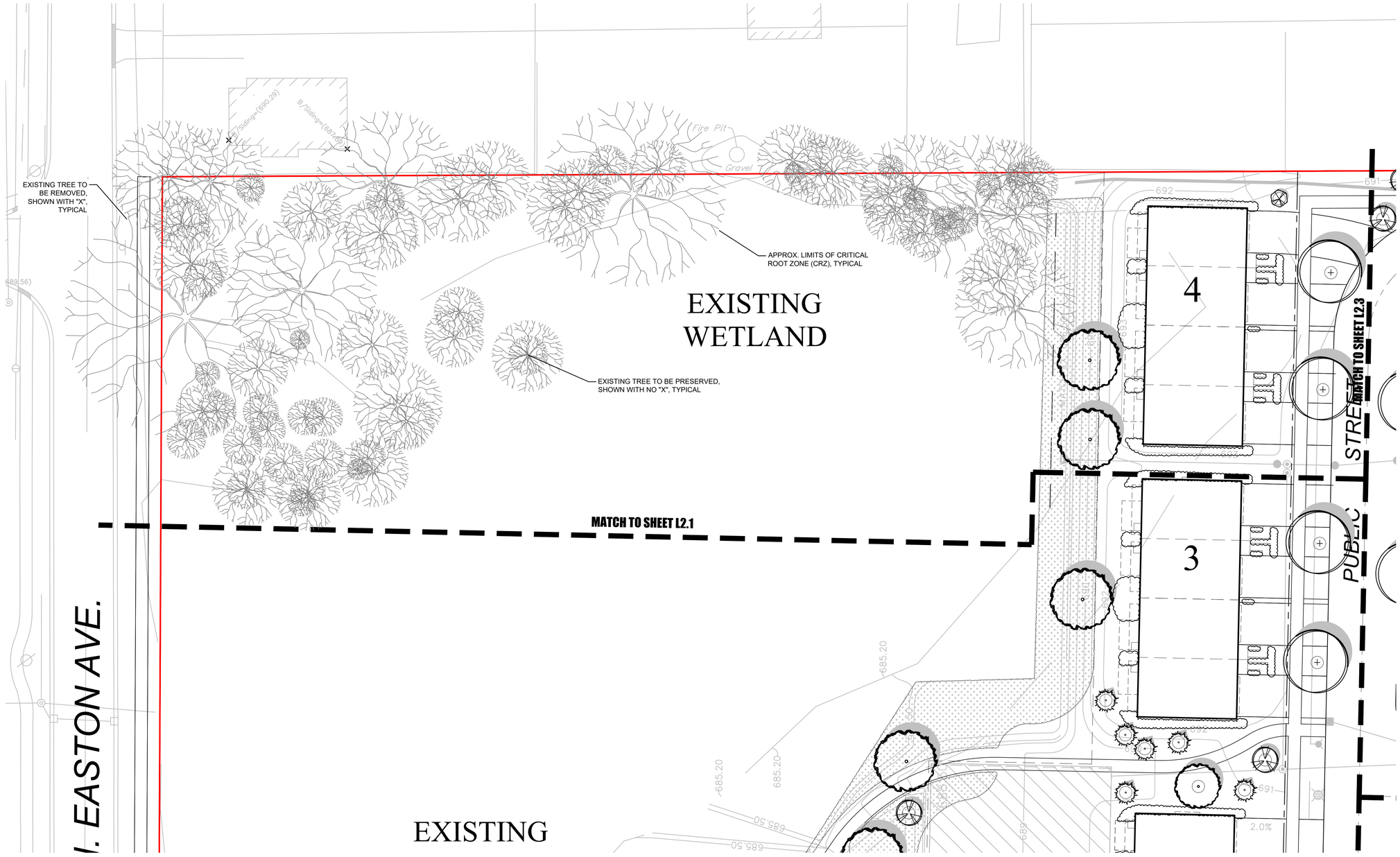
PRAIRIE VIEW TOWNS

BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - SOUTHWEST

SHEET NUMBER

L2.1



NORTH

LANDSCAPE PLAN - NORTHWEST

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
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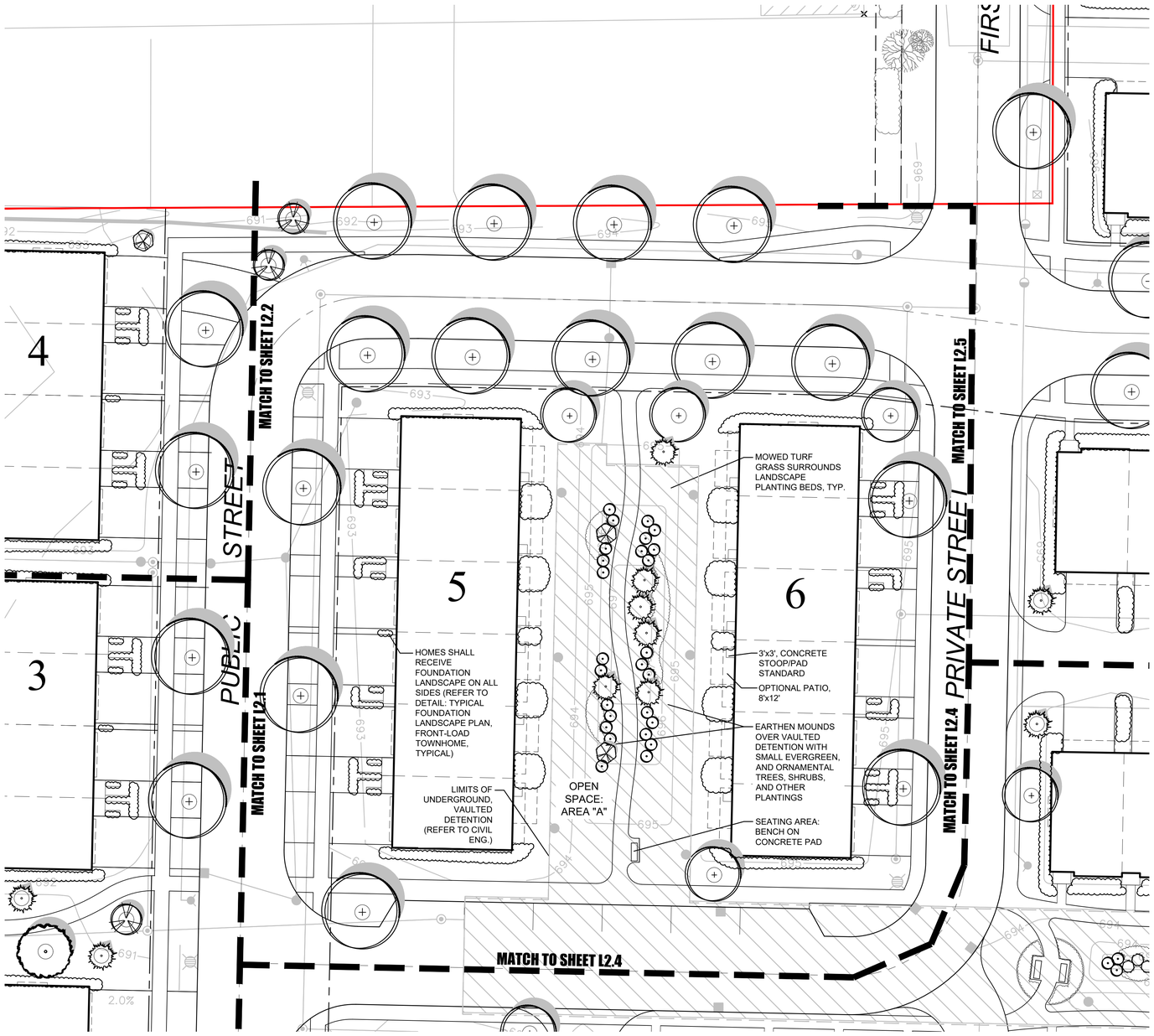
PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - NORTHWEST

SHEET NUMBER

L2.2



NORTH

LANDSCAPE PLAN - NORTH, CENTER

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
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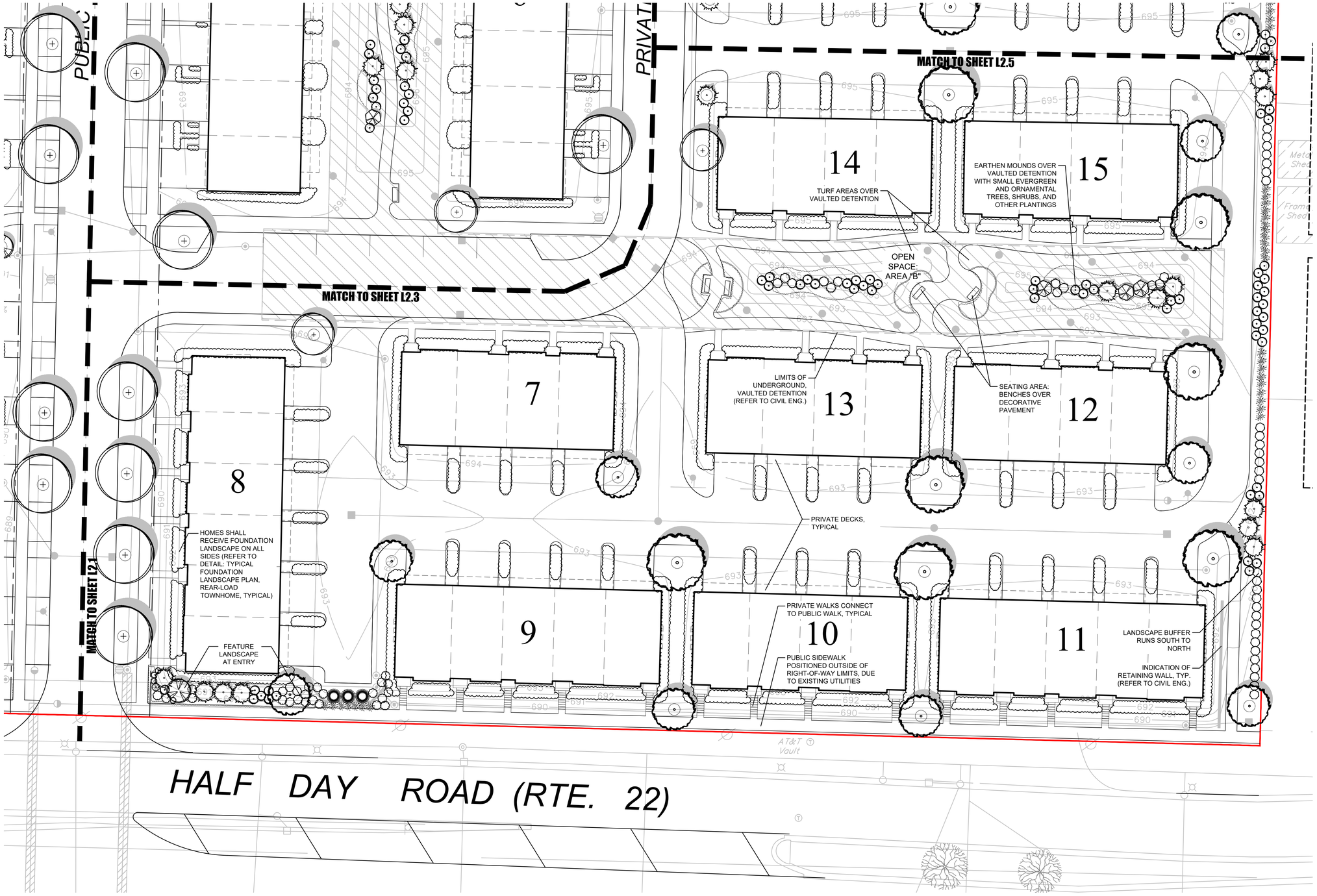
PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - NORTH, CENTER

SHEET NUMBER

L2.3



NORTH

LANDSCAPE PLAN - SOUTHEAST

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
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PROJECT NAME AND SHEET TITLE

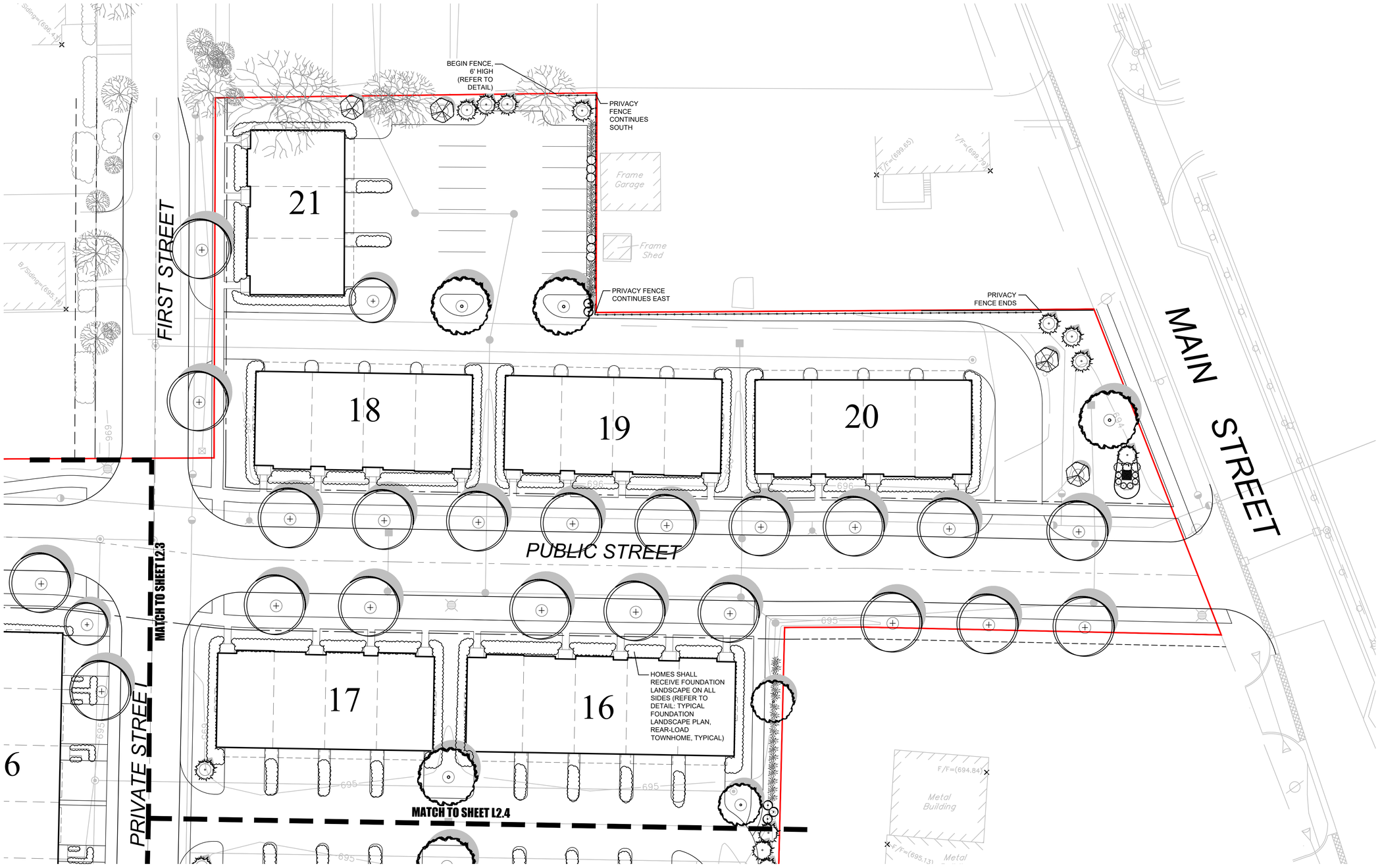
PRAIRIE VIEW TOWNS

BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - SOUTHEAST

SHEET NUMBER

L2.4



NORTH

LANDSCAPE PLAN - NORTHEAST

SCALE: 1" = 20'-0"

0 10' 20' 40'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
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PROJECT NAME AND SHEET TITLE

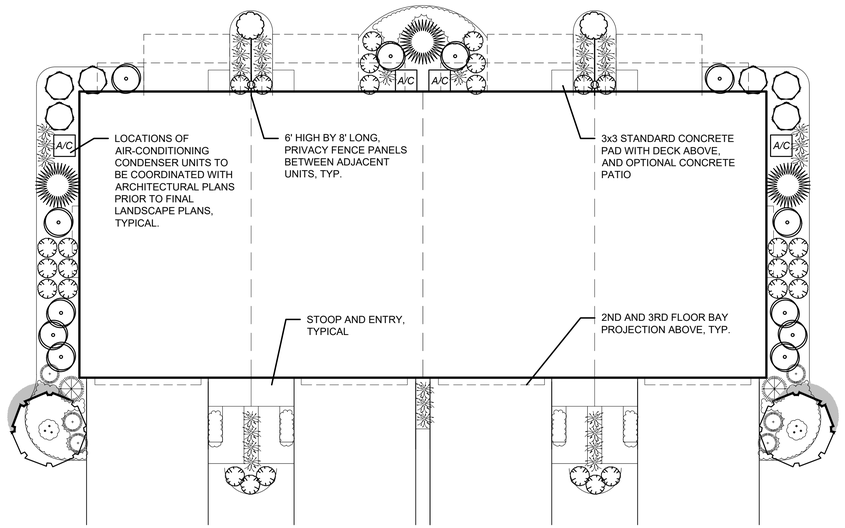
PRAIRIE VIEW TOWNS

BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - NORTHEAST

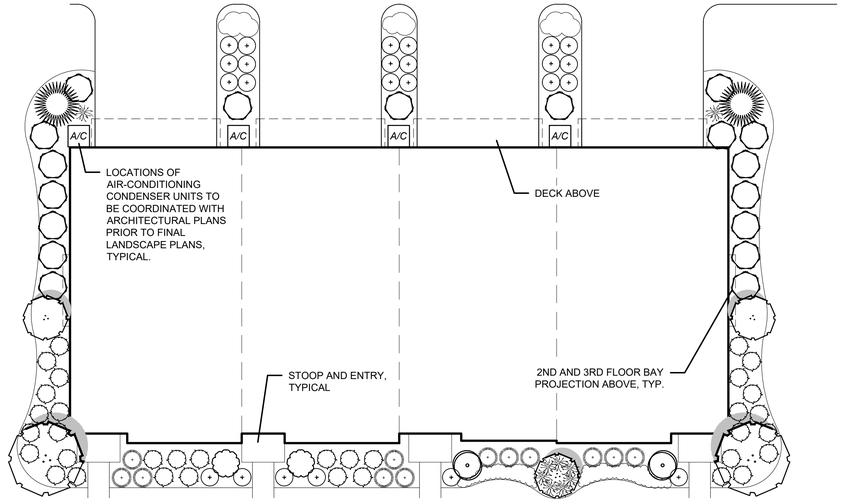
SHEET NUMBER

L2.5



DETAIL: TYPICAL FOUNDATION LANDSCAPE PLAN, FRONT-LOADED TOWNHOME

SCALE: 1" = 10'



DETAIL: TYPICAL FOUNDATION LANDSCAPE PLAN, REAR-LOADED TOWNHOME

SCALE: 1" = 10'

0 5' 10' 20'

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
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PROJECT NAME AND SHEET TITLE

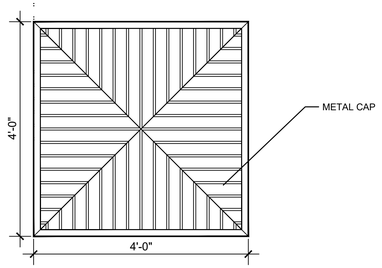
PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - TYPICAL FOUNDATIONS

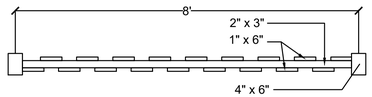
SHEET NUMBER

L2.6

DETAILS: SITE FEATURES



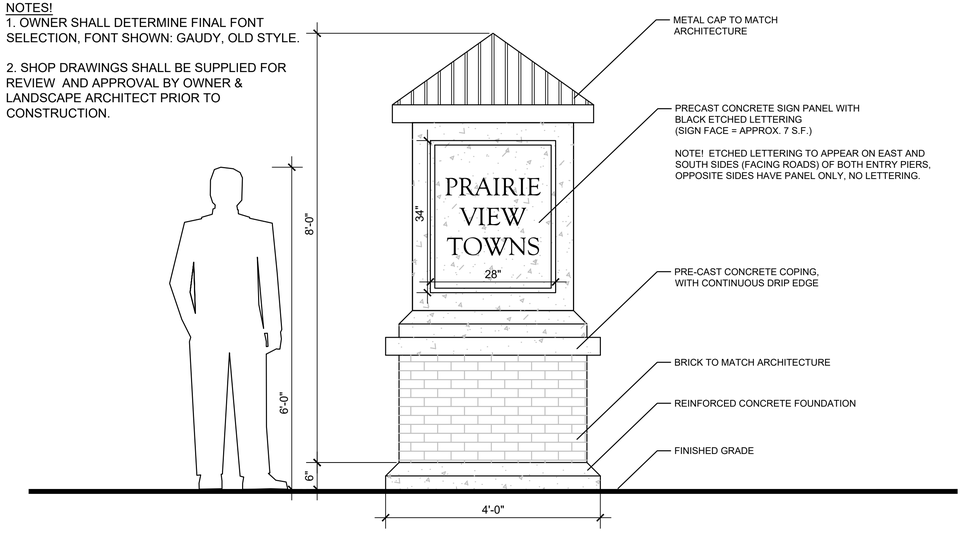
PLAN VIEW



PLAN VIEW

NOTES!
1. OWNER SHALL DETERMINE FINAL FONT SELECTION, FONT SHOWN: GAUDY, OLD STYLE.

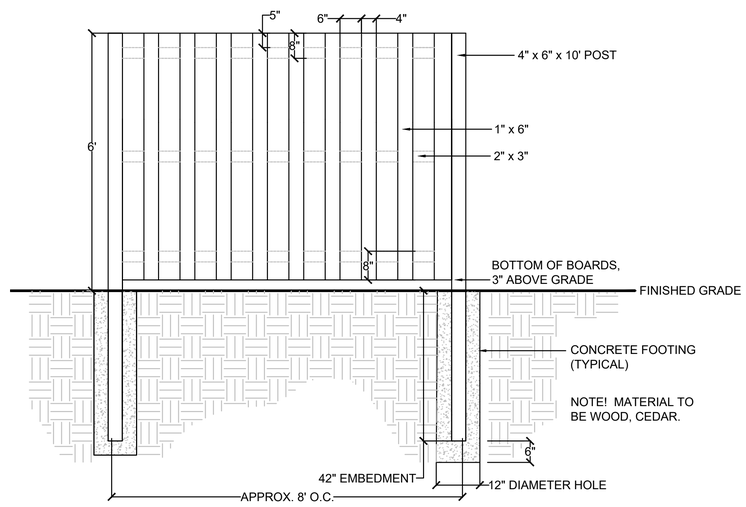
2. SHOP DRAWINGS SHALL BE SUPPLIED FOR REVIEW AND APPROVAL BY OWNER & LANDSCAPE ARCHITECT PRIOR TO CONSTRUCTION.



ELEVATION

DETAIL: ENTRY PIER

SCALE: 1/2" = 1'-0"



ELEVATION

DETAIL: PRIVACY FENCING

NOT TO SCALE

dickson design
STUDIO
9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE HOME COMPANY, LLC

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

PLAN DATE

MAY 30, 2025

REVISIONS

1.	7/21/25 PER STAFF COMMENTS
2.	9/10/25 PER STAFF COMMENTS
3.	10/3/25 PER STAFF COMMENTS
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PROJECT NAME AND SHEET TITLE

PRAIRIE VIEW TOWNS
BUFFALO GROVE, IL

PRELIMINARY LANDSCAPE PLAN - DETAILS: SITE FEATURES

SHEET NUMBER

L3.0

NOTES:

1. THE LIGHT FIXTURE LOCATIONS ON THIS PLAN SHOW THE RECOMMENDED PLACEMENT PER PULTE'S RESIDENTIAL UNIT LAYOUT.
2. THE PHOTOMETRIC PLAN WAS PREPARED CONSIDERING THE FIXTURES IN THE SCHEDULE ON THIS SHEET.

SITE LIGHTING FIXTURE SCHEDULE

SYMBOL	DESCRIPTION	QUANTITY	LLF	COLOR	MOUNTING	CONFIG.	CATALOG NO. & NOTES
SL-1	KICHLER LIGHTING, CAPANNA OUTDOOR WALL LIGHT, 9W	90	0.90	2700K	6'-0" MOUNTING HEIGHT	1 FIXTURE	49925BKT
SL-2	KICHLER LIGHTING, CAPANNA OUTDOOR WALL LIGHT, 9W	81	0.90	2700K	7'-0" MOUNTING HEIGHT	1 FIXTURE	49925BKT
SL-3	KICHLER LIGHTING, CAPANNA OUTDOOR WALL LIGHT, 9W	64	0.90	2700K	16'-0" MOUNTING HEIGHT	1 FIXTURE	49925BKT

Capanna Outdoor Wall Light 1-Light | Clear Water Glass — 49925BKT

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SPECIFICATIONS

Certifications/Qualifications	
ADA Compliant	No
Prop65	No
Dark Sky Compliant	No
Location Rating	Wet kichler.com/warranty
Dimensions	
Height	13.25"
Width	8.5"
Height From Center Of Wall	2.25"
Opening (Spec Sheet)	
Extension	10"
Weight	4.7 LBS
Canopy Height	6.25"
Canopy Width	5.5"
Canopy Depth	1.25"
Electrical	
Input Voltage	120 V
Light Source	
Light Source	Bulb
Lamp Included	Not Included
# Of Bulbs/LED Modules	1
Max Or Nominal Watt	75 W
Lamp Type	A19
Socket Type	E26 (Medium)
Dimmable	Yes
Mounting/Installation	
Interior/Exterior	Exterior Product
Mounting Weight	2.6 LBS
Modular	No
Lead Wire Length	6

FIXTURE ATTRIBUTES

Housing/Glass	
Primary Material	Aluminum
Shade Included	No
Shade Dimensions	5.75 SQ X 9.50
Product/Ordering Information	
Sku	49925BKT
Finish	Textured Black
UPC	783927540421

Finishes

- Olde Bronze
- Textured Black

ALSO IN THIS FAMILY

49924BKT | 49924OZ | 49926BKT | 49926OZ | 49927BKT | 49927OZ

Kichler.com

KICHLER

1

BULBRITE
turn life on

TECHNICAL SPECIFICATION SHEET

A-Type Dimmable

9W LED A19 60W EQUIV PREFERRED DIMMABLE
2700K E26 120V - 25PK

Item# 774257

Ordering Code LED9A19/PF60W/927/D/2/25P

UPC 739698777085

25 Pack of Bulbrite's LED A19 bulbs to enhance your space. Each bulb uses just 9W of power while delivering the brightness equivalent of a traditional 60W incandescent, producing 800 lumens of warm white light (2700K) with excellent color rendering (90 CRI) and a beam angle of 220°. The dimmable feature, clear finish, and the standard medium screw (E26) ensures compatibility with your existing fixtures. These dimmable bulbs are engineered for reliability, offering an impressive 15000 hour lifespan, reducing replacement frequency and maintenance costs while providing consistent, quality illumination for years to come. Since 1970, Bulbrite has been dedicated to lighting the way for the dream of many. But the one thing that has remained the same – our company's purpose, our guiding light (pun intended). We believe that light is so essential – so fundamental – because it impacts every moment of our lives. Our dream is to touch the lives of many by providing the most beautiful light possible as the leader in light bulb solutions. Trust in Bulbrite to brighten your space.

- A19 LED bulb with an E26, medium screw, base in a Frost finish.
- 60 Watt equivalent, using only 9 Watts (800 lumens).
- 2700K color temperature for a Warm White light.
- Ideal for general use in indoor / outdoor (not directly exposed to water) locations.
- Long lasting energy efficient LED lighting, lasts up to 15,000 hours.
- 2 Year Limited Warranty.
- 2 year Limited Lifetime Warranty

Width	Height	Length
12.800000 in	4.720 in	13.390 in

Technical Specifications

Avg Hours	15000	Inner Carton UPC	10739698777082
Base	E26	Item #	774257
Beam Angle(°)	220	Lumens	800
Bulb Type	A19	M.O.D	2.36 in
CCT Color	2700K	M.O.L	4.25 in
Color	Warm White Light	Outer Caron Qty	1
CRI	90	Outer Carton UPC	40739698777083
Dimmable	Y	Safety Rated	UL
Enclosed Rated	Y	Safety Rating Type	DAMP
Energy Star	N	Title 20	Y
Equivalent	60	Title 24	N
Finish	Frost	Volts	120
Individual Qty	25	Warranty Years	2
Individual UPC	739698777085	Watts	9
Inner Carton Qty	1		

NEW JERSEY | SOUTH CAROLINA | TEXAS
800-528-5555 - SERVICE@BULBRITE.COM - BULBRITE.COM

7/30/2025 1:23:09 PM

V3 Companies
7325 Janes Avenue
Woodridge, IL 60517
630.724.9200
www.v3co.com

CLIENT:

PULTE HOME COMPANY, LLC
1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL 60173
(847) 230-5400

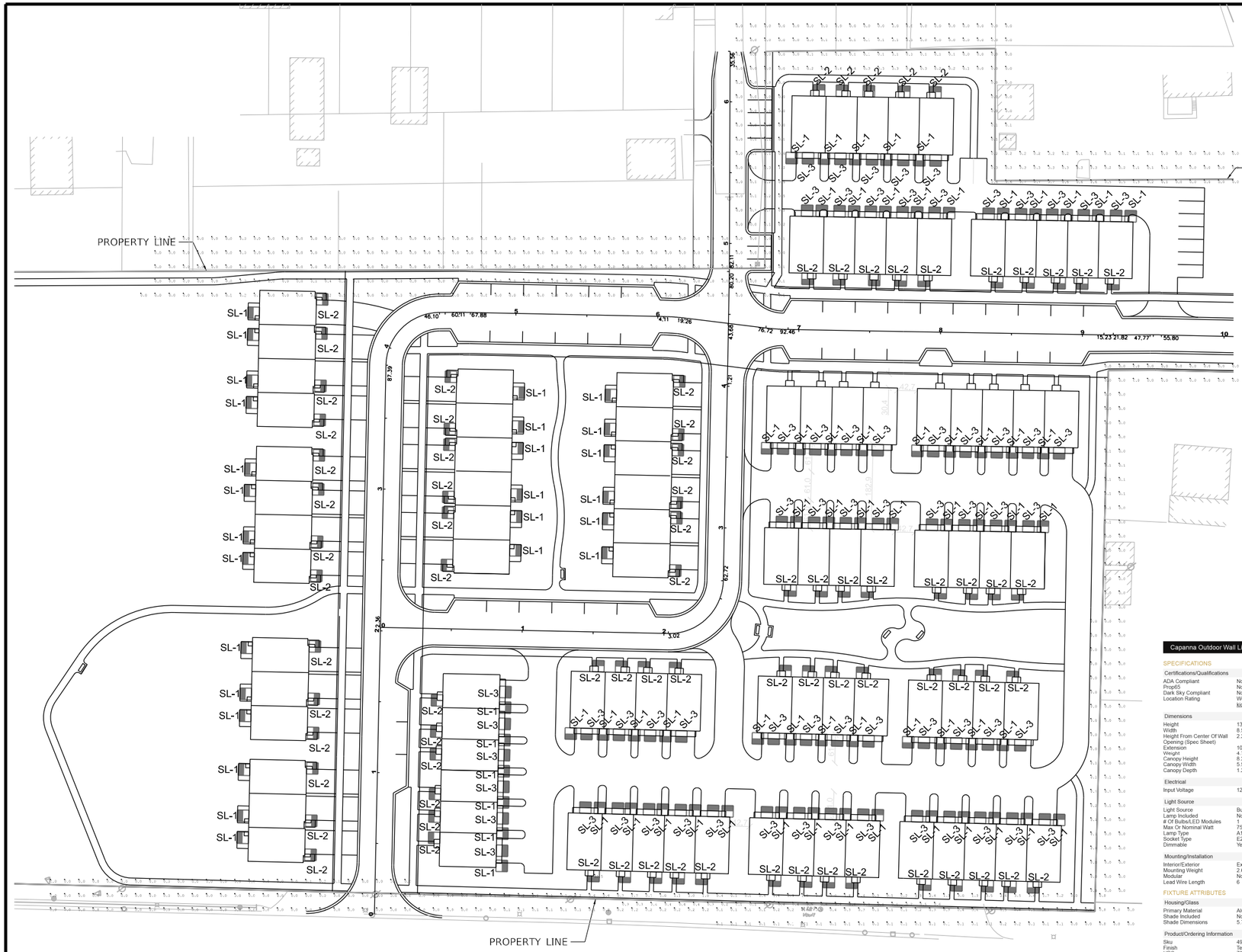
REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

PHOTOMETRIC PLAN

FIORE NURSERY REDEVELOPMENT

FILE NAME:	DSGN. BY: AM	JOB NO.:		SHEET NO.
DIR: 250365	DRN. BY: AM	DATE: 07-17-25	SCALE: 1" = 40'	1 OF 1



NOTES:

1. THE LIGHT FIXTURE LOCATIONS ON THIS PLAN SHOW THE RECOMMENDED PLACEMENT PER PULTE'S RESIDENTIAL UNIT LAYOUT.
2. THE PHOTOMETRIC PLAN WAS PREPARED CONSIDERING THE FIXTURES IN THE SCHEDULE ON THIS SHEET.

N

SITE LIGHTING FIXTURE SCHEDULE

SYMBOL	DESCRIPTION	QUANTITY	LLF	COLOR	MOUNTING	CONFIG.	CATALOG NO. & NOTES
SL-1	KICHLER LIGHTING, CAPANNA OUTDOOR WALL LIGHT, 9W	90	0.90	2700K	6'-0" MOUNTING HEIGHT	1 FIXTURE	49925BKT
SL-2	KICHLER LIGHTING, CAPANNA OUTDOOR WALL LIGHT, 9W	81	0.90	2700K	7'-0" MOUNTING HEIGHT	1 FIXTURE	49925BKT
SL-3	KICHLER LIGHTING, CAPANNA OUTDOOR WALL LIGHT, 9W	64	0.90	2700K	16'-0" MOUNTING HEIGHT	1 FIXTURE	49925BKT

Capanna Outdoor Wall Light 1-Light | Clear Water Glass — 49925BKT

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SPECIFICATIONS

Certifications/Qualifications	
ADA Compliant	No
Prop65	No
Dark Sky Compliant	No
Location Rating	Wet kichler.com/warranty
Dimensions	
Height	13.25"
Width	8.5"
Height From Center Of Wall	2.25"
Opening (Spec Sheet)	
Extension	10"
Weight	4.7 LBS
Canopy Height	6.25"
Canopy Width	5.5"
Canopy Depth	1.25"
Electrical	
Input Voltage	120 V
Light Source	
Light Source	Bulb
Lamp Included	Not Included
# Of Bulbs/LED Modules	1
Max Or Nominal Watt	75 W
Lamp Type	A19
Socket Type	E26 (Medium)
Dimmable	Yes
Mounting/Installation	
Interior/Exterior	Exterior Product
Mounting Weight	2.6 LBS
Modular	No
Lead Wire Length	6

FIXTURE ATTRIBUTES

Housing/Glass	
Primary Material	Aluminum
Shade Included	No
Shade Dimensions	5.75 SQ X 9.50
Product/Ordering Information	
Sku	49925BKT
Finish	Textured Black
UPC	783927540421

Finishes

- Olde Bronze
- Textured Black

ALSO IN THIS FAMILY

Kichler.com

KICHLER

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BULBRITE turn life on

TECHNICAL SPECIFICATION SHEET

A-Type Dimmable

9W LED A19 60W EQUIV PREFERRED DIMMABLE 2700K E26 120V - 25PK

Item# 774257

Ordering Code LED9A19/PF60W/927/D/2/25P

UPC 739698777085

25 Pack of Bulbrite's LED A19 bulbs to enhance your space. Each bulb uses just 9W of power while delivering the brightness equivalent of a traditional 60W incandescent, producing 800 lumens of warm white light (2700K) with excellent color rendering (CRI 90). Dimmable down to 2% of full brightness, these bulbs, and the standard medium screw (E26) ensures compatibility with your existing fixtures. These dimmable bulbs are engineered for reliability, offering an impressive 15000 hour lifespan, reducing replacement frequency and maintenance costs while providing consistent, quality illumination for years to come. Bulbrite has been a leader in the lighting industry for over 100 years and a dream of many. But the one thing that has remained the same – our company's purpose, our guiding light (pun intended!). We believe that light is so essential – so fundamental – because it impacts every moment of our lives. Our dream is to touch the lives of many by providing the most beautiful light possible as the leader in light bulb solutions. Trust in Bulbrite to brighten your space.

- A19 LED bulb with an E26, medium screw, base in a Frost finish.
- 60 Watt equivalent, using only 9 Watts (800 lumens).
- 2700K color temperature for a Warm White light.
- Rated for Damp, safe for indoor / outdoor (not directly exposed to water) locations.
- Long lasting energy efficient LED lighting, lasts up to 15,000 hours.
- 2 Year Limited Warranty.
- • 2 year Limited Lifetime Warranty

Width	Height	Length
12.800000 in	4.720 in	13.390 in

Technical Specifications

Avg Hours	15000	Inner Carton UPC	10739698777082
Base	E26	Item #	774257
Beam Angle(°)	220	Lumens	800
Bulb Type	A19	M.O.D	2.36 in
CCT Color	2700K	M.O.L	4.25 in
Color	Warm White Light	Outer Caron Qty	1
CRI	90	Outer Carton UPC	40739698777083
Dimmable	Y	Safety Rated	UL
Enclosed Rated	Y	Safety Rating Type	DAMP
Energy Star	N	Title 20	Y
Equivalent	60	Title 24	N
Finish	Frost	Volts	120
Individual Qty	25	Warranty Years	2
Individual UPC	739698777085	Watts	9
Inner Carton Qty	1		

NEW JERSEY | SOUTH CAROLINA | TEXAS

800-528-5555 - SERVICE@BULBRITE.COM - BULBRITE.COM

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7325 Janes Avenue
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CLIENT:

PULTE HOME COMPANY, LLC
1900 E. GOLF ROAD, SUITE 300
SCHAUMBURG, IL 60173
(847) 230-5400

REVISIONS

NO.	DATE	DESCRIPTION	NO.	DATE	DESCRIPTION

PHOTOMETRIC PLAN

FIORE NURSERY REDEVELOPMENT

FILE NAME:	DSGN. BY: AM	JOB NO.:		SHEET NO.
DIR: 250365	DRN. BY: AM	DATE: 07-21-25	SCALE: 1" = 40'	2 OF 2

7/21/2025 1:14:10 PM

Capanna Outdoor Wall Light 1-Light | Clear Water Glass 49925BKT

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SPECIFICATIONS

Certifications/Qualifications

ADA Compliant	No
Prop65	No
Dark Sky Compliant	No
Location Rating	Wet
	kichler.com/warranty

Dimensions

Height	13.25"
Width	8.5"
Height From Center Of Wall Opening (Spec Sheet)	2.25"
Extension	10"
Weight	4.7 LBS
Canopy Height	8.25"
Canopy Width	5.5"
Canopy Depth	1.25"

Electrical

Input Voltage	120 V

Light Source

Light Source	Bulb
Lamp Included	Not Included
# Of Bulbs/LED Modules	1
Max Or Nominal Watt	75 W
Lamp Type	A19
Socket Type	E26 (Medium)
Dimmable	Yes

Mounting/Installation

Interior/Exterior	Exterior Product
Mounting Weight	2.6 LBS
Modular	No
Lead Wire Length	6

FIXTURE ATTRIBUTES

Housing/Glass

Primary Material	Aluminum
Shade Included	No
Shade Dimensions	5.75 SQ X 9.50

Product/Ordering Information

Sku	49925BKT
Finish	Textured Black
UPC	783927540421

Finishes

- Olde Bronze
- Textured Black

ALSO IN THIS FAMILY

49924BKT

49924OZ

49926BKT

49926OZ

49927BKT

49927OZ

A-Type Dimmable

9W LED A19 60W EQUIV PREFERRED DIMMABLE 2700K E26 120V - 25PK

Item# 774257

Ordering Code LED9A19/PF60W/927/D/2/25P

UPC 739698777085

25 Pack of Bulbrite's LED A19 bulbs to enhance your space. Each bulb uses just 9W of power while delivering the brightness equivalent of a traditional 60W incandescent, producing 800 lumens of warm white light (2700K) with excellent color rendering. The frost finish provides a soft, even glow that reduces glare, and the standard medium screw (E26) ensures compatibility with your existing fixtures. These dimmable bulbs are engineered for reliability, offering an impressive 15000-hour lifespan, reducing replacement frequency and maintenance costs while providing consistent, quality illumination for years to come. For over 50 years Bulbrite has grown from one man's dream to the dream of many. But the one thing that has remained the same – our company's purpose, our guiding light (pun intended!). We believe that light is so essential – so fundamental – because it impacts every moment of our lives. Our dream is to touch the lives of many by providing the most beautiful light possible as the leader in light bulb solutions. Trust in Bulbrite to brighten your space.

- A19 LED bulb with an E26, medium screw, base in a Frost finish.
- 60 Watt equivalent, using only 9 Watts (800 lumens).
- 2700K color temperature for a Warm White light.
- Damp Rated for use in indoor / outdoor (not directly exposed to water) locations.
- Long lasting energy efficient LED lighting, lasts up to 15,000 hours.
- 2 Year Limited Warranty.
- 2 year Limited Lifetime Warranty

Width	Height	Length
12.800000 in	4.720 in	13.390 in

Technical Specifications

Avg Hours	15000	**Inner Carton UPC**	10739698777082
Base	E26	**Item #**	774257
Beam Angle(º)	220	**Lumens**	800
Bulb Type	A19	**M.O.D**	2.36 in
CCT Color	2700K	**M.O.L**	4.25 in
Color	Warm White Light	**Outer Carton Qty**	1
CRI	90	**Outer Carton UPC**	40739698777083
Dimmable	Y	**Safety Rated**	UL
Enclosed Rated	Y	**Safety Rating Type**	DAMP
Energy Star	N	**Title 20**	Y
Equivalent	60	**Title 24**	N
Finish	Frost	**Volts**	120
Individual Qty	25	**Warranty Years**	2
Individual UPC	739698777085	**Watts**	9
Inner Carton Qty	1		

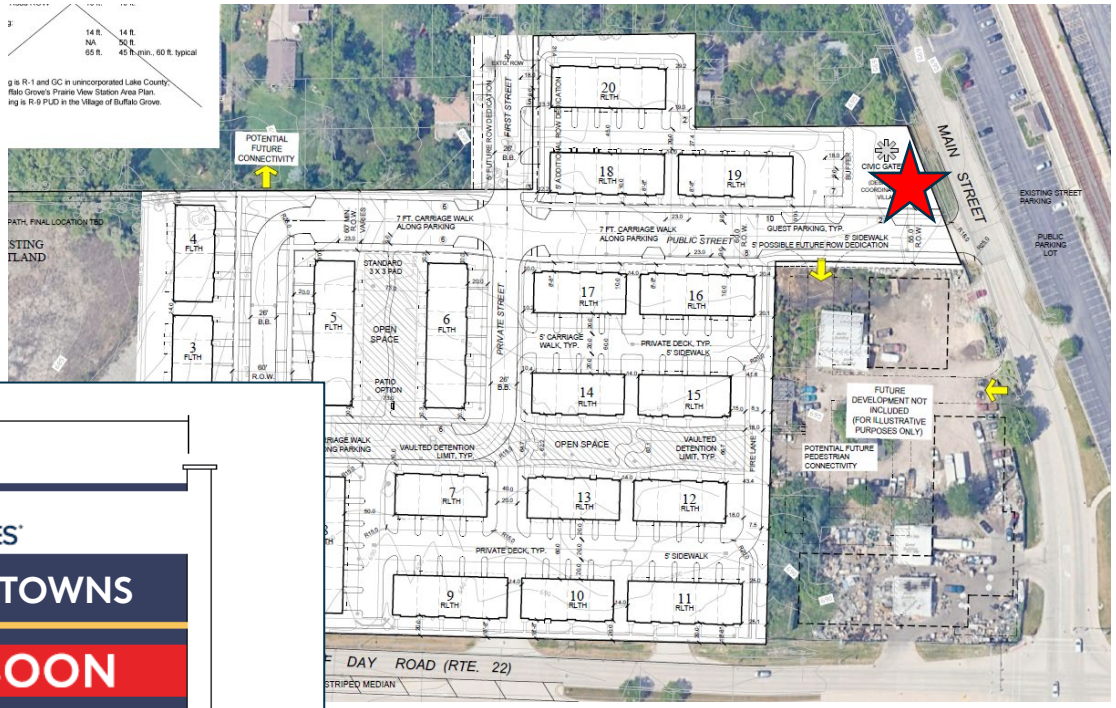
Prairie View Towns – Buffalo Grove

Proposed Signage Plan

July 8, 2025

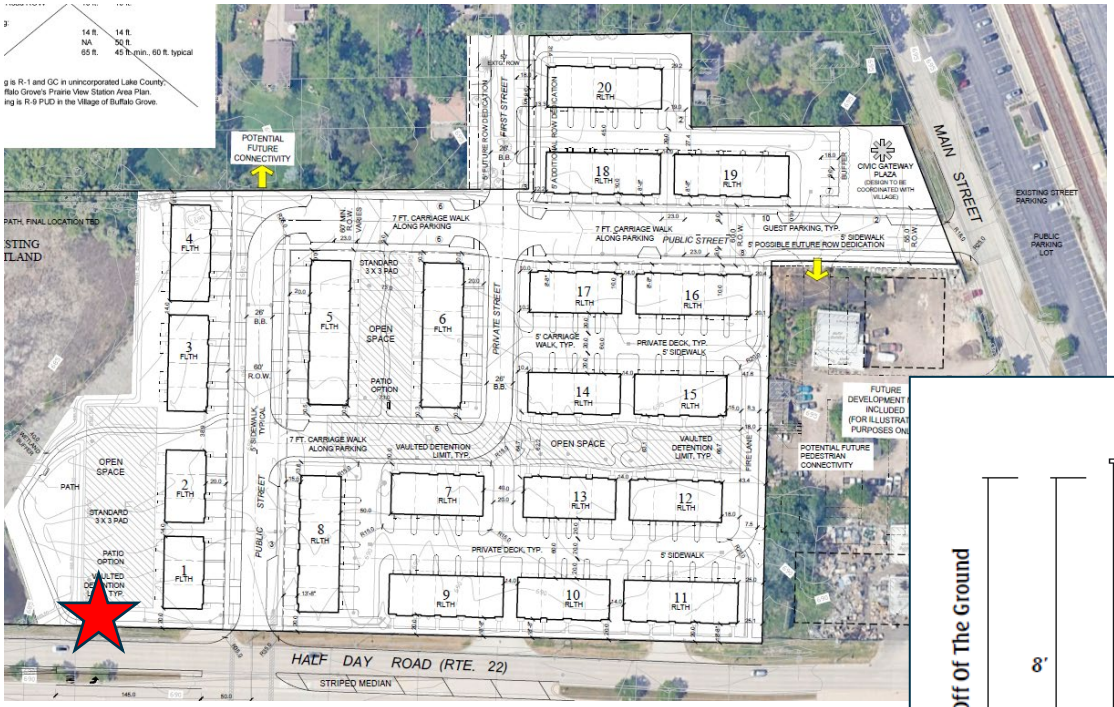
Confidential and Proprietary

Entrance Billboard – Main Street



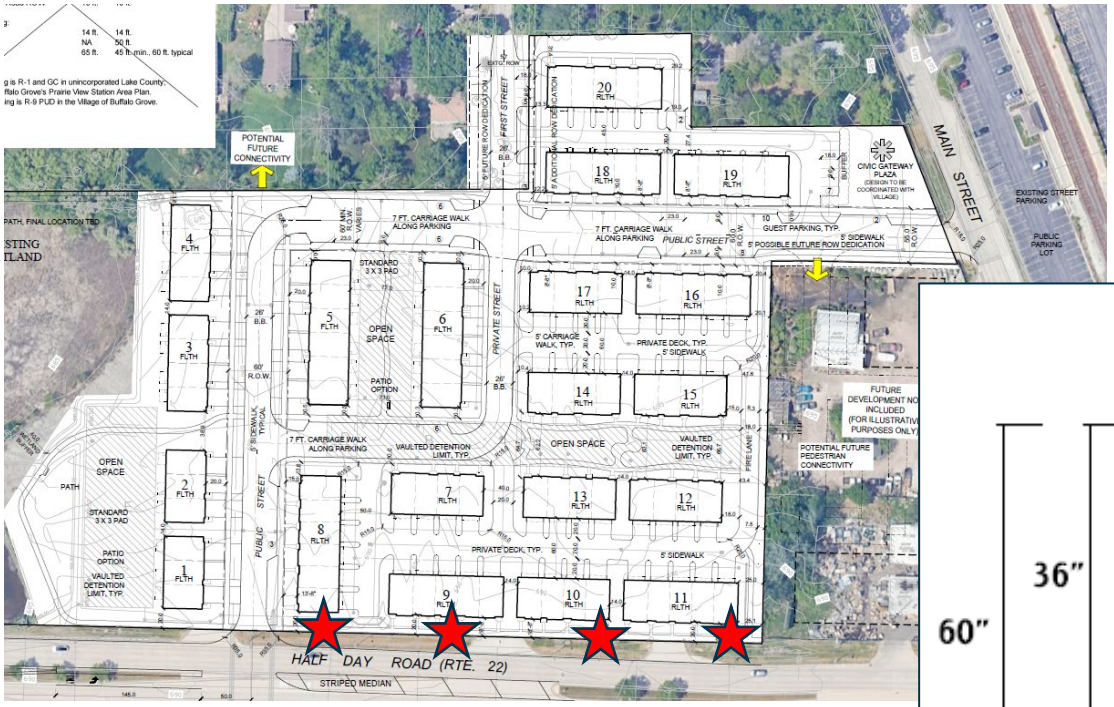
8'x10' Double Sided Informational Billboard
3/8" MDO Painted Ronan Dark Blue w/White, Red, Yellow & Digital Vinyl Mounted To 2 Wooden 6"x6" Post & Toppers Painted White.
Qty: 1

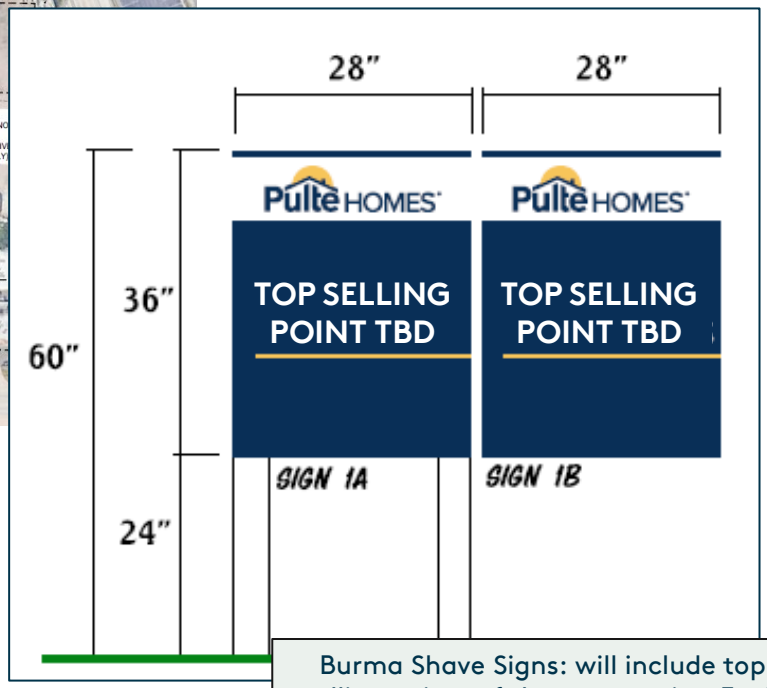
Entrance Billboard – Half Day Road (Route 22)



8'x10' Double Sided Informational Billboard
3/8" MDO Painted Ronan Dark Blue w/White, Red, Yellow & Digital Vinyl Mounted To 2 Wooden 6"x6" Post & Toppers Painted White.
Qty: 1

Burma Shave Signs – Half Day Road (Route 22)

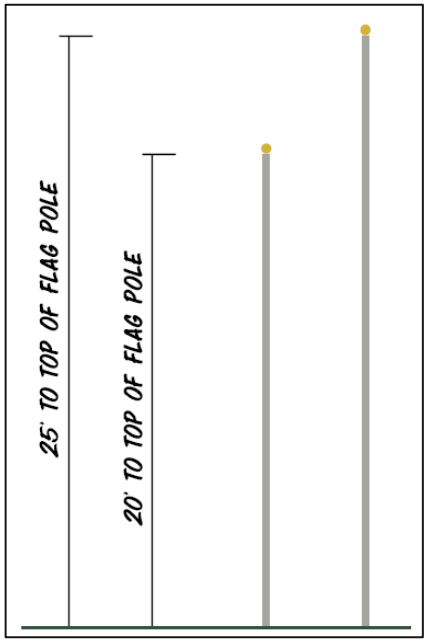




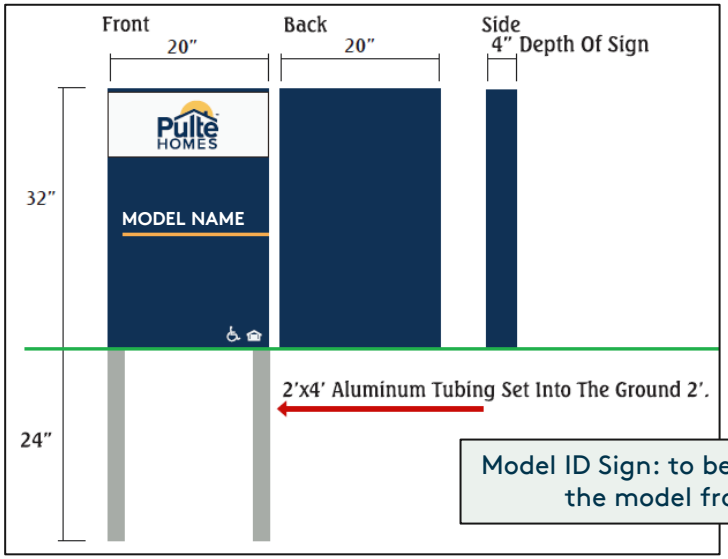
Burma Shave Signs: will include top selling points of the community. Each sign is double sided. Quantity = 4

Model Signage – Lot TBD

Welcome Sign: to be installed in front of the model

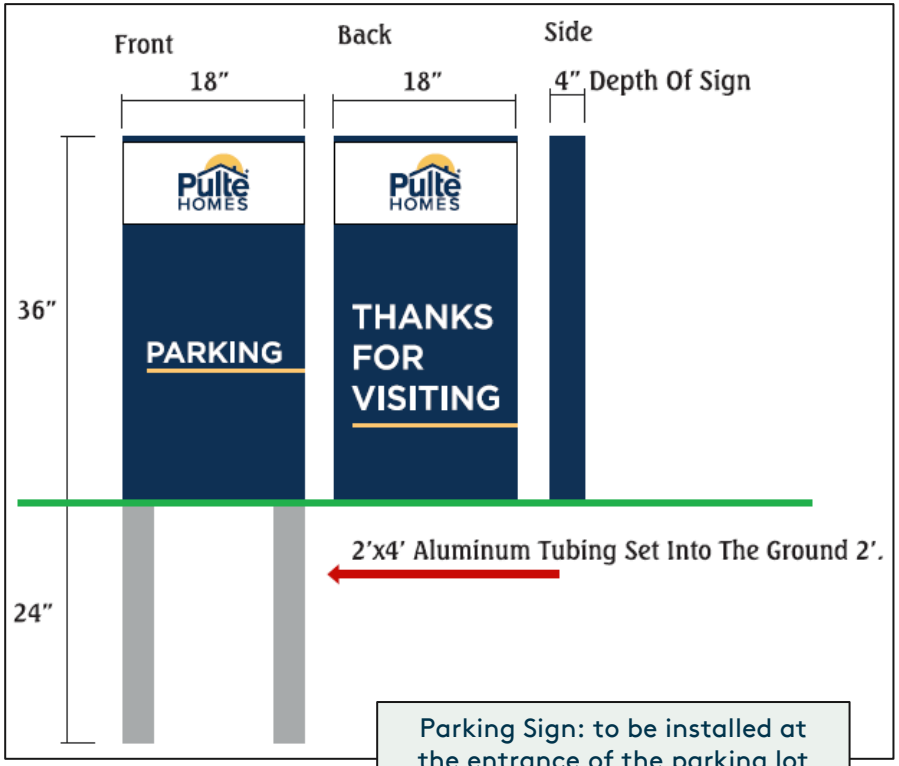


Flag Poles: to be installed behind the Welcome sign. One American flag, one Pulte flag

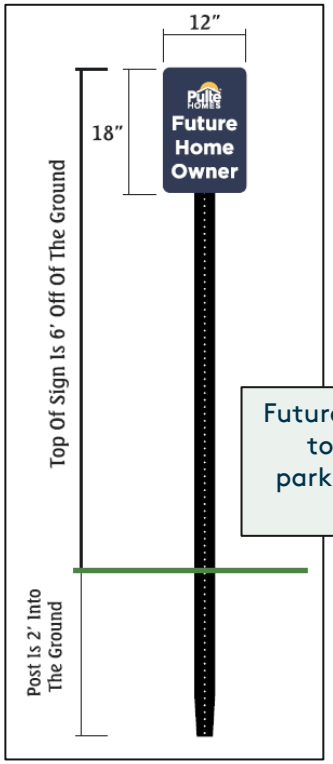


Model ID Sign: to be installed near the model front door

Parking Signage – Lot TBD



Parking Sign: to be installed at the entrance of the parking lot



Future Homeowner Parking Signs: to be installed in the first 4 parking spots in the parking lot. Quantity = 4

THE FISCAL IMPACT ASSOCIATED WITH A PROPOSED TOWNHOME DEVELOPMENT IN BUFFALO GROVE

To

PULTEGROUP, INC.

From

GRUEN GRUEN + ASSOCIATES
Urban Economists, Market Strategists & Land Use/Public Policy Analysts

June 2025

Updated September 2025

C1690

Gruen Gruen + Associates

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CHAPTER I

INTRODUCTION AND KEY FINDINGS AND CONCLUSIONS

INTRODUCTION

This report summarizes the evaluation by Gruen Gruen + Associates ("GG+A") of the fiscal impact of a proposed townhome development on the Village of Buffalo Grove General Fund and other funds. Pulte Homes proposes to develop 90 for-sale townhome units on approximately 11.18 acres of land at the northwest corner of Half Day Road and Main Street/Prairie Road on the former Fiore Nursery site in unincorporated Lake County. The proposed townhome development is just south of the Prairie View Metra station. The townhome development is anticipated to be annexed into the Village of Buffalo Grove.

Because the fiscal analysis addresses long-term rather than short-term fiscal effects of the proposed townhome development on the Village's General Fund and other funds, the analysis excludes fee revenue associated with infrastructure or other capital items. Revenues collected on a cost-recovery basis and other fees-for-service (e.g., permit and plan checking fees, and inspection fees, etc.) are assumed to be set at rates that will adequately offset municipal costs.

To evaluate the net fiscal impact, GG+A estimated the annual revenue the construction and occupancy of the townhome development will generate for the General Fund and other funds. GG+A also estimated the General Fund municipal expenditures potentially induced by the proposed townhome development. GG+A then compared the estimated annual revenues and annual operating costs to estimate the net fiscal impact on the Village of Buffalo Grove General Fund. The net fiscal impact is estimated at the build-out of the townhome development. GG+ also estimated the annual revenues the proposed townhome development will generate for other funds of the Village.

GG+A also estimated the annual property tax revenues the townhome development would generate for all taxing entities. In addition, GG+A estimated the net fiscal impact of the proposed townhome development on Lincolnshire-Prairie View School District 103 and Stevenson High School District 125.

KEY FINDINGS AND CONCLUSIONS

Increased Housing Opportunities and Total Household Income

In addition to providing expanded housing opportunities in Buffalo Grove the proposed development will generate fiscal benefits (tax revenues) for the Village of Buffalo Grove. The net positive fiscal impacts associated with the proposed development are summarized below and described in more detail in the body of this report.

The occupants of the housing units are expected to add total annual income to the household base of Buffalo Grove of approximately $14,670,000.

Estimated Annual Property Tax Revenue

At build-out, GG+A estimates the townhome development will generate annual property tax revenue of approximately $147,100 for the Village of Buffalo Grove. At build-out, GG+A estimates the townhome development will generate annual property tax revenue of approximately $603,700 for the Lincolnshire-Prairie View School District 103; and approximately $575,200 of annual property tax revenue for Stevenson High School District 125. As summarized in Appendix A, the townhome development is estimated to generate total annual property tax revenue of approximately $1,590,000 for all taxing districts.

Estimated Increase in Annual Property Tax Revenue Relative to the Property Tax Revenue Associated with the Existing Land Use

The 2023 property taxes for the existing property were approximately $44,000. At build-out of the townhome development, property tax revenues are estimated to increase by approximately $1,546,000 relative to the existing property taxes. According to the Lake County Assessor, the 2024 total assessed value is $511,723 compared to a much higher estimated assessed value of $18,450,000 for the townhome development.

Village Revenue Resulting from Proposed Townhome Development

Table I-1 presents a summary of the annual revenues the proposed townhome development is estimated to generate at build-out for the Village of Buffalo Grove.

TABLE I-1

Annual Revenues the Proposed Townhome Development at Build-Out is Estimated to Generate for Village of Buffalo Grove[1]

Revenue	$	% of Total
Property Tax	147,100	57.4
State Income and Use Tax	43,700	17.0
Sales Tax	21,600	8.4
Electric & Natural Gas Utility Tax	11,900	4.6
Real Estate Transfer Tax	10,200	4.0
Telecommunications Tax	3,600	1.4
Cable TV Franchise Fees	3,500	1.4
Food & Beverage Tax	2,100	0.8
Subtotal – General Fund Revenue	243,700	95.0
Local Motor Fuel Tax – Local Motor Fuel Tax Fund	2,800	1.1
Motor Fuel Tax (State Share) - Motor Fuel Tax Fund	9,900	3.9
TOTAL	**256,400**	**100.0**

[1] Figures are rounded.

Sources: Village of Buffalo Grove; Gruen Gruen + Associates.

Following full build-out, the proposed townhome development is forecast to generate approximately $256,400 of annual revenue for the Village of Buffalo Grove. This total annual revenue equates to approximately $2,850 per housing unit.

Estimated property tax revenue of $147,100 is expected to comprise approximately 57 percent of all revenue generated by the planned townhome development. Annual state income and use tax revenue of $43,700 is forecast to comprise an additional 17 percent of total revenue upon full build-out. Annual sales tax revenue of $21,600 is forecast to comprise about eight percent of revenue upon full build-out. Other revenues totaling $44,000 including electric and natural gas utility tax ($11,900), cable TV franchise fees ($3,500), real estate transfer tax ($10,200), telecommunication tax ($3,600), food and beverage tax ($2,100), and local and state-shared motor fuel tax ($12,700) are forecast to comprise 17 percent of annual revenue.

In addition, the initial sales of the proposed 90 townhome units by PulteGroup, Inc. is estimated to generate one-time total real estate transfer tax revenue of $172,500 for the Village of Buffalo Grove.

General Fund Expenditures Potentially Induced by the Townhome Development

Table I-2 summarizes the estimated annual General Fund costs potentially induced by the townhome development and its occupants upon full build-out.

TABLE I-2

Estimate of Annual General Fund Costs Upon Build-out

	Annual Costs Upon Full Build-out $
General Government	3,400
Police	31,900
Fire	29,800
Public Works	5,600
Community Development	1,600
General Fund Total	**72,300**
Source: Gruen Gruen + Associates	

Upon full build-out, the townhome development is estimated to potentially induce approximately $72,300 of annual General Fund costs. Annual police service costs estimated at $31,900 and annual fire service costs estimated at $29,800 for a total of nearly $61,700 are estimated to comprise 85 percent of total General Fund costs at build-out. The costs of general government, public works, and community development services are estimated to total an additional $10,600 or about 15 percent of estimated total service costs.

Net Fiscal Impact on the Village of Buffalo Grove

As shown on Table I-3, at full build-out, the townhome development is forecast to produce an annual operating surplus of approximately $184,100, given an estimated $256,400 of annual revenues and estimated annual service costs of $72,300.

TABLE I-3

Estimate of Annual Net Fiscal Impact on the Village of Buffalo Grove[1]

	Annual Upon Full Build-out $
Village Revenues	256,400
Village Costs	72,300
Net Fiscal Impact	**184,100**

[1]Figures are rounded.

Source: Gruen Gruen + Associates

Net Fiscal Impact on Lincolnshire-Prairie View School District 103 and Stevenson High School District 125

The proposed townhome development will positively impact the operating surplus of Stevenson High School District 125. As reviewed below, the fiscal effect of the proposed townhome development on Lincolnshire-Prairie View School District 103 will depend on whether the student generation estimates under the city of Buffalo Grove Title 19- Park, School, and Library Donations Section of the municipal ordinance or the student-generation reported by the Village for a limited sample of previously constructed townhome developments identified by Village staff proves to be closer to the actual number of students generated by the project. Using the student generation data from the city of Buffalo Grove Title 19- Park, School, and Library Donations Section of the municipal ordinance and student-generation reported by the Village for other previously constructed townhome developments, GG+A estimates the development will include approximately 33 to 45 school-age children.

For Lincolnshire-Prairie View School District 103, the balance between projected property tax revenues, state funding, and additional operating costs indicates a range from an operating surplus of about $104,300 (or on average, $1,159 per household) using the estimate of students suggested by the municipal ordinance to an operating deficit of -$24,800 (or on average, negative $275 per household) using the estimate of students indicated by the number of students relative to the number of housing units for the for the sample of previously constructed townhome developments identified by Village staff. For perspective, the 2024 fiscal year budget for Lincolnshire-Prairie View School District 103 of $40,755,224 indicates that the estimated deficit is less than one tenth of one percent. (see LINCOLNSHIRE-PRAIRIEVIEW SD 103 | District Snapshot)). The estimate is based on average spending per student and does not reflect whether as likely Lincolnshire-Prairie View School District 103 has some fixed costs such as administrative functions that do not change with relatively

small increases in student enrollment. The average cost approach likely overstates operational spending per added student. Even if, for example, only 10 percent of the costs are fixed and therefore 90 percent of costs vary with changes in enrollment, the proposed townhome project would generate an annual surplus of $67,100 assuming the student count estimated based on the sample of townhome projects referred to in Appendix B.

For Stevenson High School District 125, the balance between projected property tax revenues, state funding, and additional operating costs indicates an operating surplus of about $279,700 to $413,700 or $25,500 to $69,000 per additional student generated for Stevenson High School District 125. The estimated fiscal surpluses for Stevenson High School District 125 and the Village of Buffalo Grove far exceed the estimated deficit for Lincolnshire-Prairie View School District 103.

The households occupying the homes will also generate sales for other businesses in the school districts which will generate various taxes from nonresidential properties and businesses. The spending of households will support occupancy of nonresidential building space and therefore indirectly contribute to the retention and expansion of the nonresidential property tax base of the school districts. Households may also positively impact the community by volunteering and serving as a source of labor for businesses and non-profits as well as serving as employers and sources of additional taxes than those estimated in this report. None of these potential additional benefits are estimated in this report.

METHODOLOGICAL APPROACH

This fiscal analysis is based on a review of the Village of Buffalo Grove's 2025 fiscal year budget and information obtained from representatives of PulteGroup, Inc., and a review and analysis of secondary data sources including data from the Illinois State Board of Education. Property tax rate information was obtained from the Lake County Treasurer's and Lake County Clerk's website about current assessments, property tax rates, and existing allocations to taxing districts. This information was necessary to estimate future property tax revenue for the Village of Buffalo Grove General Fund and other funds.

GG+A drew on the specific characteristics of the proposed development (e.g., property values) to estimate revenues such as property taxes which are affected by the development characteristics. The specific methodologies used to estimate each revenue and service cost item are discussed in the appropriate sections of this report. We have assumed the current tax and fee structures will remain constant. No estimates are made of the number of households new to Buffalo Grove as opposed to relocating to the project from within Buffalo Grove. The impacts presented in this report are made on a gross basis. To the extent households within Buffalo Grove relocate to the development, this will free up housing at other locations in Buffalo Grove.[1]

[1] According to Zillow's website as of May 20, 2025, only 47 homes are for sale in Buffalo Grove.

2025 CONSTANT DOLLARS

All cost and revenue projections in this report are expressed in constant 2025 dollars. That is, the possible effects of inflation or deflation on revenues in the future are not quantified.

CHAPTER II

BASELINE ASSUMPTIONS AND PROJECT CHARACTERISTICS

INTRODUCTION

This chapter summarizes the baseline demographic estimates for the Village of Buffalo Grove. It also describes the anticipated characteristics of the proposed townhome development, household size and income, and per-unit market value estimates.

DEMOGRAPHIC AND ECONOMIC PROFILE OF BUFFALO GROVE

Table II-1 summarizes the baseline demographic and employment estimates for the Village of Buffalo Grove upon which some revenue and cost estimates are based.

TABLE II-1

Baseline Demographic and Employment Estimates for the Village of Buffalo Grove

	2023[1] #
Total Population	42,824
Households	16,068
Average Household Size	2.65
Total Employment (Jobs Estimated for Non-resident Workers)	14,652
Total Resident Equivalents[2]	50,150

[1] Population and household estimates are from 2023 American Community Survey, 5-Year Estimates. Employment estimates are for 2022.
[2] Assumes two jobs located in Buffalo Grove generate the same revenues as one resident.

Sources: U.S. Census Bureau; U.S. Census Bureau Longitudinal Employer- Household Dynamic, OnTheMap; Gruen Gruen + Associates.

According to the U.S. Census Bureau, the Village of Buffalo Grove's population was estimated at 42,824 in 2023. The number of occupied housing units, or households, is estimated at 16,068. The average household size in Buffalo Grove is estimated at 2.65 persons per household. According to data from the U.S. Census Bureau, the number of jobs in Buffalo Grove held by workers which reside outside of the Village of Buffalo Grove in 2022 (most recent year available) total approximately 14,652 jobs. To estimate a resident equivalent (population plus workers in the community) upon which some estimates of revenues and service costs are calculated, it is assumed that two jobs equal the equivalent of one resident. Total resident equivalents are estimated at 50,150 in the Village of Buffalo Grove

PROJECT CHARACTERISTICS AND ASSUMPTIONS

We have relied upon the information PulteGroup, Inc. provided about the project characteristics including number and type of units, and average sale price per unit. Table II-2 summarizes the anticipated characteristics of the townhome units and occupants of the proposed development.

TABLE II-2

Residential Development Assumptions and Characteristics

ATTACHED SINGLE-FAMILY RESIDENTIAL:	
Townhome Units	90
Average Household Size (Persons) for Townhome Units[1]	2.46
Average Sale Price Per Unit	$639,000
Estimated Household Income[2]	$163,000

[1] Estimate of average household size based on Buffalo Grove Municipal Code Ordinance Title 19- Park, School and Library Donations, Section 19.01.050 – Density Formula.
[2] Estimated household income of the households for the housing units based on assumptions: (a) 20% down payment, (b) 30-year mortgage at 7% annual interest, and (c) monthly mortgage payments equal to 25% of before-tax income.

Sources: PulteGroup, Inc.; Village of Buffalo Grove; U.S. Census Bureau; Gruen Gruen + Associates.

As summarized above, the proposed development is planned to include 90 for-sale townhome units consisting of three- and four-bedroom units. The average household size for the townhome units is anticipated to be 2.46 persons per household based on population per dwelling unit metrics in the Buffalo Grove municipal code ordinance for park, school and library donations. According to PulteGroup, Inc., the average sales price is expected to be $639,000.

As summarized in Table II-2, the estimated household income of project households is $163,000.[2]

[2] According to the U.S. Census Bureau, average household income in 2023 for Buffalo Grove is estimated at $158,813. S1901: Income in the Past 12 Months ... - Census Bureau Table

Project Population

Based on the estimates of household size, Table II-3 summarizes the expected residential population of the townhome development upon full build-out.

TABLE II-3

Projected Townhome Population at Build-out

	#
Number of Units	90
Average Household Size	2.46 persons
Estimated Townhome Population at Build-out	221
Sources: PulteGroup, Inc.; Village of Buffalo Grove; Gruen Gruen + Associates.	

At full build-out, based on an average household size assumption of 2.46 persons per household, the townhome development is expected to include a total population of 221 residents.

CHAPTER III

FORECAST OF VILLAGE REVENUE

INTRODUCTION

This chapter presents a forecast of the tax revenue estimated to accrue to the Village of Buffalo Grove from the development and occupancy of the townhome development. The following sources of revenue are estimated:

- Property tax - The assessed value of new development will generate property tax revenue for the General Fund;

- Income and use taxes – The State of Illinois redistributes income taxes and sales use taxes to municipalities on a per capita basis;

- Sales tax - The sale of taxable retail goods to households living in the development will generate revenue for the General Fund through the one percent local sales tax rate shared by the State of Illinois. The Village of Buffalo Grove also imposes a home rule sales tax of one percent;

- Electric and natural gas utility tax – Buffalo Grove imposes electric and natural gas utility taxes based on consumption;

- Real estate transfer tax – The Village imposes a real estate transfer tax of $3.00 per $1,000 of transaction value;

- Telecommunications tax – Buffalo Grove imposes a 6.0 percent telecommunications tax on the use of telecommunications;

- Cable TV franchise fees – Buffalo Grove imposes a franchise tax on cable TV providers;

- Food and beverage tax – Buffalo Grove imposes a 1.0 percent food and beverage tax on food and beverage sales made within Buffalo Grove;

- Motor fuel tax – Buffalo Grove receives a share of the state-imposed tax on gasoline which is deposited into the Motor Fuel Tax Fund; and

- Local motor fuel tax – Buffalo Grove imposes a $0.02 per gallon local motor fuel tax on purchases made in the Village. The tax is deposited into the Local Motor Fuel Tax Fund.

Table III-1 presents a summary of the annual revenues the proposed townhome development is estimated to generate at build-out for the Village of Buffalo Grove.

TABLE III-1

Annual Revenues the Proposed Townhome Development is Estimated to Generate at Build-Out for Village of Buffalo Grove[1]

Revenue	$	% of Total
Property Tax	147,100	57.4
State Income and Use Tax	43,700	17.0
Sales Tax[2]	21,600	8.4
Electric & Natural Gas Utility Tax	11,900	4.6
Real Estate Transfer Tax	10,200	4.0
Telecommunications Tax	3,600	1.4
Cable TV Franchise Fees	3,500	1.4
Food & Beverage Tax	2,100	0.8
Local Motor Fuel Tax	2,800	1.1
Motor Fuel Tax[3]	9,900	3.9
TOTAL	**256,400**	**100.0**

[1]Figures have been rounded.
[2] Includes home rule sales tax revenue.
[3] State-shared includes Transportation Renewal Fund distribution from state of Illinois.

Sources: Village of Buffalo Grove; Gruen Gruen + Associates.

Following build-out, the proposed development is forecast to generate approximately $256,400 of annual revenue for the Village of Buffalo Grove. The estimated total annual revenue equates to approximately $2,850 per housing unit.

Estimated property tax revenue of $147,100 is expected to comprise approximately 57 percent of all revenue generated by the townhome development. Annual state income and use tax revenue of $43,700 is forecast to comprise an additional 17 percent of total revenue. Annual sales tax revenue of $21,600 is forecast to comprise about eight percent of revenue. Other revenues totaling $44,000 including electric and natural gas utility tax ($11,900), cable TV franchise fees ($3,500), real estate transfer tax ($10,200), telecommunication tax ($3,600), food and beverage tax ($2,100), and motor fuel tax ($12,700 for both state-shared and local) are forecast at build-out to comprise 17 percent of annual revenue.

PROPERTY TAX REVENUE

Table III-2 presents an estimate of annual property tax revenue at build-out of the townhome development for the Village of Buffalo Grove.

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TABLE III-2

Estimated Annual Property Tax Revenue at Build-out[1]

	Total $
Estimated Market Value[2]	57,510,000
Equalized Assessed Value[3]	18,450,000
Annual Property Tax Revenue @ Build-out[4]	**147,100**

[1] Figures are rounded.
[2] Based on an overall average sales price of the housing units of approximately $639,000.
[3] Equalized assessed value is calculated at 33.33% of market value. Adjusted equalized assessed value factor of 1.0000. Net of homeowner's exemption of $8,000 per unit for all units.
[4] Village of Buffalo Grove 2024 property tax rate is $0.797168 $100 of equalized assessed value. Tax rate includes levies for debt, operations, and pensions.

Sources: PulteGroup, Inc.; Lake County Assessor; Village of Buffalo Grove Fiscal Year 2025 Budget; Gruen Gruen + Associates.

At build-out, the residential market value of the townhome development is estimated at $57,510,000. At build-out, the equalized assessed value (net of homeowner's exemption on all units of $8,000 per unit) is estimated to total $18,450,000. Based on the 2024 property tax rate specified in Table III-2, annual property tax revenue for the Village of Buffalo Grove General Fund at build-out is estimated to total $147,100.

STATE INCOME AND USE TAX

The State of Illinois redistributes income and use tax to municipalities on a per capita basis. As summarized in Table III-3, according to the Illinois Municipal league, the fiscal year 2026 redistribution is estimated at $178.27 per resident for income tax and $19.60 per resident for use tax.[3]

TABLE III-3

Estimated Annual State Income and Use Tax Revenue Generated by Townhome Development at Build-out

	Annual
State Income and Use Tax Revenue Per Capita	$197.87[1]
Estimated Number of Townhome Residents	221
Tax Revenue @ Build-out	**$43,729**

[1] Based on Illinois Municipal League revenue estimates for Municipal Fiscal Year 2026.

Sources : Village of Buffalo Grove; Illinois Municipal League; Gruen Gruen + Associates.

At build-out, the proposed townhome development is estimated to include 221 residents. Annual State income and use tax revenue to the Buffalo Grove General Fund, then, is estimated to total approximately $43,700 ($197.87 revenue per capita multiplied by 221 residents).

[3] Illinois Municipal League, Revenue Estimates, State Shared Municipal Revenues, file.cfm (iml.org).

SALES TAX

The Village of Buffalo Grove receives State of Illinois sales tax revenue equal to one percent of taxable purchases within the Village. Buffalo Grove also imposes a one percent home rule sales tax.

Table III-4 summarizes the estimate of sales tax revenue associated with households of the townhome development.

TABLE III-4

Estimated Annual Sales Tax Revenue Attributable to Households within the Townhome Development at Build-out

Number of Households	90
Annual Retail Expenditure Made by Households[1]	$1,079,568
Annual Sales Tax Revenue	$21,591

[1] Assuming 21 percent of household income is expended on retail goods and services, and 35 percent of that amount is spent within Buffalo Grove. Assumes household income of $163,000 or a total of $14,670,000 for the townhome development.
[2] Assumes tax rate of 1.0 percent of municipal sales and 1.0 percent home-rule sales tax.

Sources: Village of Buffalo Grove; PulteGroup, Inc.; U.S. Bureau of Labor Statistics Consumer Expenditure Survey 2022-2023; Gruen Gruen + Associates.

The townhome development will generate General Fund sales tax revenue from the expenditures of households occupying the housing units. At build-out, the total household income of the households is estimated at approximately $14,670,000 or $163,000 per household. The results of the 2022-2023 Consumer Expenditure Survey for Chicago area households indicate that expenditures on most retail goods and services, excluding automotive goods, averaged 21 percent of household income. Households of the development will also make retail expenditures outside of the Village of Buffalo Grove. GG+A assumes that taxable retail expenditures made by households of the townhomes will approximate 21 percent of income and that 35 percent of that amount will be spent within the Village (including via the Internet). At full build-out, annual taxable expenditures attributable to households and made in the Village are estimated at nearly $1,080,000. This total retail expenditure estimate equates to annual sales tax revenue of approximately $21,600.

ELECTRIC AND NATURAL GAS UTILITY TAX

Buffalo Grove imposes an electric and natural gas utility tax which is allocated to the General Fund. Table III-5 presents an estimate of the annual municipal utility tax revenue generated by the residents of the proposed townhome development.

TABLE III-5

Estimated Annual Electric and Natural Gas Utility Tax Revenue Attributable to Residents of the Townhome Development at Build-out

	Annual
Municipal Utility Tax Revenue[1]	$2,700,000
Number of Buffalo Grove Resident Equivalents	50,150
Tax Revenue Per Resident Equivalent	$53.84
Estimated Number of Townhome Resident Equivalents (Residential Population)	221
Tax Revenue @ Build-out	**$11,899**

[1] Based on Buffalo Grove's adopted budget for 2025.

Sources: Village of Buffalo Grove; Gruen Gruen + Associates.

GG+A used budgeted municipal utility tax revenues for the 2025 fiscal year of $2,700,000 and divided the budgeted revenues by the number of resident equivalents of 50,150 to obtain a utility tax revenue estimate of nearly $54 per resident equivalent. Multiplying this figure by the estimated population in the townhome development of 221 at build-out produces an estimate of electric and natural gas tax revenues attributable to the residents of the development of approximately $11,900 ($53.84 multiplied by 221 residents of the development).

REAL ESTATE TRANSFER TAX

The Village of Buffalo Grove imposes a real estate transfer tax of $3.00 per $1,000 of value. The initial sales of the proposed 90 townhome units by PulteGroup, Inc. are estimated to generate one-time total real estate transfer tax revenue of $172,500 for the Village of Buffalo Grove.

According to the 2023 American Community Survey for Lake County, the annual turnover rate for residents of owner-occupied housing is estimated at 5.9 percent. Table III-6 presents an estimate of annual real estate transfer tax revenue at build-out after the initial sale out of the townhome units by PulteGroup, Inc.

TABLE III-6

Estimate of Annual Real Estate Transfer Tax Revenue Generated by Townhome Development Following Build-out

	Annual
Number of Attached Single-Family Units	90
Annual Turnover Rate	5.9%
Average Value Per Unit	$639,000
Annual Value Transfer	$3,393,090
Real Estate Transfer Tax Revenue[1]	**$10,179**
[1]Based on tax rate of $3.00 per $1,000 of value transferred.	
Source: 2023 American Community Survey; Gruen Gruen + Associates	

Annual turnover of residential units estimated at 5.9 percent following build-out after initial sales is forecast to generate approximately $10,200 of annual real estate transfer tax revenue for the General Fund. This estimate assumes the initial sales prices of $639,000 per unit for a total sales value per year of $3,393,090 and does not account for appreciation in the value of the units over time.

TELECOMMUNICATIONS TAX

Buffalo Grove imposes a telecommunications tax of 6.0 percent on the use of telecommunications. Table III-7 presents an estimate of the annual telecommunications tax revenue generated by the households of the proposed townhome development.

TABLE III-7

Estimated Annual Telecommunications Tax Revenue Generated by Townhome Development at Build-out

	Annual
Telecommunications Tax Revenue[1]	$650,000
Number of Buffalo Grove Households	16,068
Telecommunications Tax Revenue Per Household	$40.45
Number of Townhome Households @ Build-out	90
Tax Revenue @ Build-out	**$3,641**

[1] Based on Buffalo Grove's adopted budget for 2025.

Sources: Village of Buffalo Grove; Gruen Gruen + Associates.

To estimate the telecommunications tax revenue attributable to households of the proposed townhome development, GG+A derived a per household estimate by dividing the 2025 adopted budgeted telecommunications tax revenue of $650,000 by the estimated 16,068 households in Buffalo Grove. This results in an average household telecommunications tax revenue estimate of $40.45. Multiplying the per household estimate by the 90 households of the proposed development at build-out results in annual telecommunications tax revenue of approximately $3,600 ($40.45 multiplied by the 90 households).

CABLE TV FRANCHISE FEES

Table III-8 summarizes the forecast of cable TV franchise fee revenue generated by households of the townhome development.

TABLE III-8

Estimated Annual Cable TV Franchise Fee Revenue Generated by Townhome Development at Build-out

	Annual
Cable TV Franchise Fee Revenue[1]	$630,000
Number of Buffalo Grove Households	16,068
Cable TV Franchise Fee Revenue Per Household	$39.21
Number of Townhome Households @ Build-out	90
Tax Revenue @ Build-out	**$3,529**

[1] Based on Village's adopted budget for 2025.

Sources: Village of Buffalo Grove; Gruen Gruen + Associates.

Utilizing a per-household approach, GG+A estimated the cable TV franchise fee revenue associated with the townhome development. Budgeted cable franchise fee revenue for the 2025 fiscal year of $630,000 is divided by 16,068 households in Buffalo Grove to obtain a cable TV franchise fee revenue per household of about $39. Multiplying the per household estimate by the anticipated 90 households produces an estimate of total annual cable TV franchise fee revenue at build-out of approximately $3,500 ($39.21 multiplied by the 90 households).

FOOD & BEVERAGE TAX

Buffalo Grove imposes a 1.0 percent food and beverage tax on the sale of food and beverages at eating and drinking establishments. Table III-9 presents estimates of the annual food and beverage tax revenue generated by the households at build-out of the development.

TABLE III-9

Estimated Annual Food & Beverage Tax Revenue Generated by Townhome Development at Build-out

	Annual
Number of Households	90
Annual Food & Beverage Expenditure Made by Households[1]	$205,632
Food & Beverage Tax Revenue @ Build-out	**$2,056**

[1] Assumes household income of $163,000, and food away from home and beverage expenditures of four percent of household income, and that 35 percent of these expenditures are made within the Village of Buffalo Grove.
[2] Village food and beverage tax rate of 1.0 percent.

Sources: PulteGroup, Inc.; Village of Buffalo Grove; U.S. Bureau of Labor Statistics Consumer Expenditure Survey 2022-2023; Gruen Gruen + Associates.

Based on the Bureau of Labor Statistics Consumer Expenditure Survey data for the Chicago area, GG+A assumes that annual household expenditures for food away from home and alcoholic beverages approximate four percent of household income. GG+A assumes that 35 percent of such expenditures are made locally in Buffalo Grove. These assumptions produce an estimate of annual food and beverage tax revenue at build-out of approximately $2,100.

LOCAL MOTOR FUEL TAX

Buffalo Grove imposes a $0.02 per gallon local motor fuel tax which is allocated to the Local Motor Fuel Tax Fund. Table III-10 presents an estimate of the annual local motor fuel tax revenue generated by the residents of the townhome development.

TABLE III-10

Estimated Annual Local Motor Fuel Tax Revenue
Attributable to Residents of the Townhome Development at Build-out

	Annual
Local Motor Fuel Tax Revenue[1]	$640,000
Number of Buffalo Grove Resident Equivalents	50,150
Tax Revenue Per Resident Equivalent	$12.76
Estimated Number of Townhome Resident Equivalents (Residential Population)	221
Tax Revenue @ Build-out	**$2,820**

[1] Based on Buffalo Grove's adopted budget for 2025.

Sources: Village of Buffalo Grove; Gruen Gruen + Associates.

GG+A used budgeted local motor fuel tax revenues for the 2025 fiscal year of $640,000 and divided the budgeted revenues by the number of resident equivalents of 50,150 to obtain a local motor fuel tax revenue estimate of nearly $13 per resident equivalent. Multiplying this figure by the estimated population in the townhome development of 221 at build-out produces an estimate of local motor fuel tax revenues attributable to the residents of the development of approximately $2,800 ($12.76 multiplied by 221 residents of the development).

MOTOR FUEL TAX (STATE-SHARED)

Buffalo Grove receives a share of the tax on gasoline imposed by the State of Illinois which is accounted for in the Motor Fuel Tax Fund. In 2019, the State doubled the cost of motor fuel taxes which are placed in a Transportation Renewal Fund. Motor fuel taxes and Transportation Renewal Funds are distributed to municipalities on a per capita basis. The Illinois Municipal League estimates municipal distributions for municipal fiscal year 2026 of $21.57 per capita for motor fuel tax and $23.17 per capita for Transportation Renewal Fund.

Table III-11 presents an estimate of the annual motor fuel tax revenue (including Transportation Renewal Fund revenue) generated by the residents of the proposed townhome development.

TABLE III-11

Estimated Annual Motor Fuel Tax Fund (State Shared) Revenue Generated by Townhome Development at Build-out

	Annual
Motor Fuel Tax Fund Revenue Per Capita[1]	$44.74
Estimated Number of Townhome Residents	221
Tax Revenue @ Build-out	**$9,888**

[1] Based on Illinois Municipal League revenue estimates for Municipal Fiscal Year 2026 of $21.57 per capita for motor fuel taxes and $23.17 per capita for Transportation Renewal Fund.

Sources: Village of Buffalo Grove; Illinois Municipal League; Gruen Gruen + Associates.

At build-out, the proposed development is estimated to include 221 residents. Annual motor fuel tax revenue (including Transportation Renewal Fund revenue) to the Village of Buffalo Grove is estimated to total approximately $9,900 ($44.74 multiplied by the 221 residents anticipated to occupy townhomes).

CHAPTER IV

FORECAST GENERAL FUND EXPENDITURES

INTRODUCTION

This chapter presents an estimate of General Fund expenditures potentially incurred to provide municipal services to the proposed development and its residents. General Fund costs that the Village of Buffalo Grove may incur to serve the proposed townhome development can be grouped into the following categories:

- General Government (boards & commissions, administration, finance, and legal);
- Police;
- Fire;
- Public Works; and
- Community Development.

The 2025 adopted budget estimates are the basis upon which expenditures of the proposed townhome development are estimated. Estimated General Fund expenditures for fiscal year 2025 for each department are summarized in Table IV-1.

TABLE IV-1

Village of Buffalo Grove General Fund Expenditures by Department

Department	Estimate Fiscal Year 2025 $
General Government[1]	5,200,110
Police[2]	14,464,241
Fire[2]	13,522,015
Public Works3	2,827,096
Community Development	2,334,119
TOTAL GENERAL FUND	**38,357,581**

[1]Office of Village Manager, Administration Services, Communications, Finance Department, Human Resources, Legislative, and Legal Department.
[2] Net of capital reserves and internal transfers.
[3] Street and curb maintenance and snow and ice expenditures portion of Public Works budget.

Sources: Village of Buffalo Grove 2025 Adopted Budget; Gruen Gruen + Associates.

Total General Fund expenditures upon which service costs for police, fire, general government, public works (the street and curb maintenance and snow and ice portion only), and community development departments are estimated to total approximately $38,358,000 for fiscal year 2025. Expenditures shown for public works relate to the portion of that

department's budget related to maintenance of street miles. The proposed townhome development will add 0.24 public street miles to the Village of Buffalo Grove.

It is evident that a high percentage of the Village of Buffalo Grove General Fund expenditure total is attributable to public safety. The expenditures of the police and fire departments represent the majority - 73 percent - of total General Fund expenditures shown on Table IV-1.

Table IV-2 presents a summary of the estimated annual General Fund expenditures potentially induced by the proposed townhome development at build-out.

TABLE IV-2

Estimated Annual General Fund Expenditures Generated by Townhome Development at Build-Out[1]

Expenditures	Annual $
General Government	3,400
Police	31,900
Fire	29,800
Public Works	5,600
Community Development	1,600
TOTAL GENERAL FUND	**72,300**

[1] Figures have been rounded.

Sources: Village of Buffalo Grove; Gruen Gruen + Associates.

At full build-out, the townhome development is estimated to potentially induce approximately $72,300 of annual General Fund costs. Annual police service costs estimated at $31,900 and annual fire service costs estimated at $29,800 for a total of nearly $61,700 are estimated to comprise 85 percent of total General Fund costs at build-out. The costs of general government, public works, and community development services are estimated to total an additional $10,600 or 15 percent of estimated total service costs.

GENERAL GOVERNMENT

The cost of providing general government services to the townhome development is a function of the increased burden placed on the Village's administrative and support services. Typically, general government services contain a significant fixed cost that does not change as the result of new development. For example, even as the Village's population grows, its high-level managerial and administrative personnel costs tend to remain fixed (e.g. the Village only needs one Village Manager, one Finance Director, etc., irrespective of the size of the service population). Based on our review of the Budget, GG+A estimates that a high proportion of the general government costs are likely fixed and will not vary with changes in the population. We assume most Office of Village Manager, Legislative, Human Resources, Administration Services Department, Finance Department, and Legal Department General Fund expenditures are fixed and will not change as the result of the townhome development. For this analysis GG+A assumes 85 percent of General Government costs are fixed and that 15 percent changes as a function of the growth in resident equivalents.

Table IV-3 presents a forecast of annual general government service costs at build-out.

TABLE IV-3

Estimated Annual Cost of Providing General Government Service to Townhome Development at Build-out

	Annual
2025 General Government Budgeted Expenditures (General Fund)	$5,200,110
2025 Variable General Government Department Operating Costs	15.0% / $780,017
2025 Village of Buffalo Grove Resident Equivalent Population	50,150
2025 Variable Cost Per Resident Equivalent	**$15.55**
Planned Townhome Resident Equivalent Population @ Build-out	221
General Government Operating Cost @ Build-out	**$3,437**

Sources: PulteGroup, Inc.; Village of Buffalo Grove; Gruen Gruen + Associates.

The Village Budget indicates that estimated Fiscal Year 2025 general government expenditures for the administration, finance, and legal, and other departments total $5,200,110. Variable costs, at 15 percent, are accordingly estimated at approximately $780,027 or $15.55 per resident equivalent. At full build-out of the proposed development, annual general government costs are estimated at approximately $3,400 (the 221 residents of the development multiplied by $15.55 variable cost per resident equivalent).

POLICE

Table IV-4 presents an estimate of providing police services to the townhome development upon full build-out. The cost estimate assumes that the portion of the department's budget related to administration expenditures (including significant pension expenditures contracted and budgeted for in 2025) will not vary with population (for example, only one Police Chief is needed in the Village). Approximately 50 percent of Police Department operating expenditures (for patrol, communications, investigations, community service, and records) funded by the General Fund are assumed to vary with the resident equivalent population. In other words, approximately $7,232,100 of the approximately $14,464,200 budget is assumed to be affected by changes in service population.

TABLE IV-4

Estimated Annual Cost of Providing
Police Services to Townhome Development at Build-out

	Annual
2025 Police Department Estimated Expenditures (General Fund)[1]	$14,464,241
2025 Variable Police Department Operating Costs	50.0% / $7,232,121
Village of Buffalo Grove Resident Equivalent Population	50,150
2025 Cost Per Resident Equivalent	**$144.21**
Planned Townhome Resident Equivalent Population @ Build-out	221
Police Department Operating Cost @ Build-out	**$31,870**

[1] Net of capital reserves and internal transfers.

Sources: PulteGroup, Inc. Village of Buffalo Grove; Gruen Gruen + Associates.

Based on police services cost of approximately $144 per resident equivalent, the total annual cost to serve the townhome development at build-out is estimated at approximately $31,900 (the 221 residents of the townhome development multiplied by the $144.21 average cost per resident equivalent).

FIRE

Table IV-5 presents an annual cost estimate of providing fire services to the proposed development at build-out. Similar to police services expenditures, the cost estimate assumes that the portion of the department's budget related to administration expenditures (including significant pension expenditures contracted and budgeted for in 2025) will not vary with population (for example, only one Fire Chief is needed in the Village).

TABLE IV-5

Estimated Annual Operating Cost of Providing Fire Service to Townhome Development at Build-out

	Annual
2025 Fire Department Estimated Expenditures (General Fund)[1]	$13,522,015
2025 Variable Fire Department Operating Costs	50.0% / $6,761,008
Village of Buffalo Grove Resident Equivalent Population	50,150
2025 Cost Per Resident Equivalent	**$134.82**
Planned Townhome Resident Equivalent Population @ Build-out	221
Fire Department Operating Cost @ Build-out	**$29,794**

[1] Net of capital reserves and internal transfers.

Sources: PulteGroup, Inc. Village of Buffalo Grove; Gruen Gruen + Associates.

The cost estimate assumes that approximately 50 percent of Fire Department operating expenditures (operations, fire prevention, rescue operations, and emergency management expenditures) funded by the General Fund vary with the resident equivalent population. In other words, approximately $6,761,000 of the $13,522,000 budget is assumed to be affected by changes in service population.

Given the resident equivalent population of 50,150, the variable costs of fire service are estimated at $134.82 per resident equivalent. Multiplying this metric by the anticipated 221 residents results in an estimate of the total annual cost to serve the proposed development at build-out of approximately $29,800.

PUBLIC WORKS

Table IV-6 presents an annual per-mile cost estimate of providing public works services for snow and ice and street maintenance to the proposed development upon full build-out. The General Fund cost estimate is for the portion of Public Works Department operating expenditures budgeted for streets and curb and snow and ice operations According to PulteGroup, Inc., the townhome development will have 0.24 street miles maintained by the Village of Buffalo Grove.

TABLE IV-6

Estimated Annual Operating Cost of Providing Public Works Services to Townhome Development at Build-out

	Annual
2025 Public Works Department Estimated Expenditures (General Fund)[1]	$2,827,096
2025 Variable Public Works Department Operating Costs	45%/$1,272,193
Village of Buffalo Grove Resident Equivalent Population	**50,150**
2025 Cost Per Resident Equivalent	$25.37
Planned Townhome Resident Equivalent Population @ Build-out	221
Public Works Department Operating Cost @ Build-out	**$5,606**
[1] Street and curb and snow and ice expenditures portion of budget.	
Source: PulteGroup, Inc.; Village of Buffalo Grove; Gruen Gruen + Associates.	

The cost estimate assumes that approximately 45 percent of Public Works Department operating expenditures for street and curb and snow and ice operations funded by the General Fund vary with the resident equivalent population. In other words, approximately $1,272,200 of the approximately $2,827,100 budget is assumed to be affected by changes in service population.

Given the resident equivalent population of 50,150, the variable costs of public works service are estimated at $25.37 per resident equivalent. Multiplying this metric by the anticipated 221 residents results in an estimate of the total annual public works cost to serve the townhome development at build-out of approximately $5,600.

COMMUNITY DEVELOPMENT

Table IV-7 presents an estimate of the costs of providing community development services to the townhome development during the development process and at full build-out. The fiscal year 2025 Budget indicates that Community Development expenditures are expected to total $2,344,119. Consistent with the assumption for General Government costs, GG+A assumes that variable costs, at 15 percent, would be appropriate to use for estimating Community Development costs induced by the townhome development. Some of the building and permit expenditures are offset by fees and charges. This assumption equates to variable costs of $351,618 or $7.01 per resident equivalent.

TABLE IV-7

Estimated Annual Operating Cost of Providing Community Development Services to Townhome Development at Build-out

	Annual
2025 Community Development Department Estimated Expenditures (General Fund)[1]	$2,344,119
2025 Variable Community Development Department Operating Costs	15.0% / $351,618
Village of Buffalo Grove Resident Equivalent Population	50,150
2025 Cost Per Resident Equivalent	**$7.01**
Planned Townhome Resident Equivalent Population @ Build-out	221
Community Development Department Operating Cost @ Build-out	**$1,550**
[1]Includes building and permits, planning and zoning and development and environmental health services.	
Sources: PulteGroup, Inc. Village of Buffalo Grove; Gruen Gruen + Associates.	

Based on the resident equivalent population of 221 for the townhome development, the total annual cost of providing community development services to the townhome development at build-out is estimated at approximately $1,600 (the 221 residents of the development multiplied by $7.01 variable cost per resident equivalent).

CHAPTER V

FISCAL IMPACT OF PROPOSED TOWNHOME DEVELOPMENT ON LINCOLNSHIRE-PRAIRIE VIEW SCHOOL DISTRICT 103 AND STEVENSON HIGH SCHOOL DISTRICT 125

SCHOOL-AGE CHILDREN POTENTIALLY GENERATED BY THE TOWNHOME DEVELOPMENT

The proposed townhome development will positively impact the operating surplus of Stevenson High School District 125. As reviewed below, the fiscal effect of the proposed townhome development on Lincolnshire-Prairie View School District 103 will depend on whether the student generation estimates under the city of Buffalo Grove Title 19- Park, School, and Library Donations Section of the municipal ordinance or the student-generation reported by the Village for a limited sample of previously constructed townhome developments identified by Village staff in District 103 proves to be closer to the actual number of students generated by the project. Using the student generation data from the Village of Buffalo Grove Title 19- Park, School, and Library Donations Section of the municipal ordinance and student-generation estimated by the Village staff for the identified sample of previously constructed townhome developments, GG+A estimates the development will include approximately 33 to 45 school-age children. Children would comprise about 15 to 20 percent of the total estimated number of residents for the townhome development.

Table V-1 presents the number of school-aged children assumed to be generated by the proposed townhome development for each school district. The range of the number of students is estimated based on both the Village of Buffalo Grove municipal code ordinance regarding population per dwelling unit for park, school, and library donations, and using the average of the number of students in existing townhome developments in the affected school districts to estimate the potential number of students generated by the proposed project. The examples of townhome projects are reported to have been constructed within the last 10 years and lie within the School District 103 and School District 125 boundaries. Appendix B summarizes the number of units and students in the limited sample of previously constructed townhome developments within the boundaries of School District 103 and School District 125, based on information provided by the Village of Buffalo Grove.

TABLE V-1

Estimated Number of Students for Lincolnshire-Prairie View School District 103 and Stevenson High School District 125 of Townhome Development at Build-out[1]

	Students per Unit		Proposed Townhome Development # Estimated Students	
	Municipal Code of Ordinances[2]	Existing Townhome Development	Municipal Code of Ordinances	Existing Townhome Development
Lincolnshire-Prairie View School District 103	0.300	0.378[3]	27	34
Stevenson High School District 125	0.069	0.122[4]	6	11
Total Number of Students			**33**	**45**

[1] Figures are rounded.
[2]Estimated student generation is based on a mix of bedroom counts consistent with the purchasing patterns at recent similar Pulte developments.
[3]Existing townhome developments upon which students per unit ratio are calculated for Lincolnshire-Prairie View School District 103 include four projects in District 103: Easton Station (D103). Prairie Landing (D103), Camberley Club (D103), and Lincolnshire Trails (D103).
[4]Existing townhome developments upon which students per unit ratio are calculated for Stevenson High School District 125 include six projects: Easton Station (D125), Prairie Landing (D125), Park Place (D125), and Link Crossing (D125), Camberley Club (D125), and Lincolnshire Trails (D125).

Sources: PulteGroup, Inc.; Village of Buffalo Grove Title 19 – PARK SCHOOL AND LIBRARY DONATIONS | Code of Ordinances | Buffalo Grove, IL | Municode Library; Gruen Gruen + Associates.

Utilizing the population per dwelling unit table in the Village of Buffalo Grove municipal ordinance code Title 19 – Park, School, and Library Donations, the townhome development is estimated to generate 27 students for Lincolnshire-Prairie View School District 103 and six students for Stevenson High School District.

According to the Village of Buffalo Grove Community Development Director, six previously constructed townhome developments contain 35 high-school students in 287 units. This results in an average student per unit ratio of 0.122. Applying the ratio of 0.122 students per unit to the proposed development of 90 units results in an estimate of 11 additional high school age students. This compares to an estimate of six students using the Buffalo Grove municipal ordinance to calculate the number of high-school students.

To estimate K-8 students in the Lincolnshire-Prairie View School District 103, GG+A reviewed information on four townhome developments in District 103 identified by Village staff which are reported to contain 59 K-8 students in a total of 156 units. This results in an average student per unit ratio of 0.378. Applying this ratio to the proposed townhome development results in a total of 34 students. This compares to an estimate of 27 students using the Buffalo Grove municipal ordinance to calculate the number of K-8 students.

PROPERTY TAX REVENUE ESTIMATE FOR LINCOLNSHIRE-PRAIRIE VIEW SCHOOL DISTRICT 103 AND STEVENSON HIGH SCHOOL DISTRICT 125

Table V-2 presents the district-level property tax revenues the townhome development is estimated to generate for each school district following build-out.

TABLE V-2

Estimated Property Tax Revenue for Lincolnshire-Prairie View School District 103 and Stevenson High School District 125 of Townhome Development at Build-out[1]

	Annual Residential $
Equalized Assessed Value[2]	18,450,000
Annual Property Tax Revenue for Lincolnshire-Prairie View School District 103 @ Build-out[3]	**603,700**
Annual Property Tax Revenue for Stevenson High School District 125 @ Build-out[4]	**575,200**

[1] Figures are rounded.
[2]Equalized assessed value is calculated at 33.33% of market value. Adjusted equalized assessed value factor of 1.0000. Net of homeowner's exemption of $8,000 per unit.
[3]Lincolnshire-Prairie View School District 103 2024 property tax rate is $3.271958 per $100 of equalized assessed value.
[4] Stevenson High School District 125 2024 property tax rate is $3.117467 per $100 of equalized assessed value.

Sources: PulteGroup, Inc.; Lake County Assessor; Gruen Gruen + Associates.

With an equalized assessed value of $18,450,000 and a property tax rate of $3.271958 per $100 of equalized assessed value for the Lincolnshire-Prairie View School District 103 at build-out, the townhome development is estimated to generate district-level annual property tax revenue of approximately $603,700. With a property tax rate of $3.117467 per $100 of equalized assessed value for the Stevenson High School District 125 at build-out, the townhome development is estimated to generate district-level annual property tax revenue of approximately $575,200.

NET FISCAL EFFECT ON LINCOLNSHIRE-PRAIRIE VIEW SCHOOL DISTRICT 103 AND STEVENSON HIGH SCHOOL DISTRICT 125

Table V-3 compares the revenues, operating expenses, and operating surplus resulting from the 27 to 34 additional school-age children assumed to be added to Lincolnshire-Prairie View School District 103 and the six to 11 additional school-age children assumed to be added to Stevenson High School District 125 from the townhome development.

TABLE V-3

Estimated Operating Revenues and Expenses for Lincolnshire-Prairie View School District 103 and Stevenson High School District 125 Generated by Townhome Development at Build-out[1]

	Lincolnshire-Prairie View School District 103		Stevenson High School District 125	
	Annual Per Additional Student $	Annual Total $	Annual Per Additional Student $	Annual Total $
District Property Tax Revenues	17,800 - 22,300	603,700	52,400 - 95,900	575,200
State Aid/Evidence-Based Funding	551	14,900 – 18,700	542	3,300 – 6,000
Gross Operating Costs	(19,000)	(514,300) – (647,200)	(27,500)	(164,700) – (301,400)
District Operating Surplus	**3,900 – (729)**	**104,300 – (24,800)**	**25,500 – 68,900**	**279,700 - 413,700**

[1]Figures have been rounded.

Sources: PulteGroup, Inc.; Lake County Assessor; Illinois State Board of Education; Gruen Gruen + Associates.

Lincolnshire-Prairie View School District 103

The estimate of annual property tax revenue of $603,700 to Lincolnshire-Prairie View School District 103 equates to $17,800 to $22,300 per additional student per year upon build-out.

According to the Illinois State Board of Education (ISBE), School District 103 is scheduled to receive minimum Gross Evidence-Based Funding for the 2026 fiscal year totaling over $1.0 million, or the equivalent of about $551 per pupil. This represents additional operating revenues of approximately $14,900 to $18,700. (The State Evidence-Based Funding formulas replaced General State Aid in 2017; they are not specifically based on student population, so the estimate is an approximation based on current district enrollment and level of state funding).

Annual ISBE district report cards indicate that gross operating expenditures averaged approximately $19,000 per pupil in the Lincolnshire-Prairie View School District 103 in 2022-2023.[4] Thus, with 27 to 34 additional students projected to be generated by the townhome development, annual operating expenditures based on current rates are assumed to increase by approximately $514,300 to $647,200.

The balance between projected property tax revenues, state funding, and additional operating costs indicates a range from an operating surplus of about $104,300 (or on average, $1,159 per household) using the estimate of students suggested by the municipal ordinance to an operating deficit of -$24,800 (or on average, negative $275 per household) using the estimate of students indicated by the number of students relative to the number of housing units for the other townhome developments.

The estimate is based on average spending per student and does not reflect whether as likely Lincolnshire-Prairie View School District 103 has some fixed costs such as administrative functions that do not change with relatively small increases in student enrollment. The average cost approach likely overstates operational spending per added student. Even if, for example, only 10 percent of the costs are fixed and therefore 90 percent of costs vary with changes in enrollment, the proposed townhome project would generate an annual surplus of $67,100 assuming the student count estimated based on the sample of townhome projects referred to in Appendix B.

The estimated fiscal surpluses for Stevenson High School District 125 and the Village of Buffalo Grove far exceed the estimated deficit for Lincolnshire-Prairie View School District 103.

Stevenson High School District 125

The estimate of annual property tax revenue of $575,200 to Stevenson High School District 125 equates to $52,400 to $95,900 per additional student per year upon build-out.

According to the Illinois State Board of Education (ISBE), School District 125 is scheduled to receive minimum Gross Evidence-Based Funding for the 2026 fiscal year totaling nearly $2.6 million, or the equivalent of about $542 per pupil. This represents additional operating revenues totaling approximately $3,300 to $6,000.

Annual ISBE district report cards indicate that gross operating expenditures averaged approximately $27,500 per pupil in the Stevenson High School District 125 in 2022-2023.[5] Thus, with six to 11 additional students projected to be generated by the proposed townhome development, annual operating expenditures based on current rates are assumed to increase by approximately $164,700 to $301,400 annually.

[4] Most recent year available as reported in the Illinois Report Card 2023-2024.
[5] Most recent year available as reported in the Illinois Report Card 2023-2024.

The balance between projected property tax revenues, state funding, and additional operating costs indicates an operating surplus of about $279,700 to $413,700 or $25,500 to $68,900 per additional student generated for Stevenson High School District 125.

The households occupying the homes will also generate sales for other businesses in the school districts which will generate various taxes from nonresidential properties and businesses. The spending of households will support occupancy of nonresidential building space and therefore indirectly contribute to the retention and expansion of the nonresidential property tax base of the school districts. Households may also positively impact the community by volunteering and serving as a source of labor for businesses and non-profits as well as serving as employers and sources of additional taxes than those estimated in this report. None of these potential additional benefits are estimated in this report.

APPENDIX A

TOTAL ANNUAL PROPERTY TAX REVENUE FOR ALL TAXING ENTITIES

Table A-1 presents the estimated total property tax revenue associated with the townhome development at build-out assuming the property is annexed into the Village of Buffalo Grove.

TABLE A-1

Total Annual Property Tax Revenue Estimated by Taxing District Assuming the Proposed Townhome Development is Annexed to Village of Buffalo Grove

Taxing District	Total Development $
College of Lake County #532	51,704
Lincolnshire-Prairie View School District 103	603,676
Stevenson High School District 125	575,173
County of Lake	101,706
Forest Preserve	29,824
Township of Vernon	23,338
Vernon Area Library District	57,469
Village of Buffalo Grove	147,077
TOTAL PROPERTY TAXES[1]	1,589,966

[1]Based on 2024 property tax rate for Village Buffalo Grove and 2024 property tax rate for other taxing districts.

Sources: Lake County Treasurer; Gruen Gruen + Associates.

Total annual property taxes are estimated at approximately $1,590,000 from the development for all taxing entities. The Lincolnshire-Prairie View School District 103 is estimated to receive nearly $604,000 or about 38 percent of total property tax revenue. Stevenson High School District 125 is estimated to receive approximately $575,000 or about 36 percent of total property tax revenue. Buffalo Grove is poised to receive approximately $147,100 in annual property or about nine percent of total property tax revenue.

APPENDIX B

NUMBER OF STUDENTS RESIDING IN EXISTING BUFFALO GROVE TOWHOME DEVELOPMENTS

Table B-1 presents the number of students by school districts residing in existing townhome developments in Buffalo Grove. The data has been provided by the Village of Buffalo Grove.

TABLE B-1

Number of Students by School District in Existing Townhome Developments in Buffalo Grove

		District 103 K-8 School District	Stevenson High School District 125
	Number of Units #	Number of Students #	Number of Students #
Easton Station	15	6	4
Prairie Landing	12	6	5
Park Place	12	N/A[1]	1
Link Crossing	119	N/A[2]	9
Camberley Club[3]	85	36[4]	14
Lincolnshire Trails	44	11	2

[1] The K-8 School District is School District 96.
[2] The K-8 School District is School District 102.
[3] Camberley Club has a total of 85 units, 45 of which are in School District 103 and 40 units are in School District 102.
[4] The reported figures represent only the students generated from the 45 units in School District 103.

Source: Village of Buffalo Grove

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Buffalo Grove, Illinois

Prepared for:

PULTEGROUP

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

June 2, 2025

1. Introduction

This report summarizes the methodologies, results, and findings of a traffic impact study conducted by Kenig, Lindgren, O'Hara, Aboona, Inc. (KLOA, Inc.) for a proposed residential development to be located on the north side of Illinois Route 22, west of Main Street in Buffalo Grove, Illinois. The 11.18-acre site is located in the northwest corner of the intersection of IL Route 22 (Half Day Road) with Main Street/Prairie Road and is proposed to contain a total of 90 townhomes. Access is proposed to be provided via a full movement access drive on IL Route 22, a full movement access drive of Main Street, and via a connection to First Street.

The purpose of this study was to examine existing traffic conditions to establish a base condition, assess the impact that the proposed development would have on traffic conditions in the area, and determine if any roadway and/or traffic control improvements are needed to accommodate the traffic generated by the proposed residential development. **Figure 1** shows the location of the site in relation to the area roadway system. **Figure 2** shows an aerial view of the site.

The sections of this report present the following:

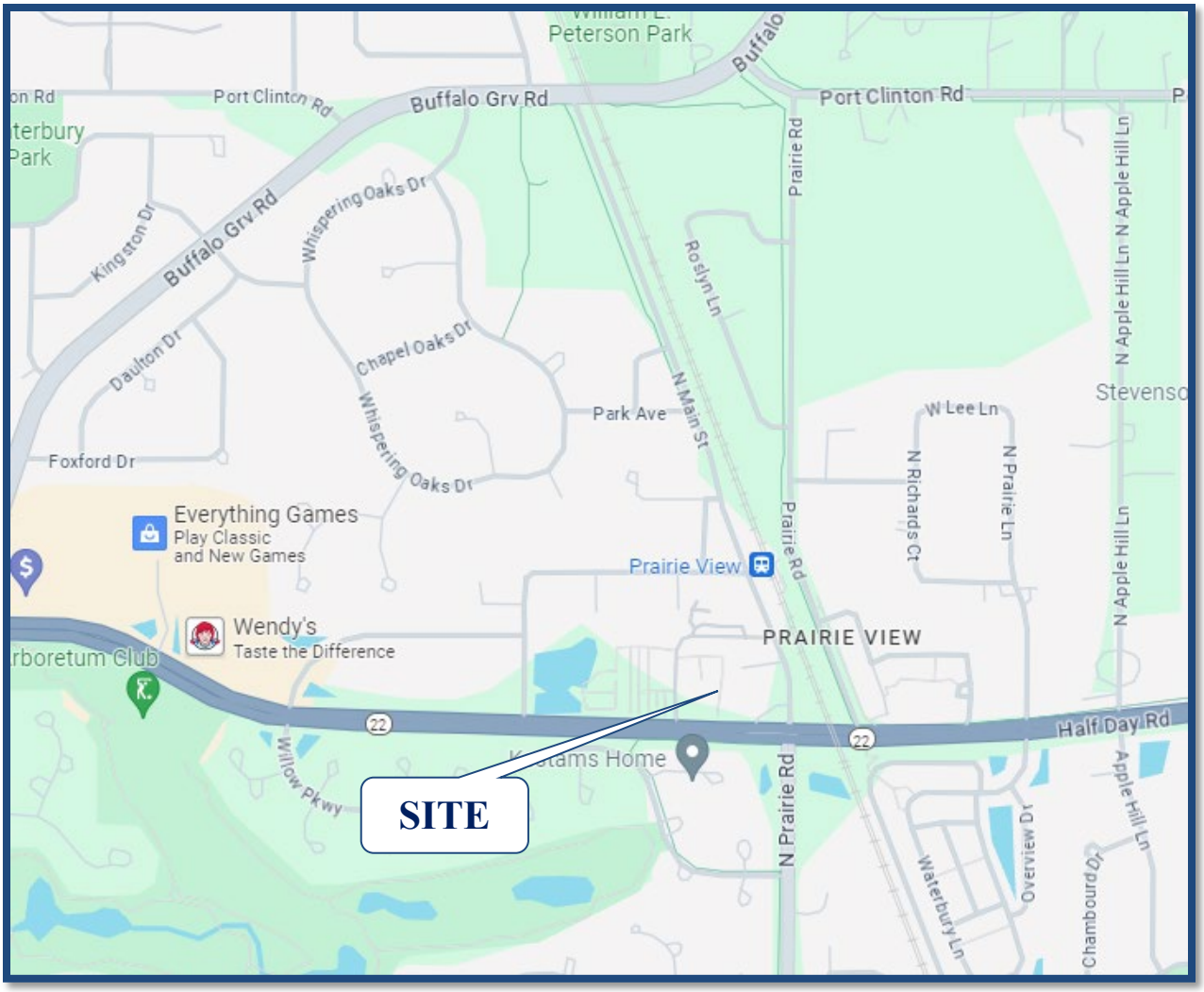
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of development-generated traffic
- Vehicle trip generation for the proposed development
- Future traffic conditions, including access to the development
- Traffic analyses for the weekday morning and weekday evening peak hours
- Recommendations with respect to adequacy of the site access and adjacent roadway system
- Parking Evaluation

Traffic capacity analyses were conducted for the weekday morning and weekday evening peak hours for the following conditions:

1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

2. Year 2031 No-Build Conditions – Analyzes the capacity of the existing roadway system using the existing peak hour traffic volumes increased by an ambient area growth not attributable to any particular development.

3. Year 2031 Total Projected Conditions – Analyzes the capacity of the future roadway system using the projected traffic volumes that include the existing traffic volumes, ambient area growth not attributable to any particular development, and the traffic estimated to be generated by the full buildout of the proposed development.



Site Location **Figure 1**

Aerial View of Site **Figure 2**

2. Existing Conditions

Existing traffic and roadway conditions were documented based on field visits and traffic counts were conducted by KLOA, Inc. The following provides a detailed description of the physical characteristics of the roadways including geometry and traffic control, adjacent land uses, and peak hour traffic flows along area roadways.

Site Location

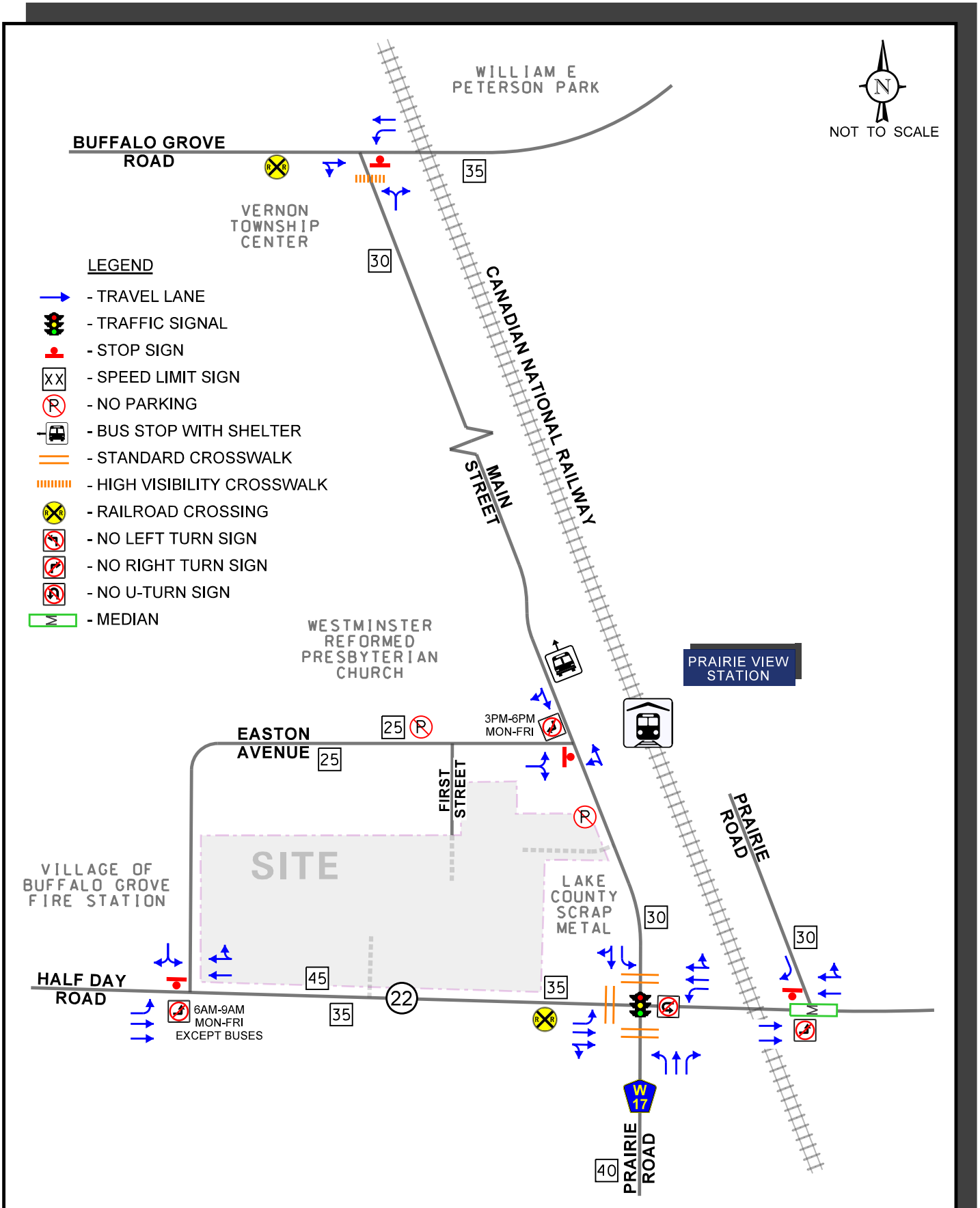
The site, which is currently occupied by the Fiore Nursery building, is located at 16606 W Illinois Route 22 in Buffalo Grove, Illinois. Land uses in the vicinity of the site are primarily residential in all directions. The Village of Buffalo Grove Fire Station 27 and the Woodland Commons are located to the west of the site. The Westminster Reformed Presbyterian Church is located to the north of the site, and the Prairie View Metra Station is located to the east of the site. It should be noted that Stevenson High School is located two-thirds of a mile east of the site.

Existing Roadway Characteristics

The characteristics of the existing roadways that surround the proposed development are described below and illustrated in **Figure 3**.

IL Route 22 (W. Half Day Road) is an east-west other principal arterial roadway with a five-lane cross section that in the vicinity of the site provides two travel lanes in each direction divided by a landscaped median. At its signalized intersection with Main Street/Prairie Road, IL 22 provides an exclusive left-turn lane, a through lane, and a shared through/right-turn lane on the eastbound and westbound approaches. Standard style crosswalks are provided on the west, north, and south legs of this intersection. At its unsignalized "T" intersection with Easton Avenue, IL 22 provides an exclusive left-turn lane and two through lanes on the eastbound approach and a through lane and a shared through/right-turn lane on the westbound approach. At its unsignalized "T" intersection with Prairie Road, IL 22 provides two through lanes on the eastbound approach and a through lane and a shared through/right-turn lane on the westbound approach. IL 22 is under the jurisdiction of the Illinois Department of Transportation (IDOT) and is classified as a Strategic Regional Arterial (SRA). IL 22 carries an Annual Average Daily Traffic (AADT) volume of 19,200 vehicles (IDOT 2023) and has a posted speed limit of 35 miles per hour west of Main Street. IL 22 carries and AADT of 18,500 vehicles (IDOT 2023) and has a posted speed of 30 miles per hour east of Main Street.

Prairie Road (Lake County Route W17) is a north-south minor arterial roadway that provides one travel lane in each direction. At its signalized intersection with IL 22/Main Street, Prairies Road provides an exclusive left-turn lane, a through lane, and an exclusive right-turn lane on the northbound approach. At its "T" intersections with IL 22, Prairie Road provides an exclusive right-turn lane on the southbound approach. Prairie Road is under the jurisdiction of the Village of Buffalo Grove and has a posted speed limit of 30 miles per hour north of IL 22. Prairie Road is under the jurisdiction of Lake County Division of Transportation (LCDOT) and has a posted speed limit of 40 miles per hour south of IL 22.



Townhome Development
Buffalo Grove, Illinois

Existing Roadway Characteristics

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Job No: 25-112 Figure: 3

Main Street is a north-south local roadway that extends between IL 22 and Buffalo Grove Road. At its signalized intersection with IL 22, Main Street is aligned opposite Prairie Road and provides an exclusive left-turn lane and a shared through/right-turn lane on the southbound approach. At its unsignalized intersection with Easton Avenue and Buffalo Grove Road, Main Street does not provide any exclusive lanes, Access to the Prairie View Metra station and surface parking lot is provided off Main Street. Main Street is under the jurisdiction of the Village of Buffalo Grove and has a posted speed limit of 30 miles per hour.

Buffalo Grove Road is an east-west minor arterial roadway that provides one travel lane in each direction. At its unsignalized "T" intersection with Main Street, Buffalo Grove Road provides a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and a through lane on the westbound approach. Buffalo Grove Road is under the jurisdiction of LCDOT, carries an AADT of 10,800 vehicles (IDOT 2023), and has a posted speed limit of 35 miles per hour.

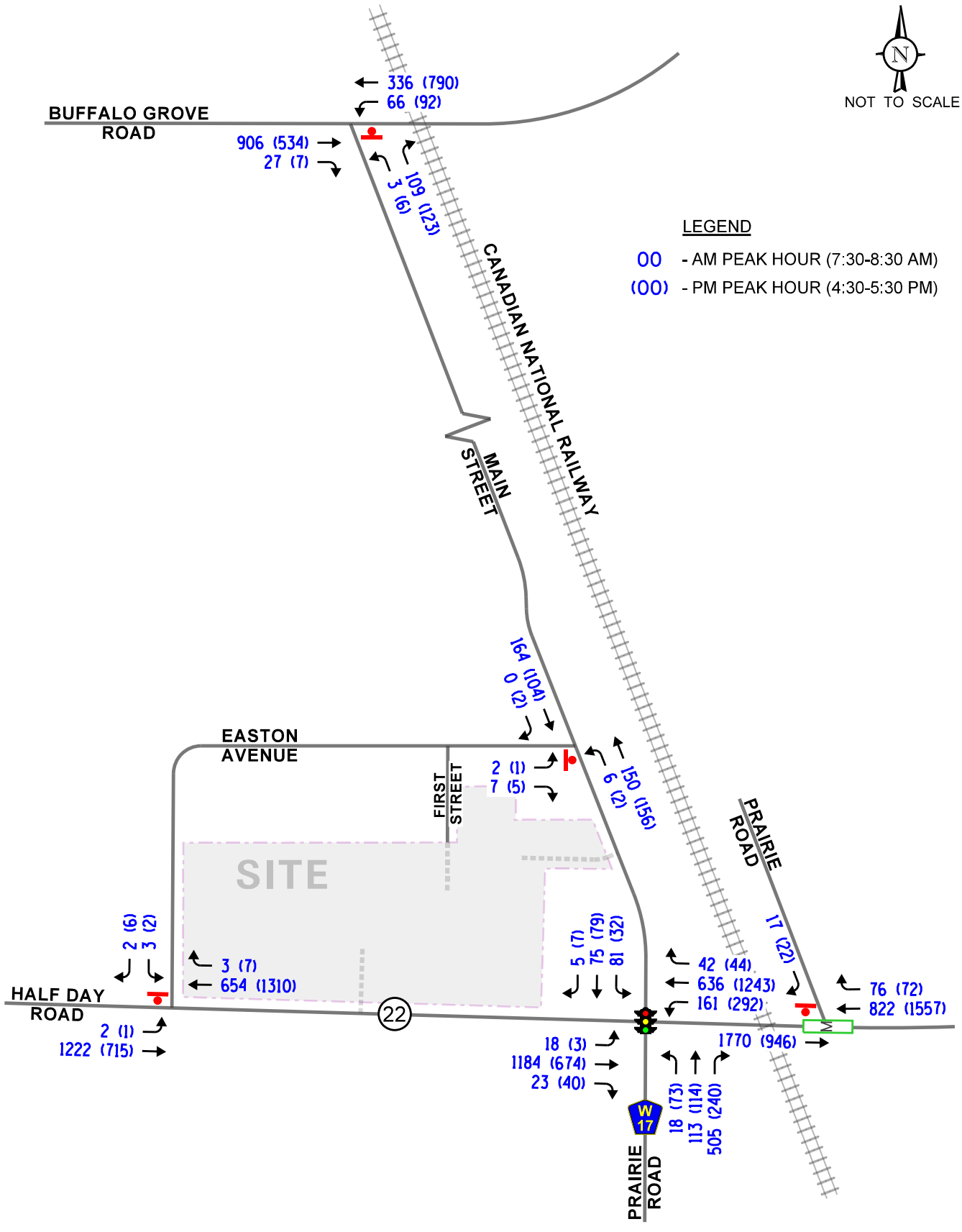
Easton Avenue is a local roadway that extends between IL 22 and Main Street providing one travel lane in each direction. At its unsignalized "T" intersections with IL 22 and Main Street, Easton Avenue does not provide any exclusive turn lanes. Easton Avenue is under the jurisdiction of the Village of Buffalo Grove and has a posted speed limit of 25 miles per hour.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. utilized peak period traffic counts using Miovision Scout Video Collection Units on Tuesday, April 2, 2024 during the morning (6:00 A.M. to 9:00 A.M.) and evening (4:00 P.M. to 7:00 P.M.) peak periods at the following intersections:

- IL 22 with Main Street/Prairie Road
- IL 22 with Easton Avenue
- IL 22 with Prairie Road
- Buffalo Grove Road with Main Street
- Main Street with Easton Avenue
- Easton Avenue with First Street

The results of the traffic counts show that the peak hours of traffic generally occurred between 7:30 A.M. and 8:30 A.M. during the weekday morning peak period and between 4:30 P.M and 5:30 P.M. during the weekday evening peak period. The existing peak hour vehicle traffic volumes are shown in **Figure 4**. It should be noted that at the time the traffic counts were conducted, Stevenson High School was in session. Copies of the traffic count summary sheets are included in the Appendix.



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Existing Traffic Volumes

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Train Observations

The Prairie View Metra station is located approximately 500 feet northeast of the site. Based on the Illinois Commerce Commission (ICC) data, the tracks carry an average of 29 daily trains. Furthermore, and based on the Metra schedule, the Prairie View Metra station is served by 14 trains (7 inbound, 7 outbound) on weekdays, and there is no weekend service. Field observations conducted during the peak hours indicated the following:

- During the weekday morning peak hour, two Metra train events were observed. The gates were down for approximately 100 seconds on average. The westbound approach queues extend back to the location of the railroad, but all the vehicles will clear the intersection within the green phase of the signal.

- During the weekday evening peak hour, one Metra train event was observed. The gates were down for approximately 60 seconds. The westbound approach queues extend back to the location of the railroad, but all the vehicles will clear the intersection within the green phase of the signal.

Crash Data Summary

KLOA, Inc. obtained crash data[1] from IDOT for the most recent past five years available (2019 to 2023) for the intersections within the study area. **Tables 1** and **2** summarize the crash data for the intersections of IL 22 with Main Street/Prairie Road and Buffalo Grove Road with Main Street, respectively. A review of the crash data indicated the following:

- The intersection of IL 22 with Prairie Road experienced two rear end crashes in 2019, and zero crashes between 2020 and 2023.

- The intersection of IL 22 with Easton Avenue experienced one turning crash in 2020, and zero crashes in 2019, 2021, 2022 and 2023.

- The intersection of Main Street with Easton Avenue experienced zero crashes between 2019 and 2023.

- No fatalities were reported at any study intersections during the review period.

[1] IDOT DISCLAIMER: The motor vehicle crash data referenced herein was provided by the Illinois Department of Transportation. Any conclusions drawn from analysis of the aforementioned data are the sole responsibility of the data recipient(s).

Table 1
IL 22 WITH MAIN STREET/PRAIRIE ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	1	0	1	2	0	1	0	5
2020	0	0	0	1	0	0	0	1
2021	0	0	0	1	0	0	0	1
2022	1	0	0	1	0	0	0	2
2023	0	0	0	2	0	0	0	2
Total	**2**	**0**	**1**	**7**	**0**	**1**	**0**	**11**
Average	**< 1**	**0**	**< 1**	**1.4**	**0**	**< 1**	**0**	**2.2**

Table 2
MAIN STREET WITH BUFFALO GROVE ROAD – CRASH SUMMARY

Year	Type of Crash Frequency							
	Angle	Head On	Object	Rear End	Sideswipe	Turning	Other	Total
2019	0	0	0	3	0	1	0	4
2020	0	0	0	1	0	0	0	1
2021	0	0	0	1	1	0	0	2
2022	0	0	0	3	0	1	0	4
2023	0	0	0	1	0	0	0	1
Total	**0**	**0**	**0**	**9**	**1**	**2**	**0**	**12**
Average	**0**	**0**	**0**	**1.8**	**< 1**	**< 1**	**0**	**2.4**

3. Traffic Characteristics of the Proposed Development

To properly evaluate future traffic conditions, it was necessary to determine the traffic characteristics of the proposed development, including the directional distribution and volumes of traffic that it will generate.

Proposed Site and Development Plan

The proposed plans call for redeveloping the site with 90 townhome units. Access to the development will be provided via the following:

- A proposed full movement access drive off Main Street located approximately 510 feet north of IL 22. This access drive will provide one inbound lane and one outbound lane with the outbound movements under stop sign control.

- A proposed full movement access drive off IL 22 located approximately 810 feet west of Main Street. This access drive will provide one inbound lane and one outbound lane. Outbound movements will be under stop-sign control. To accommodate the left-turning movement from IL 22 onto the access drive the following modifications will be required:

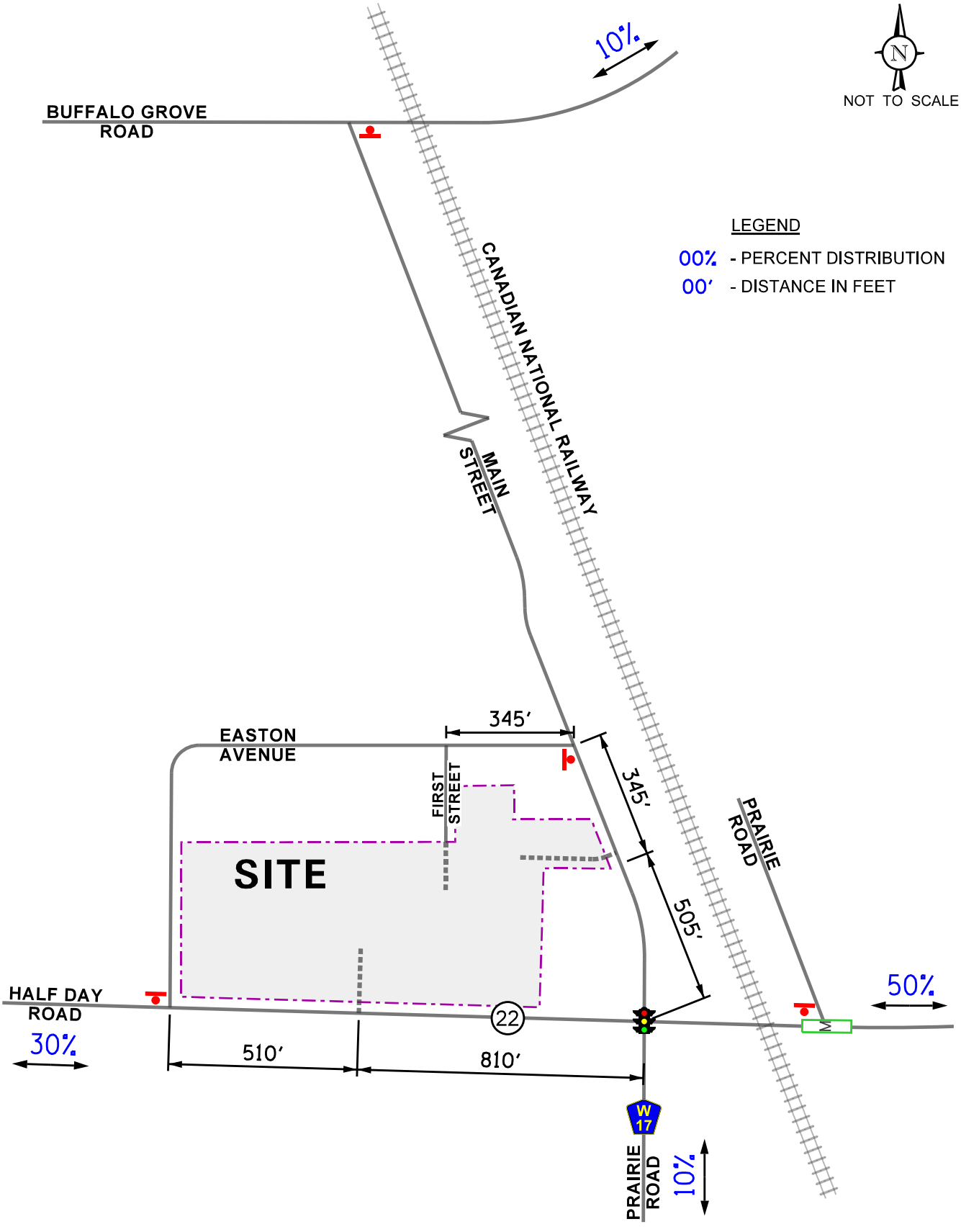
    - The existing median break located along the site frontage which accommodates the full access drive that serves Fiore Nursery will be eliminated and replaced with a striped median that will be a continuation of the existing landscaped median to the east.

    - The existing landscaped median located within proximity of the access drive will be shortened to provide a left-turn lane with 145 feet of storage and 175 feet of taper.

It should be noted that a full movement access drive on IL 22 allows for inbound traffic from the west and outbound traffic to the east to access to the site directly, minimizing the volume of left-turning traffic traversing the intersection of IL 22 with Main Street/Prairie Road particularly the eastbound and southbound left-turn movement. A copy of the proposed site plan is included in the Appendix.

Directional Distribution

The directions from which traffic will approach and depart the development were estimated based on existing travel patterns, as determined from the traffic counts, the operation of the roadway system. **Figure 5** illustrates the directional distribution of traffic projected to be generated by the proposed development.



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Directional Distribution

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Job No: 25-112 Figure: 5

Peak Hour Traffic Volumes

The volume of peak hour trips estimated to be generated by the proposed development was based on "Single-Family Attached Housing" (Land-Use Code 215) vehicle trip generation rates contained in *Trip Generation Manual*, 11th Edition, published by the Institute of Transportation Engineers (ITE).

Table 3 summarizes the trips projected to be generated by the proposed development during the weekday morning and weekday evening peak hours as well as on a daily basis. It should be noted that, given the proximity of the site to the Prairie View Metra station, it is anticipated that not all of the residents will drive to commute to work. Based on a review of Census data, approximately eight percent of residents in the area use public transportation to commute to and from work. However, in order to provide a conservative analysis, no reduction was applied to the generated trips. As such, the trip generation estimates summarized in Table 5 are conservatively high.

Table 3
PROJECTED PEAK HOUR SITE-GENERATED TRAFFIC VOLUMES

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour		
		In	Out	Total	In	Out	Total
215	Single-Family Attached Housing (90 units)	10	31	41	30	20	50

4. Projected Traffic Conditions

The total projected traffic volumes include the existing traffic volumes, increase in background traffic due to growth, and the traffic estimated to be generated by the proposed development.

Development Traffic Assignment

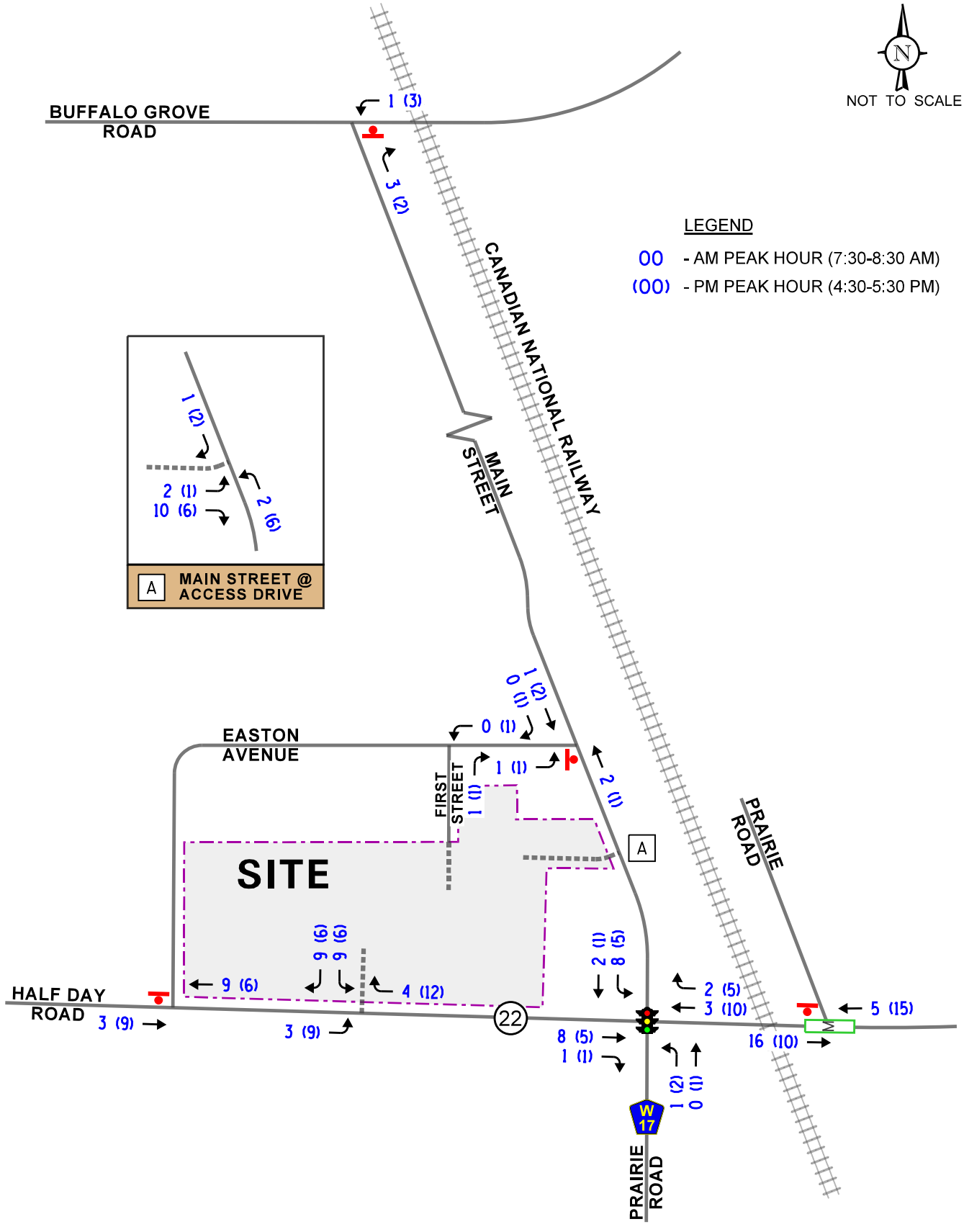
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the development traffic assignments.

Background (No-Build) Traffic Conditions

The existing traffic volumes (Figure 4) were increased by a regional growth factor to account for the increase in existing traffic related to regional growth in the area (i.e., not attributable to any particular planned development). Based on 2050 Average Daily Traffic (ADT) projections provided by the Chicago Metropolitan Agency for Planning (CMAP), the existing traffic volumes were increased by an annually compounded growth rate of 0.57 percent for six years (two-year buildout plus five years) totaling four percent to represent Year 2031 no-build conditions. The Year 2031 no-build traffic volumes are illustrated in **Figure 7**.

Year 2031 Total Projected Traffic Volumes

The new development-generated traffic (Figures 6) was added to the Year 2031 no-build traffic volumes (Figure 7) to determine the Year 2031 total projected traffic volumes, as illustrated in **Figure 8.**



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Site-Generated Traffic Volumes

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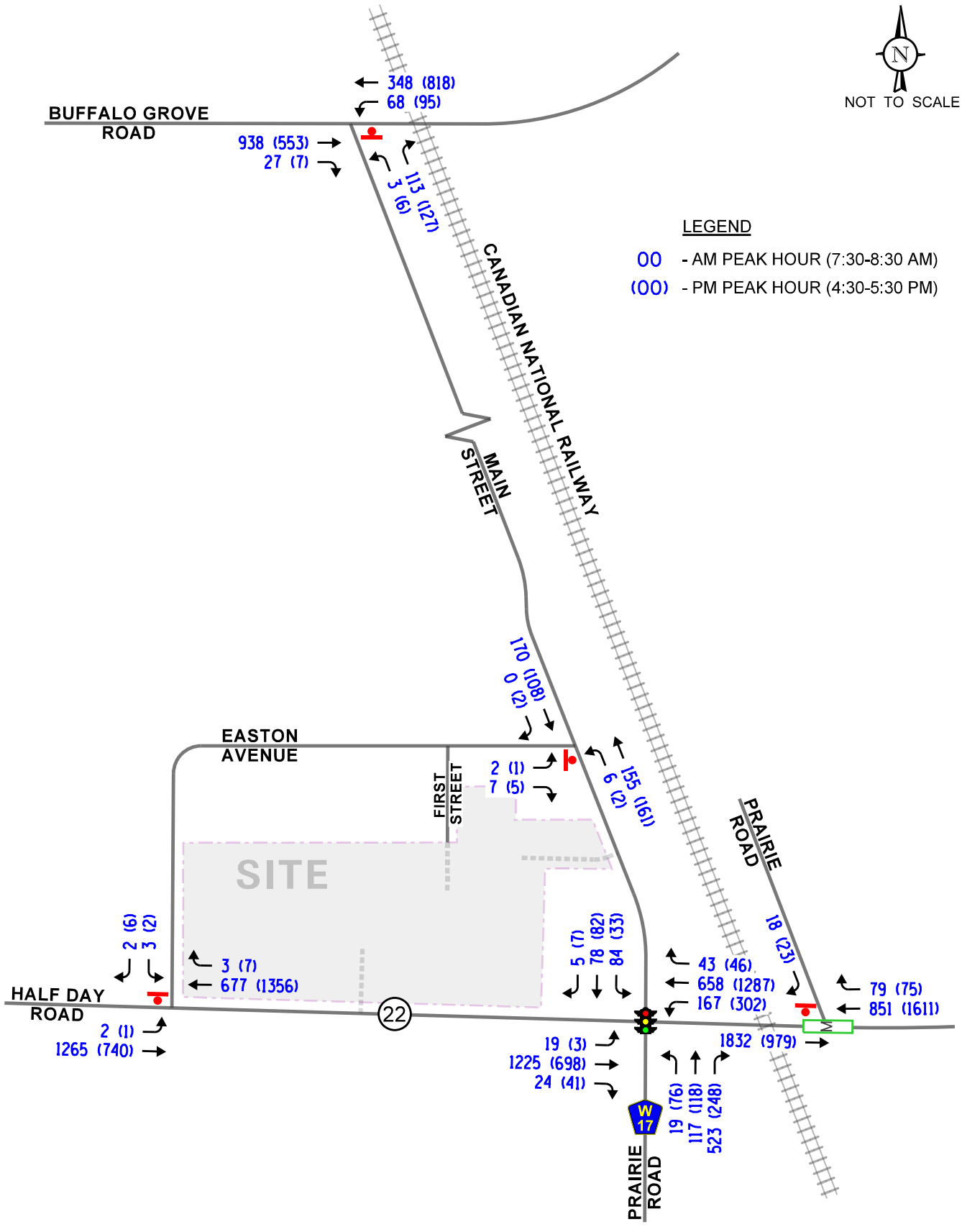

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Year 2031 No-Build Traffic Volumes

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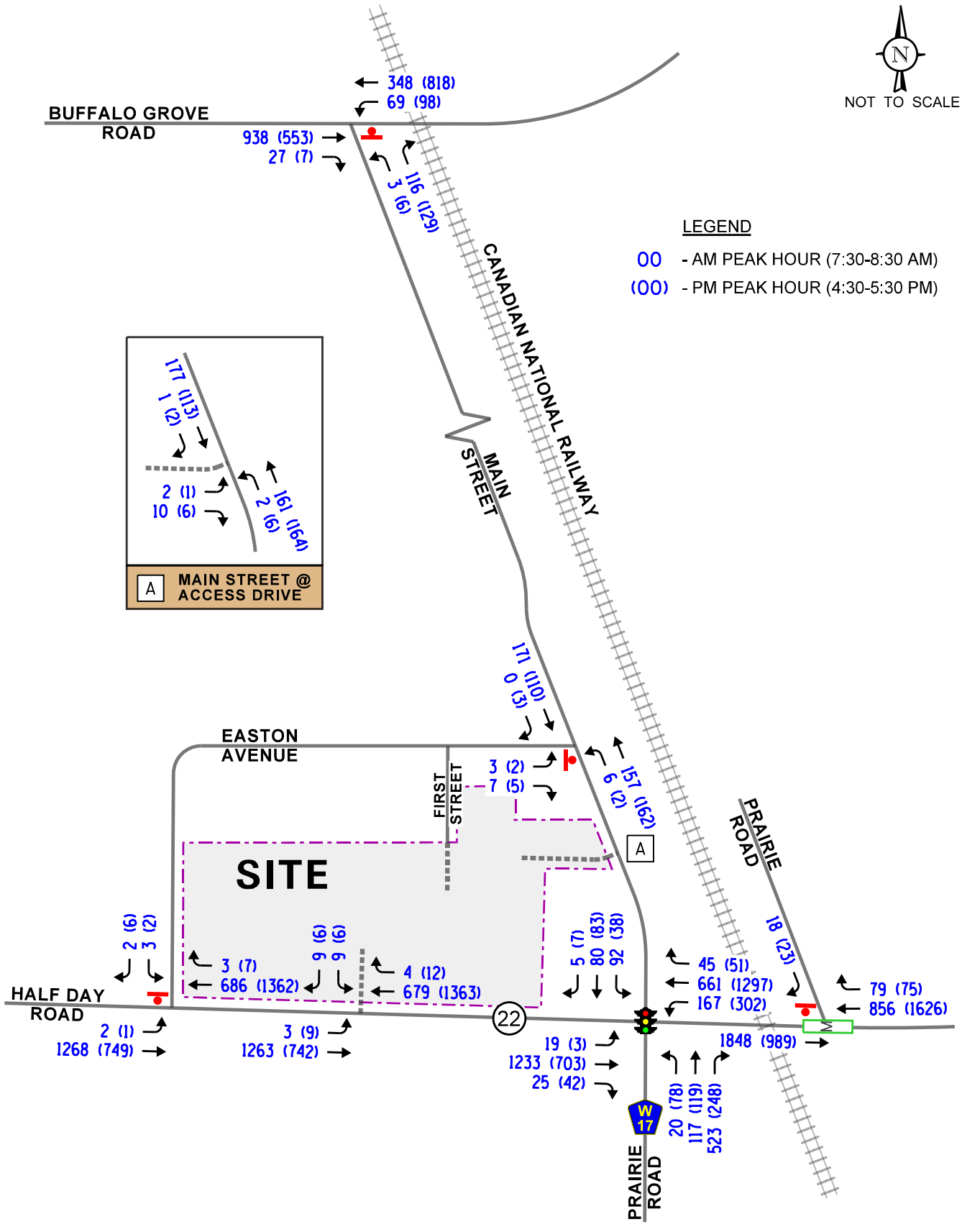

Townhome Development
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Year 2031 Total Traffic Volumes

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Job No: 25-112 Figure: 8

5. Traffic Analysis and Recommendations

The following provides an evaluation conducted for the weekday morning and weekday evening peak hours. The analysis includes conducting capacity analyses to determine how well the roadway system and access drives are projected to operate and whether any roadway improvements or modifications are required.

Traffic Analyses

Capacity analyses were performed for the included intersections in the study area for the weekday morning and weekday evening peak hours for the existing, Year 2031 no-build, and Year 2031 total projected conditions.

The traffic analyses were performed using the methodologies outlined in the Transportation Research Board's Highway Capacity Manual (HCM), 7th Edition and using Synchro/SimTraffic 12 analysis software. The analysis for the traffic-signal controlled intersections were accomplished using actual cycle lengths and phasings to determine the average overall vehicle delay and levels of services.

The analyses for the unsignalized intersections determine the average control delay to vehicles at an intersection. Control delay is the elapsed time from a vehicle joining the queue at a stop sign (includes the time required to decelerate to a stop) until its departure from the stop sign and resumption of free flow speed. The methodology analyzes each intersection approach controlled by a stop sign and considers traffic volumes on all approaches and lane characteristics.

The ability of an intersection to accommodate traffic flow is expressed in terms of level of service, which is assigned a letter from A to F based on the average control delay experienced by vehicles passing through the intersection. The *Highway Capacity Manual* definitions for levels of service and the corresponding control delay for signalized intersections and unsignalized intersections are included in the Appendix of this report.

A summary of the traffic analysis results showing the level of service and delay (measured in seconds) for the intersections under the existing, 2031 no-build conditions, and Year 2031 total projected conditions are shown in **Tables 4** through **7**. Copies of the capacity analysis reports are included in the Appendix. A discussion of each of the intersections follows.

Table 4
SIGNALIZED – IL 22 WITH MAIN STREET/PRAIRIE ROAD

	Peak Hour	Eastbound		Westbound		Northbound			Southbound		Overall
		L	T/R	L	T/R	L	T	R	L	T/R	
Existing Conditions	Weekday Morning	E 60.3	D 46.7	D 45.5	B 12.7	C 34.6	E 61.7	E 57.7	D 38.9	D 46.0	D – 40.9
		D – 46.9		B – 19.0		E – 57.7			D – 42.4		
	Weekday Evening	E 57.7	C 28.9	D 51.0	B 12.1	D 41.1	E 56.3	C 25.8	D 37.7	E 60.5	C – 25.8
		C – 29.0		B – 19.3		D – 36.6			D – 54.3		
No-Build Conditions	Weekday Morning	E 60.5	E 56.4	D 45.1	B 14.1	C 34.4	E 61.6	E 58.3	D 39.0	D 48.2	D – 45.5
		E – 56.5		C – 20.1		E – 58.2			D – 43.6		
	Weekday Evening	E 57.7	C 30.2	D 50.3	B 12.6	D 41.0	E 56.4	C 25.4	D 37.5	E 60.3	C – 26.3
		C – 30.3		B – 19.6		D – 36.3			D – 54.1		
Projected Conditions	Weekday Morning	E 60.5	E 58.9	D 45.2	B 14.3	C 34.5	E 61.6	E 58.6	D 39.4	D 48.2	D – 46.6
		E – 59.0		C – 20.2		E – 58.4			D – 43.6		
	Weekday Evening	E 57.7	C 30.3	D 50.6	B 13.0	D 40.7	E 60.9	C 26.7	D 37.6	E 59.9	C – 26.7
		C – 30.4		B – 19.9		D – 38.4			D – 53.3		

Letter denotes Level of Service L – Left Turn R – Right Turn
Delay is measured in seconds. T – Through

Table 5
CAPACITY ANALYSIS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
IL 22 with Prairie Road[1]				
• Southbound Approach	B	11.9	C	18.4
IL 22 with Easton Avenue[1]				
• Southbound Approach	C	20.1	C	17.5
• Eastbound Left Turn	A	8.2	B	10.9
Main Street with Easton Avenue[1]				
• Eastbound Approach	B	10.1	A	9.3
• Northbound Left Turn	A	7.9	A	7.4
Main Street with Buffalo Grove Road[1]				
• Northbound Approach	D	26.1	C	16.4
• Westbound Left Turn	B	10.7	A	8.9

LOS = Level of Service
Delay is measured in seconds.
1- Two-way stop control

Table 6
CAPACITY ANALYSIS – UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
IL 22 with Prairie Road[1]				
• Southbound Approach	B	12.0	C	19.1
IL 22 with Easton Avenue[1]				
• Southbound Approach	C	20.8	C	18.9
• Eastbound Left Turn	A	8.2	B	11.3
Main Street with Easton Avenue[1]				
• Eastbound Approach	B	10.2	A	9.3
• Northbound Left Turn	A	7.9	A	7.4
Main Street with Buffalo Grove Road[1]				
• Northbound Approach	D	28.5	C	17.0
• Westbound Left Turn	B	11.0	A	9.0

LOS = Level of Service
Delay is measured in seconds.
1- Two-way stop control

Table 7
CAPACITY ANALYSIS – UNSIGNALIZED – YEAR 2031 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
IL 22 with Prairie Road[1]				
• Southbound Approach	B	12.1	C	19.3
IL 22 with Easton Avenue[1]				
• Southbound Approach	C	21.1	C	19.2
• Eastbound Left Turn	A	8.2	B	11.3
Main Street with Easton Avenue[1]				
• Eastbound Approach	B	10.4	A	9.5
• Northbound Left Turn	A	7.9	A	7.5
Main Street with Buffalo Grove Road[1]				
• Northbound Approach	D	28.9	C	17.1
• Westbound Left Turn	B	11.0	A	9.0
Main Street with Proposed Access Drive[1]				
• Eastbound Approach	A	9.5	A	9.1
• Northbound Left Turn	A	7.6	A	7.5
IL 22 with Proposed Access Drive[1]				
• Southbound Approach	C	17.6	D	25.7
• Eastbound Left Turn	A	8.3	B	10.9

LOS = Level of Service
Delay is measured in seconds.
1- Two-way stop control

Discussion and Recommendations

The following summarizes how the intersections are projected to operate and identifies any roadway and traffic control improvements necessary to accommodate the development-generated traffic.

IL 22 with Main Street/Prairie Road

The results of the capacity analyses indicate that this signalized intersection currently operates at Level of Service (LOS) D during the weekday morning peak hour and LOS C during the weekday evening peak hour. All the approaches operate at LOS D or better during both peak hours except for the northbound approach which operates at LOS E during weekday morning peak hour.

Under Year 2031 no-build, the intersection overall is projected to continue operating at existing levels of service with increases in delay of approximately five seconds. All of the approaches are projected to continue operating at LOS D or better during the peak hours except for the eastbound and northbound approaches which are projected to operate at LOS E during the weekday morning peak hour.

Under Year 2031 total projected conditions, the intersection overall and all of the approaches are projected to operate at no-build levels of service with increases in delay of approximately three seconds or less. In addition, the 95th percentile queue for the southbound through movement is projected to be approximately 125 feet which will not extend back to the location of the proposed access drive on Main Street.

It should be noted that during the weekday morning and weekday evening peak hours, there are two and one train event, respectively. During train events the signal is preempted and defaults to a westbound green phase to allow queues to clear the tracks. During train events, queueing can occur on the westbound and eastbound approaches. However, following train events these queues dissipate quickly within one cycle of the signal.

Overall, the proposed development is projected to increase the volume of traffic traversing this intersection by one percent or less during the peak hours, thus having a limited impact on the operations of the intersection. No roadway improvements or traffic control adjustments will be required.

IL 22 with Prairie Road

The results of the capacity analyses indicate that the southbound approach currently operates at LOS B during the weekday morning peak hour and LOS C during the weekday evening peak hour and will continue to do so under Year 2031 no-build and total projected conditions with increases in delay of less than one second. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments will be required.

IL 22 with Easton Avenue

The results of the capacity analyses indicate that the southbound approach currently operates at LOS C during the weekday morning and weekday evening peak hours while the eastbound left-turn movement operates at LOS B or better during both peak hours. Under Year 2031 no-build and total projected conditions, the southbound approach and eastbound left-turn movement are projected to continue operating at existing levels of service with increases in delay of less than two seconds. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments will be required.

Main Street with Easton Avenue

The results of the capacity analyses indicate that the eastbound approach currently operates at LOS B during the weekday morning peak hour and LOS A during the weekday evening peak hour while the northbound left-turn movement operates at LOS A during both peak hours. Under Year 2031 no-build and total projected conditions, the eastbound approach and the northbound left-turn movement are projected to continue operating at the existing levels of service during both peak hours with increases in delay of less than one second. As such, this intersection has adequate reserve capacity to accommodate the traffic estimated to be generated by the proposed development and no roadway improvements or traffic control adjustments will be required.

Main Street with Buffalo Grove Road

The results of the capacity analyses indicate that the northbound approach currently operates at LOS D during the weekday morning peak hour and LOS C during the weekday evening peak hour while the westbound left-turn movement operates at LOS B or better during the peak hours. Under Year 2031 no-build and total projected conditions, the northbound approach and the westbound left-turn movement are projected to operate at the same existing levels of service during both peak hours with increases in delay of approximately three seconds or less. As such, the traffic estimated to be generated by the proposed development will have a limited impact on the operation of this intersection and no roadway improvements or traffic control adjustments will be required.

Main Street with Proposed Access Drive

The results of the capacity analyses indicate that the outbound movements and the northbound left-turn movement are projected to operate at LOS A during the weekday morning and weekday evening peak hours. Additionally, the 95th percentile queue for the northbound left-turn movement is projected to be one to two vehicles during both peak hours and will not interrupt the traffic flow along Main Street. As such, this access drive will be adequate to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access to the site.

IL 22 with Proposed East and West Access Drives

The results of the capacity analyses indicate that the outbound movements from the access drive are projected to operate at LOS C during the weekday morning peak hour and LOS D during the weekday evening peak hour. Additionally, the eastbound left-turn movement is projected to operate at LOS B or better during the peak hours with 95th percentile queues of one to two vehicles that can be accommodated via the proposed left-turn lane. The total projected traffic volumes were compared to the right-turn lane warrant criteria summarized in Chapter 36 of BDE manual. The comparison indicated that an exclusive right-turn lane will not be warranted during the peak hours at the access drive. As such, these access drives will be adequate to accommodate the traffic estimated to be generated by the proposed development and will ensure efficient and flexible access to the site.

6. Conclusion

Based on the preceding analyses and recommendations, the following conclusions have been made:

- The plans call for a residential development with approximately 90 townhome units.
- The traffic estimated to be generated by the proposed development will be reduced due to the close proximity of the Prairie View Metra Station to the site.
- To accommodate left-turn movements from IL 22 onto the proposed access drive, the existing landscaped median located within proximity of the propped access drive will be shortened to provide a left-turn lane.
- The existing median break located on IL 22 along the site frontage within the vicinity of the existing full movement access drive will be eliminated and replaced with a striped median that will be a continuation of the existing landscaped median to the east.
- The area roadway system generally has sufficient reserve capacity to accommodate the traffic to be generated by the proposed development and no additional roadway improvements or traffic control modifications are required.
- The proposed access system to serve the development will provide flexible and efficient access to the site.

Appendix

Traffic Count Summary Sheets
Site Plan
ITE Trip Generation Summary Sheets
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets

Traffic Count Summary Sheets

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Buffalo Grove Road with Main Street TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Data

Start Time	Buffalo Grove Road Eastbound					Buffalo Grove Road Westbound					Main Street Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	42	1	0	43	0	11	24	0	35	0	1	3	0	4	82
6:15 AM	0	64	3	0	67	0	10	25	0	35	0	0	7	0	7	109
6:30 AM	0	80	2	0	82	0	17	22	0	39	0	0	6	0	6	127
6:45 AM	0	125	8	0	133	0	15	39	0	54	0	0	5	0	5	192
Hourly Total	0	311	14	0	325	0	53	110	0	163	0	1	21	0	22	510
7:00 AM	0	113	11	0	124	0	14	47	0	61	0	2	12	0	14	199
7:15 AM	0	161	4	0	165	0	18	74	0	92	0	0	11	0	11	268
7:30 AM	0	204	1	0	205	0	16	77	0	93	0	1	22	1	23	321
7:45 AM	0	237	11	0	248	0	17	87	0	104	0	0	15	1	15	367
Hourly Total	0	715	27	0	742	0	65	285	0	350	0	3	60	2	63	1155
8:00 AM	0	240	6	0	246	0	17	86	0	103	0	0	39	0	39	388
8:15 AM	0	225	8	0	233	0	16	86	0	102	0	2	33	0	35	370
8:30 AM	0	150	2	0	152	0	23	92	0	115	0	3	20	0	23	290
8:45 AM	0	140	4	0	144	0	13	67	0	80	0	4	18	0	22	246
Hourly Total	0	755	20	0	775	0	69	331	0	400	0	9	110	0	119	1294
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	116	1	0	117	0	15	180	0	195	0	5	30	0	35	347
4:15 PM	0	121	3	0	124	0	16	156	0	172	0	4	23	0	27	323
4:30 PM	0	120	0	0	120	0	24	205	0	229	0	4	28	0	32	381
4:45 PM	0	142	4	0	146	0	20	167	0	187	0	2	37	1	39	372
Hourly Total	0	499	8	0	507	0	75	708	0	783	0	15	118	1	133	1423
5:00 PM	0	130	0	0	130	0	19	210	0	229	0	0	34	0	34	393
5:15 PM	0	142	3	0	145	0	29	208	0	237	0	0	24	0	24	406
5:30 PM	0	133	0	0	133	0	30	169	0	199	0	9	26	0	35	367
5:45 PM	0	159	2	0	161	0	29	140	0	169	0	3	30	0	33	363
Hourly Total	0	564	5	0	569	0	107	727	0	834	0	12	114	0	126	1529
6:00 PM	0	124	5	0	129	0	22	179	0	201	0	4	22	0	26	356
6:15 PM	0	126	3	0	129	0	19	149	0	168	0	1	16	0	17	314
6:30 PM	0	84	6	0	90	0	17	114	0	131	0	5	16	0	21	242
6:45 PM	0	110	2	0	112	0	13	112	0	125	0	2	25	0	27	264
Hourly Total	0	444	16	0	460	0	71	554	0	625	0	12	79	0	91	1176
Grand Total	0	3288	90	0	3378	0	440	2715	0	3155	0	52	502	3	554	7087
Approach %	0.0	97.3	2.7	-	-	0.0	13.9	86.1	-	-	0.0	9.4	90.6	-	-	-
Total %	0.0	46.4	1.3	-	47.7	0.0	6.2	38.3	-	44.5	0.0	0.7	7.1	-	7.8	-
Lights	0	3215	89	-	3304	0	436	2671	-	3107	0	51	497	-	548	6959
% Lights	-	97.8	98.9	-	97.8	-	99.1	98.4	-	98.5	-	98.1	99.0	-	98.9	98.2

Buses	0	40	1	-	41	0	1	14	-	15	0	1	2	-	3	59
% Buses	-	1.2	1.1	-	1.2	-	0.2	0.5	-	0.5	-	1.9	0.4	-	0.5	0.8
Single-Unit Trucks	0	20	0	-	20	0	3	17	-	20	0	0	3	-	3	43
% Single-Unit Trucks	-	0.6	0.0	-	0.6	-	0.7	0.6	-	0.6	-	0.0	0.6	-	0.5	0.6
Articulated Trucks	0	13	0	-	13	0	0	13	-	13	0	0	0	-	0	26
% Articulated Trucks	-	0.4	0.0	-	0.4	-	0.0	0.5	-	0.4	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Buffalo Grove Road with Main Street TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Buffalo Grove Road Eastbound					Buffalo Grove Road Westbound					Main Street Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	204	1	0	205	0	16	77	0	93	0	1	22	1	23	321
7:45 AM	0	237	11	0	248	0	17	87	0	104	0	0	15	1	15	367
8:00 AM	0	240	6	0	246	0	17	86	0	103	0	0	39	0	39	388
8:15 AM	0	225	8	0	233	0	16	86	0	102	0	2	33	0	35	370
Total	0	906	26	0	932	0	66	336	0	402	0	3	109	2	112	1446
Approach %	0.0	97.2	2.8	-	-	0.0	16.4	83.6	-	-	0.0	2.7	97.3	-	-	-
Total %	0.0	62.7	1.8	-	64.5	0.0	4.6	23.2	-	27.8	0.0	0.2	7.5	-	7.7	-
PHF	0.000	0.944	0.591	-	0.940	0.000	0.971	0.966	-	0.966	0.000	0.375	0.699	-	0.718	0.932
Lights	0	870	26	-	896	0	66	324	-	390	0	3	107	-	110	1396
% Lights	-	96.0	100.0	-	96.1	-	100.0	96.4	-	97.0	-	100.0	98.2	-	98.2	96.5
Buses	0	26	0	-	26	0	0	4	-	4	0	0	1	-	1	31
% Buses	-	2.9	0.0	-	2.8	-	0.0	1.2	-	1.0	-	0.0	0.9	-	0.9	2.1
Single-Unit Trucks	0	7	0	-	7	0	0	6	-	6	0	0	1	-	1	14
% Single-Unit Trucks	-	0.8	0.0	-	0.8	-	0.0	1.8	-	1.5	-	0.0	0.9	-	0.9	1.0
Articulated Trucks	0	3	0	-	3	0	0	2	-	2	0	0	0	-	0	5
% Articulated Trucks	-	0.3	0.0	-	0.3	-	0.0	0.6	-	0.5	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Buffalo Grove Road with Main Street TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Buffalo Grove Road Eastbound					Buffalo Grove Road Westbound					Main Street Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	120	0	0	120	0	24	205	0	229	0	4	28	0	32	381
4:45 PM	0	142	4	0	146	0	20	167	0	187	0	2	37	1	39	372
5:00 PM	0	130	0	0	130	0	19	210	0	229	0	0	34	0	34	393
5:15 PM	0	142	3	0	145	0	29	208	0	237	0	0	24	0	24	406
Total	0	534	7	0	541	0	92	790	0	882	0	6	123	1	129	1552
Approach %	0.0	98.7	1.3	-	-	0.0	10.4	89.6	-	-	0.0	4.7	95.3	-	-	-
Total %	0.0	34.4	0.5	-	34.9	0.0	5.9	50.9	-	56.8	0.0	0.4	7.9	-	8.3	-
PHF	0.000	0.940	0.438	-	0.926	0.000	0.793	0.940	-	0.930	0.000	0.375	0.831	-	0.827	0.956
Lights	0	531	7	-	538	0	91	788	-	879	0	6	122	-	128	1545
% Lights	-	99.4	100.0	-	99.4	-	98.9	99.7	-	99.7	-	100.0	99.2	-	99.2	99.5
Buses	0	2	0	-	2	0	1	0	-	1	0	0	0	-	0	3
% Buses	-	0.4	0.0	-	0.4	-	1.1	0.0	-	0.1	-	0.0	0.0	-	0.0	0.2
Single-Unit Trucks	0	1	0	-	1	0	0	1	-	1	0	0	1	-	1	3
% Single-Unit Trucks	-	0.2	0.0	-	0.2	-	0.0	0.1	-	0.1	-	0.0	0.8	-	0.8	0.2
Articulated Trucks	0	0	0	-	0	0	0	1	-	1	0	0	0	-	0	1
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.1	-	0.1	-	0.0	0.0	-	0.0	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Easton Avenue with Main Street
TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Data

Start Time	Easton Avenue Eastbound					Main Street Northbound					Main Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	1	0	1	0	0	3	0	3	0	17	0	0	17	21
6:15 AM	0	0	1	0	1	0	0	6	0	6	0	15	0	0	15	22
6:30 AM	0	0	0	0	0	0	1	5	0	6	0	19	0	0	19	25
6:45 AM	0	1	6	0	7	0	0	6	0	6	0	26	1	0	27	40
Hourly Total	0	1	8	0	9	0	1	20	0	21	0	77	1	0	78	108
7:00 AM	0	2	0	0	2	0	1	17	0	18	0	31	0	1	31	51
7:15 AM	0	0	1	0	1	0	0	13	0	13	0	30	0	0	30	44
7:30 AM	0	0	1	0	1	0	2	25	0	27	0	26	0	0	26	54
7:45 AM	0	1	3	0	4	0	2	17	0	19	0	41	0	0	41	64
Hourly Total	0	3	5	0	8	0	5	72	0	77	0	128	0	1	128	213
8:00 AM	0	0	2	0	2	0	1	48	0	49	0	44	0	0	44	95
8:15 AM	0	1	1	0	2	0	1	37	0	38	0	35	0	0	35	75
8:30 AM	0	0	1	0	1	1	2	23	0	26	0	30	0	0	30	57
8:45 AM	0	0	1	0	1	0	1	19	0	20	0	24	1	0	25	46
Hourly Total	0	1	5	0	6	1	5	127	0	133	0	133	1	0	134	273
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	2	3	0	5	0	1	33	0	34	0	23	0	0	23	62
4:15 PM	0	2	1	0	3	0	1	24	0	25	0	27	1	0	28	56
4:30 PM	0	0	2	0	2	0	0	35	0	35	0	32	0	0	32	69
4:45 PM	0	1	1	0	2	0	1	46	0	47	0	27	0	0	27	76
Hourly Total	0	5	7	0	12	0	3	138	0	141	0	109	1	0	110	263
5:00 PM	0	0	0	0	0	0	1	44	0	45	0	17	0	0	17	62
5:15 PM	0	0	2	0	2	0	0	31	0	31	0	28	2	0	30	63
5:30 PM	0	0	2	0	2	0	4	41	0	45	0	33	0	0	33	80
5:45 PM	0	1	1	0	2	0	1	44	0	45	0	44	2	1	46	93
Hourly Total	0	1	5	0	6	0	6	160	0	166	0	122	4	1	126	298
6:00 PM	0	0	1	0	1	0	2	27	0	29	0	33	0	0	33	63
6:15 PM	0	0	0	0	0	0	3	30	0	33	0	23	0	0	23	56
6:30 PM	0	0	1	0	1	0	0	34	0	34	0	21	2	0	23	58
6:45 PM	0	1	1	0	2	0	2	28	0	30	0	14	1	0	15	47
Hourly Total	0	1	3	0	4	0	7	119	0	126	0	91	3	0	94	224
Grand Total	0	12	33	0	45	1	27	636	0	664	0	660	10	2	670	1379
Approach %	0.0	26.7	73.3	-	-	0.2	4.1	95.8	-	-	0.0	98.5	1.5	-	-	-
Total %	0.0	0.9	2.4	-	3.3	0.1	2.0	46.1	-	48.2	0.0	47.9	0.7	-	48.6	-
Lights	0	12	26	-	38	1	25	632	-	658	0	645	10	-	655	1351
% Lights	-	100.0	78.8	-	84.4	100.0	92.6	99.4	-	99.1	-	97.7	100.0	-	97.8	98.0

Buses	0	0	6	-	6	0	1	2	-	3	0	8	0	-	8	17
% Buses	-	0.0	18.2	-	13.3	0.0	3.7	0.3	-	0.5	-	1.2	0.0	-	1.2	1.2
Single-Unit Trucks	0	0	1	-	1	0	1	2	-	3	0	5	0	-	5	9
% Single-Unit Trucks	-	0.0	3.0	-	2.2	0.0	3.7	0.3	-	0.5	-	0.8	0.0	-	0.7	0.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	2	0	-	2	2
% Articulated Trucks	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.3	0.0	-	0.3	0.1
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Easton Avenue with Main Street
TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Peak Hour Data (7:30 AM)

Start Time	Easton Avenue Eastbound					Main Street Northbound					Main Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	1	0	1	0	2	25	0	27	0	26	0	0	26	54
7:45 AM	0	1	3	0	4	0	2	17	0	19	0	41	0	0	41	64
8:00 AM	0	0	2	0	2	0	1	48	0	49	0	44	0	0	44	95
8:15 AM	0	1	1	0	2	0	1	37	0	38	0	35	0	0	35	75
Total	0	2	7	0	9	0	6	127	0	133	0	146	0	0	146	288
Approach %	0.0	22.2	77.8	-	-	0.0	4.5	95.5	-	-	0.0	100.0	0.0	-	-	-
Total %	0.0	0.7	2.4	-	3.1	0.0	2.1	44.1	-	46.2	0.0	50.7	0.0	-	50.7	-
PHF	0.000	0.500	0.583	-	0.563	0.000	0.750	0.661	-	0.679	0.000	0.830	0.000	-	0.830	0.758
Lights	0	2	5	-	7	0	5	125	-	130	0	143	0	-	143	280
% Lights	-	100.0	71.4	-	77.8	-	83.3	98.4	-	97.7	-	97.9	-	-	97.9	97.2
Buses	0	0	2	-	2	0	1	1	-	2	0	2	0	-	2	6
% Buses	-	0.0	28.6	-	22.2	-	16.7	0.8	-	1.5	-	1.4	-	-	1.4	2.1
Single-Unit Trucks	0	0	0	-	0	0	0	1	-	1	0	1	0	-	1	2
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.8	-	0.8	-	0.7	-	-	0.7	0.7
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	-	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: Easton Avenue with Main Street
TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	Easton Avenue Eastbound					Main Street Northbound					Main Street Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	0	2	0	2	0	0	35	0	35	0	32	0	0	32	69
4:45 PM	0	1	1	0	2	0	1	46	0	47	0	27	0	0	27	76
5:00 PM	0	0	0	0	0	0	1	44	0	45	0	17	0	0	17	62
5:15 PM	0	0	2	0	2	0	0	31	0	31	0	28	2	0	30	63
Total	0	1	5	0	6	0	2	156	0	158	0	104	2	0	106	270
Approach %	0.0	16.7	83.3	-	-	0.0	1.3	98.7	-	-	0.0	98.1	1.9	-	-	-
Total %	0.0	0.4	1.9	-	2.2	0.0	0.7	57.8	-	58.5	0.0	38.5	0.7	-	39.3	-
PHF	0.000	0.250	0.625	-	0.750	0.000	0.500	0.848	-	0.840	0.000	0.813	0.250	-	0.828	0.888
Lights	0	1	4	-	5	0	2	156	-	158	0	103	2	-	105	268
% Lights	-	100.0	80.0	-	83.3	-	100.0	100.0	-	100.0	-	99.0	100.0	-	99.1	99.3
Buses	0	0	1	-	1	0	0	0	-	0	0	1	0	-	1	2
% Buses	-	0.0	20.0	-	16.7	-	0.0	0.0	-	0.0	-	1.0	0.0	-	0.9	0.7
Single-Unit Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Articulated Trucks	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: IL 22 with Easton Avenue TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Data

Start Time	IL 22 Eastbound					IL 22 Westbound					Easton Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	144	0	144	0	49	1	0	50	0	1	0	0	1	195
6:15 AM	0	1	162	0	163	0	30	0	0	30	0	0	0	0	0	193
6:30 AM	0	0	233	0	233	0	57	0	0	57	0	0	0	0	0	290
6:45 AM	0	2	255	1	257	0	74	0	0	74	0	0	0	0	0	331
Hourly Total	0	3	794	1	797	0	210	1	0	211	0	1	0	0	1	1009
7:00 AM	0	1	249	0	250	0	76	0	0	76	0	1	2	0	3	329
7:15 AM	0	0	280	0	280	0	111	2	0	113	0	1	0	0	1	394
7:30 AM	0	0	297	0	297	0	129	1	0	130	0	1	2	0	3	430
7:45 AM	0	0	288	0	288	0	150	0	0	150	0	1	0	0	1	439
Hourly Total	0	1	1114	0	1115	0	466	3	0	469	0	4	4	0	8	1592
8:00 AM	0	1	320	0	321	0	144	1	0	145	0	1	0	0	1	467
8:15 AM	0	1	314	0	315	0	151	1	0	152	0	0	0	0	0	467
8:30 AM	0	0	228	0	228	0	184	3	0	187	0	0	0	0	0	415
8:45 AM	0	0	235	0	235	0	125	1	0	126	0	1	0	0	1	362
Hourly Total	0	2	1097	0	1099	0	604	6	0	610	0	2	0	0	2	1711
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	3	105	0	108	0	254	2	0	256	0	1	2	0	3	367
4:15 PM	0	1	164	0	165	0	282	1	0	283	0	1	0	0	1	449
4:30 PM	0	1	172	0	173	0	356	1	0	357	0	0	2	0	2	532
4:45 PM	0	0	154	0	154	0	292	2	0	294	0	1	1	0	2	450
Hourly Total	0	5	595	0	600	0	1184	6	0	1190	0	3	5	0	8	1798
5:00 PM	0	0	163	0	163	0	334	2	0	336	0	0	2	0	2	501
5:15 PM	0	0	144	0	144	0	283	2	0	285	0	1	1	0	2	431
5:30 PM	0	2	175	1	177	0	324	1	0	325	0	1	3	0	4	506
5:45 PM	0	0	149	0	149	0	292	0	0	292	0	0	1	0	1	442
Hourly Total	0	2	631	1	633	0	1233	5	0	1238	0	2	7	0	9	1880
6:00 PM	0	0	125	0	125	0	256	0	0	256	0	2	0	0	2	383
6:15 PM	0	0	138	0	138	0	184	1	0	185	0	0	1	0	1	324
6:30 PM	0	0	113	0	113	0	176	1	0	177	0	1	0	0	1	291
6:45 PM	0	0	106	0	106	0	158	0	0	158	0	0	0	0	0	264
Hourly Total	0	0	482	0	482	0	774	2	0	776	0	3	1	0	4	1262
Grand Total	0	13	4713	2	4726	0	4471	23	0	4494	0	15	17	0	32	9252
Approach %	0.0	0.3	99.7	-	-	0.0	99.5	0.5	-	-	0.0	46.9	53.1	-	-	-
Total %	0.0	0.1	50.9	-	51.1	0.0	48.3	0.2	-	48.6	0.0	0.2	0.2	-	0.3	-
Lights	0	13	4638	-	4651	0	4386	17	-	4403	0	14	17	-	31	9085
% Lights	-	100.0	98.4	-	98.4	-	98.1	73.9	-	98.0	-	93.3	100.0	-	96.9	98.2

Buses	0	0	12	-	12	0	19	6	-	25	0	1	0	-	1	38
% Buses	-	0.0	0.3	-	0.3	-	0.4	26.1	-	0.6	-	6.7	0.0	-	3.1	0.4
Single-Unit Trucks	0	0	40	-	40	0	44	0	-	44	0	0	0	-	0	84
% Single-Unit Trucks	-	0.0	0.8	-	0.8	-	1.0	0.0	-	1.0	-	0.0	0.0	-	0.0	0.9
Articulated Trucks	0	0	23	-	23	0	22	0	-	22	0	0	0	-	0	45
% Articulated Trucks	-	0.0	0.5	-	0.5	-	0.5	0.0	-	0.5	-	0.0	0.0	-	0.0	0.5
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: IL 22 with Easton Avenue TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Peak Hour Data (7:30 AM)

Start Time	IL 22 Eastbound					IL 22 Westbound					Easton Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	297	0	297	0	129	1	0	130	0	1	2	0	3	430
7:45 AM	0	0	288	0	288	0	150	0	0	150	0	1	0	0	1	439
8:00 AM	0	1	320	0	321	0	144	1	0	145	0	1	0	0	1	467
8:15 AM	0	1	314	0	315	0	151	1	0	152	0	0	0	0	0	467
Total	0	2	1219	0	1221	0	574	3	0	577	0	3	2	0	5	1803
Approach %	0.0	0.2	99.8	-	-	0.0	99.5	0.5	-	-	0.0	60.0	40.0	-	-	-
Total %	0.0	0.1	67.6	-	67.7	0.0	31.8	0.2	-	32.0	0.0	0.2	0.1	-	0.3	-
PHF	0.000	0.500	0.952	-	0.951	0.000	0.950	0.750	-	0.949	0.000	0.750	0.250	-	0.417	0.965
Lights	0	2	1204	-	1206	0	554	2	-	556	0	2	2	-	4	1766
% Lights	-	100.0	98.8	-	98.8	-	96.5	66.7	-	96.4	-	66.7	100.0	-	80.0	97.9
Buses	0	0	2	-	2	0	5	1	-	6	0	1	0	-	1	9
% Buses	-	0.0	0.2	-	0.2	-	0.9	33.3	-	1.0	-	33.3	0.0	-	20.0	0.5
Single-Unit Trucks	0	0	10	-	10	0	13	0	-	13	0	0	0	-	0	23
% Single-Unit Trucks	-	0.0	0.8	-	0.8	-	2.3	0.0	-	2.3	-	0.0	0.0	-	0.0	1.3
Articulated Trucks	0	0	3	-	3	0	2	0	-	2	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.2	-	0.2	-	0.3	0.0	-	0.3	-	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: IL 22 with Easton Avenue TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	IL 22 Eastbound					IL 22 Westbound					Easton Avenue Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	1	172	0	173	0	356	1	0	357	0	0	2	0	2	532
4:45 PM	0	0	154	0	154	0	292	2	0	294	0	1	1	0	2	450
5:00 PM	0	0	163	0	163	0	334	2	0	336	0	0	2	0	2	501
5:15 PM	0	0	144	0	144	0	283	2	0	285	0	1	1	0	2	431
Total	0	1	633	0	634	0	1265	7	0	1272	0	2	6	0	8	1914
Approach %	0.0	0.2	99.8	-	-	0.0	99.4	0.6	-	-	0.0	25.0	75.0	-	-	-
Total %	0.0	0.1	33.1	-	33.1	0.0	66.1	0.4	-	66.5	0.0	0.1	0.3	-	0.4	-
PHF	0.000	0.250	0.920	-	0.916	0.000	0.888	0.875	-	0.891	0.000	0.500	0.750	-	1.000	0.899
Lights	0	1	621	-	622	0	1254	6	-	1260	0	2	6	-	8	1890
% Lights	-	100.0	98.1	-	98.1	-	99.1	85.7	-	99.1	-	100.0	100.0	-	100.0	98.7
Buses	0	0	4	-	4	0	1	1	-	2	0	0	0	-	0	6
% Buses	-	0.0	0.6	-	0.6	-	0.1	14.3	-	0.2	-	0.0	0.0	-	0.0	0.3
Single-Unit Trucks	0	0	4	-	4	0	7	0	-	7	0	0	0	-	0	11
% Single-Unit Trucks	-	0.0	0.6	-	0.6	-	0.6	0.0	-	0.6	-	0.0	0.0	-	0.0	0.6
Articulated Trucks	0	0	4	-	4	0	3	0	-	3	0	0	0	-	0	7
% Articulated Trucks	-	0.0	0.6	-	0.6	-	0.2	0.0	-	0.2	-	0.0	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: IL 22 with Main Street TMC
Site Code:
Start Date: 04/02/2024
Page No: 1

Turning Movement Data

Start Time	IL 22 Eastbound						IL 22 Westbound						Prairie Road Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:00 AM	0	2	141	2	2	145	0	14	47	2	0	63	0	2	2	11	0	15	0	6	9	0	2	15	238
6:15 AM	0	7	158	1	0	166	0	3	29	1	0	33	0	2	12	19	0	33	0	4	7	0	0	11	243
6:30 AM	0	1	192	3	0	196	0	2	54	2	0	58	0	1	8	33	0	42	0	0	20	1	0	21	317
6:45 AM	0	8	240	10	0	258	0	6	68	3	0	77	0	4	13	36	0	53	0	7	18	2	0	27	415
Hourly Total	0	18	731	16	2	765	0	25	198	8	0	231	0	9	35	99	0	143	0	17	54	3	2	74	1213
7:00 AM	0	13	230	3	1	246	0	17	55	15	0	87	0	7	23	51	0	81	0	9	22	7	1	38	452
7:15 AM	0	4	294	5	0	303	0	24	117	5	0	146	0	4	16	94	0	114	1	9	16	1	0	27	590
7:30 AM	0	2	289	3	0	294	0	38	118	5	0	161	0	8	23	96	0	127	0	5	18	4	0	27	609
7:45 AM	0	2	306	7	1	315	0	30	148	9	0	187	0	2	17	104	0	123	0	25	19	0	1	44	669
Hourly Total	0	21	1119	18	2	1158	0	109	438	34	0	581	0	21	79	345	0	445	1	48	75	12	2	136	2320
8:00 AM	1	5	300	5	0	311	0	47	143	11	0	201	0	5	40	172	0	217	0	31	21	1	0	53	782
8:15 AM	0	8	289	8	1	305	0	46	148	17	0	211	0	3	33	133	0	169	0	20	17	0	1	37	722
8:30 AM	0	0	199	7	0	206	0	58	169	12	0	239	0	7	15	60	0	82	0	12	18	5	0	35	562
8:45 AM	0	1	254	8	0	263	0	14	121	9	0	144	0	3	15	46	0	64	0	13	11	1	0	25	496
Hourly Total	1	14	1042	28	1	1085	0	165	581	49	0	795	0	18	103	411	0	532	0	76	67	7	1	150	2562
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	109	7	0	117	0	33	246	9	0	288	0	12	27	47	0	86	0	4	16	6	0	26	517
4:15 PM	0	2	129	10	0	141	0	65	261	6	0	332	0	10	20	50	0	80	0	13	22	5	0	40	593
4:30 PM	0	2	156	10	0	168	0	73	349	10	0	432	0	17	22	61	0	100	0	11	24	4	0	39	739
4:45 PM	0	0	166	7	0	173	0	81	282	12	0	375	0	18	35	65	0	118	0	12	20	0	0	32	698
Hourly Total	0	5	560	34	0	599	0	252	1138	37	0	1427	0	57	104	223	0	384	0	40	82	15	0	137	2547
5:00 PM	0	1	152	17	1	170	0	74	321	17	0	412	0	21	29	39	0	89	0	4	15	1	1	20	691
5:15 PM	0	0	148	6	0	154	0	64	280	5	0	349	0	17	28	75	0	120	0	5	20	2	0	27	650
5:30 PM	0	2	161	18	1	181	0	60	293	13	0	366	0	14	32	72	1	118	1	11	41	19	1	72	737
5:45 PM	0	1	116	5	0	122	0	57	259	19	0	335	0	14	34	62	0	110	0	12	26	9	0	47	614
Hourly Total	0	4	577	46	2	627	0	255	1153	54	0	1462	0	66	123	248	1	437	1	32	102	31	2	166	2692
6:00 PM	0	1	131	8	2	140	0	67	242	11	0	320	0	7	23	37	0	67	0	15	36	16	0	67	594
6:15 PM	0	0	136	6	0	142	0	28	175	11	0	214	0	7	22	47	0	76	0	5	18	0	0	23	455
6:30 PM	0	2	95	12	0	109	0	46	175	10	0	231	0	8	18	41	0	67	0	8	15	5	0	28	435
6:45 PM	0	1	92	9	2	102	0	31	148	9	0	188	0	13	27	56	0	96	0	4	17	2	1	23	409
Hourly Total	0	4	454	35	4	493	0	172	740	41	0	953	0	35	90	181	0	306	0	32	86	23	1	141	1893
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	66	4483	177	11	4727	0	978	4248	223	0	5449	0	206	534	1507	1	2247	2	245	466	91	8	804	13227
Approach %	0.0	1.4	94.8	3.7	-	-	0.0	17.9	78.0	4.1	-	-	0.0	9.2	23.8	67.1	-	-	0.2	30.5	58.0	11.3	-	-	-
Total %	0.0	0.5	33.9	1.3	-	35.7	0.0	7.4	32.1	1.7	-	41.2	0.0	1.6	4.0	11.4	-	17.0	0.0	1.9	3.5	0.7	-	6.1	-

Lights	1	66	4409	172	-	4648	0	973	4175	221	-	5369	0	193	525	1482	-	2200	2	243	452	84	-	781	12998
% Lights	100.0	100.0	98.3	97.2	-	98.3	-	99.5	98.3	99.1	-	98.5	-	93.7	98.3	98.3	-	97.9	100.0	99.2	97.0	92.3	-	97.1	98.3
Buses	0	0	8	5	-	13	0	1	8	0	-	9	0	10	3	20	-	33	0	2	6	4	-	12	67
% Buses	0.0	0.0	0.2	2.8	-	0.3	-	0.1	0.2	0.0	-	0.2	-	4.9	0.6	1.3	-	1.5	0.0	0.8	1.3	4.4	-	1.5	0.5
Single-Unit Trucks	0	0	44	0	-	44	0	4	48	2	-	54	0	2	6	5	-	13	0	0	7	3	-	10	121
% Single-Unit Trucks	0.0	0.0	1.0	0.0	-	0.9	-	0.4	1.1	0.9	-	1.0	-	1.0	1.1	0.3	-	0.6	0.0	0.0	1.5	3.3	-	1.2	0.9
Articulated Trucks	0	0	22	0	-	22	0	0	17	0	-	17	0	1	0	0	-	1	0	0	1	0	-	1	41
% Articulated Trucks	0.0	0.0	0.5	0.0	-	0.5	-	0.0	0.4	0.0	-	0.3	-	0.5	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.1	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	11	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	8	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: IL 22 with Main Street TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Peak Hour Data (7:30 AM)

Start Time	IL 22 Eastbound						IL 22 Westbound						Prairie Road Northbound						Main Street Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30 AM	0	2	289	3	0	294	0	38	118	5	0	161	0	8	23	96	0	127	0	5	18	4	0	27	609
7:45 AM	0	2	306	7	1	315	0	30	148	9	0	187	0	2	17	104	0	123	0	25	19	0	1	44	669
8:00 AM	1	5	300	5	0	311	0	47	143	11	0	201	0	5	40	172	0	217	0	31	21	1	0	53	782
8:15 AM	0	8	289	8	1	305	0	46	148	17	0	211	0	3	33	133	0	169	0	20	17	0	1	37	722
Total	1	17	1184	23	2	1225	0	161	557	42	0	760	0	18	113	505	0	636	0	81	75	5	2	161	2782
Approach %	0.1	1.4	96.7	1.9	-	-	0.0	21.2	73.3	5.5	-	-	0.0	2.8	17.8	79.4	-	-	0.0	50.3	46.6	3.1	-	-	-
Total %	0.0	0.6	42.6	0.8	-	44.0	0.0	5.8	20.0	1.5	-	27.3	0.0	0.6	4.1	18.2	-	22.9	0.0	2.9	2.7	0.2	-	5.8	-
PHF	0.250	0.531	0.967	0.719	-	0.972	0.000	0.856	0.941	0.618	-	0.900	0.000	0.563	0.706	0.734	-	0.733	0.000	0.653	0.893	0.313	-	0.759	0.889
Lights	1	17	1167	22	-	1207	0	160	542	42	-	744	0	14	110	491	-	615	0	80	72	4	-	156	2722
% Lights	100.0	100.0	98.6	95.7	-	98.5	-	99.4	97.3	100.0	-	97.9	-	77.8	97.3	97.2	-	96.7	-	98.8	96.0	80.0	-	96.9	97.8
Buses	0	0	2	1	-	3	0	0	0	0	-	0	0	4	2	13	-	19	0	1	2	1	-	4	26
% Buses	0.0	0.0	0.2	4.3	-	0.2	-	0.0	0.0	0.0	-	0.0	-	22.2	1.8	2.6	-	3.0	-	1.2	2.7	20.0	-	2.5	0.9
Single-Unit Trucks	0	0	11	0	-	11	0	1	12	0	-	13	0	0	1	1	-	2	0	0	1	0	-	1	27
% Single-Unit Trucks	0.0	0.0	0.9	0.0	-	0.9	-	0.6	2.2	0.0	-	1.7	-	0.0	0.9	0.2	-	0.3	-	0.0	1.3	0.0	-	0.6	1.0
Articulated Trucks	0	0	4	0	-	4	0	0	3	0	-	3	0	0	0	0	-	0	0	0	0	0	-	0	7
% Articulated Trucks	0.0	0.0	0.3	0.0	-	0.3	-	0.0	0.5	0.0	-	0.4	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.3
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	0.0	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: IL 22 with Main Street TMC
Site Code:
Start Date: 04/02/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	IL 22 Eastbound						IL 22 Westbound						Prairie Road Northbound						Main Street Southbound						
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	Int. Total
4:30 PM	0	2	156	10	0	168	0	73	349	10	0	432	0	17	22	61	0	100	0	11	24	4	0	39	739
4:45 PM	0	0	166	7	0	173	0	81	282	12	0	375	0	18	35	65	0	118	0	12	20	0	0	32	698
5:00 PM	0	1	152	17	1	170	0	74	321	17	0	412	0	21	29	39	0	89	0	4	15	1	1	20	691
5:15 PM	0	0	148	6	0	154	0	64	280	5	0	349	0	17	28	75	0	120	0	5	20	2	0	27	650
Total	0	3	622	40	1	665	0	292	1232	44	0	1568	0	73	114	240	0	427	0	32	79	7	1	118	2778
Approach %	0.0	0.5	93.5	6.0	-	-	0.0	18.6	78.6	2.8	-	-	0.0	17.1	26.7	56.2	-	-	0.0	27.1	66.9	5.9	-	-	-
Total %	0.0	0.1	22.4	1.4	-	23.9	0.0	10.5	44.3	1.6	-	56.4	0.0	2.6	4.1	8.6	-	15.4	0.0	1.2	2.8	0.3	-	4.2	-
PHF	0.000	0.375	0.937	0.588	-	0.961	0.000	0.901	0.883	0.647	-	0.907	0.000	0.869	0.814	0.800	-	0.890	0.000	0.667	0.823	0.438	-	0.756	0.940
Lights	0	3	611	37	-	651	0	292	1220	44	-	1556	0	73	112	238	-	423	0	31	79	7	-	117	2747
% Lights	-	100.0	98.2	92.5	-	97.9	-	100.0	99.0	100.0	-	99.2	-	100.0	98.2	99.2	-	99.1	-	96.9	100.0	100.0	-	99.2	98.9
Buses	0	0	1	3	-	4	0	0	1	0	-	1	0	0	0	1	-	1	0	1	0	0	-	1	7
% Buses	-	0.0	0.2	7.5	-	0.6	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.4	-	0.2	-	3.1	0.0	0.0	-	0.8	0.3
Single-Unit Trucks	0	0	6	0	-	6	0	0	10	0	-	10	0	0	2	1	-	3	0	0	0	0	-	0	19
% Single-Unit Trucks	-	0.0	1.0	0.0	-	0.9	-	0.0	0.8	0.0	-	0.6	-	0.0	1.8	0.4	-	0.7	-	0.0	0.0	0.0	-	0.0	0.7
Articulated Trucks	0	0	4	0	-	4	0	0	1	0	-	1	0	0	0	0	-	0	0	0	0	0	-	0	5
% Articulated Trucks	-	0.0	0.6	0.0	-	0.6	-	0.0	0.1	0.0	-	0.1	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.2
Bicycles on Road	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: IL 22 with Prairie Road TMC
Site Code:
Start Date: 04/16/2024
Page No: 1

Turning Movement Data

Start Time	IL 22 Eastbound					IL 22 Westbound					Prairie Rd Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
6:00 AM	0	0	162	0	162	0	45	1	0	46	0	0	1	0	1	209
6:15 AM	0	0	200	0	200	0	49	1	0	50	0	0	0	0	0	250
6:30 AM	0	0	267	0	267	0	65	2	0	67	0	0	1	0	1	335
6:45 AM	0	0	342	4	342	0	83	0	0	83	0	0	1	1	1	426
Hourly Total	0	0	971	4	971	0	242	4	0	246	0	0	3	1	3	1220
7:00 AM	0	0	270	1	270	0	99	5	0	104	0	0	1	3	1	375
7:15 AM	0	0	474	0	474	0	191	11	0	202	0	0	2	3	2	678
7:30 AM	0	0	393	0	393	0	193	14	0	207	0	0	4	4	4	604
7:45 AM	0	0	458	0	458	0	201	15	0	216	0	0	4	11	4	678
Hourly Total	0	0	1595	1	1595	0	684	45	0	729	0	0	11	21	11	2335
8:00 AM	0	0	470	0	470	0	190	18	0	208	0	0	5	16	5	683
8:15 AM	0	0	431	1	431	0	238	29	0	267	0	0	4	18	4	702
8:30 AM	0	0	338	0	338	0	194	8	0	202	0	0	2	3	2	542
8:45 AM	0	0	346	0	346	0	134	6	0	140	0	0	2	0	2	488
Hourly Total	0	0	1585	1	1585	0	756	61	0	817	0	0	13	37	13	2415
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	173	0	173	0	336	17	0	353	0	0	8	2	8	534
4:15 PM	0	0	248	0	248	0	399	19	0	418	0	0	4	2	4	670
4:30 PM	0	0	241	0	241	0	374	13	0	387	0	0	5	2	5	633
4:45 PM	0	0	242	0	242	0	418	21	0	439	0	0	9	4	9	690
Hourly Total	0	0	904	0	904	0	1527	70	0	1597	0	0	26	10	26	2527
5:00 PM	0	0	227	0	227	0	426	20	0	446	0	0	3	1	3	676
5:15 PM	0	0	236	0	236	0	339	18	0	357	0	0	5	0	5	598
5:30 PM	0	0	248	0	248	0	374	16	0	390	0	0	6	2	6	644
5:45 PM	0	0	234	1	234	0	317	18	3	335	0	0	8	6	8	577
Hourly Total	0	0	945	1	945	0	1456	72	3	1528	0	0	22	9	22	2495
6:00 PM	0	0	211	0	211	0	425	10	0	435	0	0	7	2	7	653
6:15 PM	0	0	192	0	192	0	293	13	0	306	0	0	5	2	5	503
6:30 PM	0	0	148	0	148	0	222	12	0	234	0	0	6	2	6	388
6:45 PM	0	0	178	2	178	0	205	6	0	211	0	0	3	1	3	392
Hourly Total	0	0	729	2	729	0	1145	41	0	1186	0	0	21	7	21	1936
Grand Total	0	0	6729	9	6729	0	5810	293	3	6103	0	0	96	85	96	12928
Approach %	0.0	0.0	100.0	-	-	0.0	95.2	4.8	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	52.0	-	52.0	0.0	44.9	2.3	-	47.2	0.0	0.0	0.7	-	0.7	-
Lights	0	0	6585	-	6585	0	5667	287	-	5954	0	0	95	-	95	12634
% Lights	-	-	97.9	-	97.9	-	97.5	98.0	-	97.6	-	-	99.0	-	99.0	97.7

Buses	0	0	30	-	30	0	12	6	-	18	0	0	1	-	1	49
% Buses	-	-	0.4	-	0.4	-	0.2	2.0	-	0.3	-	-	1.0	-	1.0	0.4
Single-Unit Trucks	0	0	75	-	75	0	94	0	-	94	0	0	0	-	0	169
% Single-Unit Trucks	-	-	1.1	-	1.1	-	1.6	0.0	-	1.5	-	-	0.0	-	0.0	1.3
Articulated Trucks	0	0	38	-	38	0	37	0	-	37	0	0	0	-	0	75
% Articulated Trucks	-	-	0.6	-	0.6	-	0.6	0.0	-	0.6	-	-	0.0	-	0.0	0.6
Bicycles on Road	0	0	1	-	1	0	0	0	-	0	0	0	0	-	0	1
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	9	-	-	-	-	3	-	-	-	-	85	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	100.0	-	-	-	-	100.0	-	-

Kenig Lindgren O'Hara Aboona, Inc.
9575 W. Higgins Rd., Suite 400

Rosemont, Illinois, United States 60018
(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: IL 22 with Prairie Road TMC
Site Code:
Start Date: 04/16/2024

Turning Movement Peak Hour Data (7:30 AM)

Start Time	IL 22 Eastbound					IL 22 Westbound					Prairie Rd Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
7:30 AM	0	0	393	0	393	0	193	14	0	207	0	0	4	4	4	604
7:45 AM	0	0	458	0	458	0	201	15	0	216	0	0	4	11	4	678
8:00 AM	0	0	470	0	470	0	190	18	0	208	0	0	5	16	5	683
8:15 AM	0	0	431	1	431	0	238	29	0	267	0	0	4	18	4	702
Total	0	0	1752	1	1752	0	822	76	0	898	0	0	17	49	17	2667
Approach %	0.0	0.0	100.0	-	-	0.0	91.5	8.5	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	65.7	-	65.7	0.0	30.8	2.8	-	33.7	0.0	0.0	0.6	-	0.6	-
PHF	0.000	0.000	0.932	-	0.932	0.000	0.863	0.655	-	0.841	0.000	0.000	0.850	-	0.850	0.950
Lights	0	0	1717	-	1717	0	797	74	-	871	0	0	17	-	17	2605
% Lights	-	-	98.0	-	98.0	-	97.0	97.4	-	97.0	-	-	100.0	-	100.0	97.7
Buses	0	0	17	-	17	0	0	2	-	2	0	0	0	-	0	19
% Buses	-	-	1.0	-	1.0	-	0.0	2.6	-	0.2	-	-	0.0	-	0.0	0.7
Single-Unit Trucks	0	0	13	-	13	0	19	0	-	19	0	0	0	-	0	32
% Single-Unit Trucks	-	-	0.7	-	0.7	-	2.3	0.0	-	2.1	-	-	0.0	-	0.0	1.2
Articulated Trucks	0	0	5	-	5	0	6	0	-	6	0	0	0	-	0	11
% Articulated Trucks	-	-	0.3	-	0.3	-	0.7	0.0	-	0.7	-	-	0.0	-	0.0	0.4
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	1	-	-	-	-	0	-	-	-	-	49	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	100.0	-	-

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(847)518-9990 sainkeshavarzi@kloainc.com

Count Name: IL 22 with Prairie Road TMC
Site Code:
Start Date: 04/16/2024

Turning Movement Peak Hour Data (4:30 PM)

Start Time	IL 22 Eastbound					IL 22 Westbound					Prairie Rd Southbound					
	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:30 PM	0	0	241	0	241	0	374	13	0	387	0	0	5	2	5	633
4:45 PM	0	0	242	0	242	0	418	21	0	439	0	0	9	4	9	690
5:00 PM	0	0	227	0	227	0	426	20	0	446	0	0	3	1	3	676
5:15 PM	0	0	236	0	236	0	339	18	0	357	0	0	5	0	5	598
Total	0	0	946	0	946	0	1557	72	0	1629	0	0	22	7	22	2597
Approach %	0.0	0.0	100.0	-	-	0.0	95.6	4.4	-	-	0.0	0.0	100.0	-	-	-
Total %	0.0	0.0	36.4	-	36.4	0.0	60.0	2.8	-	62.7	0.0	0.0	0.8	-	0.8	-
PHF	0.000	0.000	0.977	-	0.977	0.000	0.914	0.857	-	0.913	0.000	0.000	0.611	-	0.611	0.941
Lights	0	0	931	-	931	0	1523	72	-	1595	0	0	21	-	21	2547
% Lights	-	-	98.4	-	98.4	-	97.8	100.0	-	97.9	-	-	95.5	-	95.5	98.1
Buses	0	0	4	-	4	0	3	0	-	3	0	0	1	-	1	8
% Buses	-	-	0.4	-	0.4	-	0.2	0.0	-	0.2	-	-	4.5	-	4.5	0.3
Single-Unit Trucks	0	0	6	-	6	0	21	0	-	21	0	0	0	-	0	27
% Single-Unit Trucks	-	-	0.6	-	0.6	-	1.3	0.0	-	1.3	-	-	0.0	-	0.0	1.0
Articulated Trucks	0	0	5	-	5	0	10	0	-	10	0	0	0	-	0	15
% Articulated Trucks	-	-	0.5	-	0.5	-	0.6	0.0	-	0.6	-	-	0.0	-	0.0	0.6
Bicycles on Road	0	0	0	-	0	0	0	0	-	0	0	0	0	-	0	0
% Bicycles on Road	-	-	0.0	-	0.0	-	0.0	0.0	-	0.0	-	-	0.0	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	0	-	-	-	-	7	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

Site Plan

SITE DATA

Total Site Area	= 11.18 Ac.
Total Number of Units	= 90
Front-Loaded Townhomes (FLTH)	*= 26 (29%)*
Rear Loaded Townhomes (RLTH)	*= 64 (71%)*
Gross Site Density	= 8.05 DU/Ac. (90 D.U. / 11.18 Ac.)
Parking Required:	= 153 spaces (1.7 spaces / dwelling unit)
Parking Provided	
Garage	= 180 spaces
Driveway	= 160 spaces
Guest (parallel and perpendicular)	= 35 spaces
Total Number of spaces provided	= 375 spaces (4.2 spaces / dwelling unit)

56 GUEST SPACES (+21)

396 TOTAL SPACES (4.4:1)

DESIGN STANDARDS

	FLTH	RLTH
Building to Perimeter:		
Front to Half Day Road ROW	NA	15 ft.
Front to North Property Line	NA	30 ft.
Side to North Property Line	13 ft.	NA
Rear to North Property Line	NA	27 ft.
Side to East Property Line	NA	26 ft.
Building to Street:		
Front to Public Road ROW	20 ft.	10 ft.
Side to Public Road ROW	10 ft.	10 ft.
Building to Building:		
Side to Side	14 ft.	14 ft.
Side to Rear	NA	50 ft.
Rear to Rear	65 ft.	45 ft. min., 60 ft. typical

NOTES:
1. Existing Zoning is R-1 and GC in unincorporated Lake County; and part of Buffalo Grove's Prairie View Station Area Plan.
2. Proposed Zoning is R-9 PUD in the Village of Buffalo Grove.

NORTH

LAND PLAN

SCALE: 1" = 50'

0 25' 50' 100'

DRAFT FOR REVIEW

dickson design STUDIO

9 CRYSTAL LAKE ROAD
SUITE 110
LAKE IN THE HILLS, IL 60156
(224) 241-8181

CLIENT NAME AND ADDRESS

PULTE GROUP

1900 E. GOLF ROAD, SUITE 300 SCHAUMBURG, IL

PLAN DATE

MAY 5, 2025

REVISIONS

1.	5/14/25 PROGRESS PER STAFF COMMENTS
2.	
3.	
4.	
5.	
6.	
7.	
8.	
9.	
10.	

PROJECT NAME AND SHEET TITLE

MULTI-FAMILY RESIDENTIAL

PRAIRIEVIEW / BUFFALO GROVE, IL

CONCEPT LAND PLAN

SHEET NUMBER

1 OF 1

ITE Trip Generation Summary Sheets

Single-Family Attached Housing
(215)

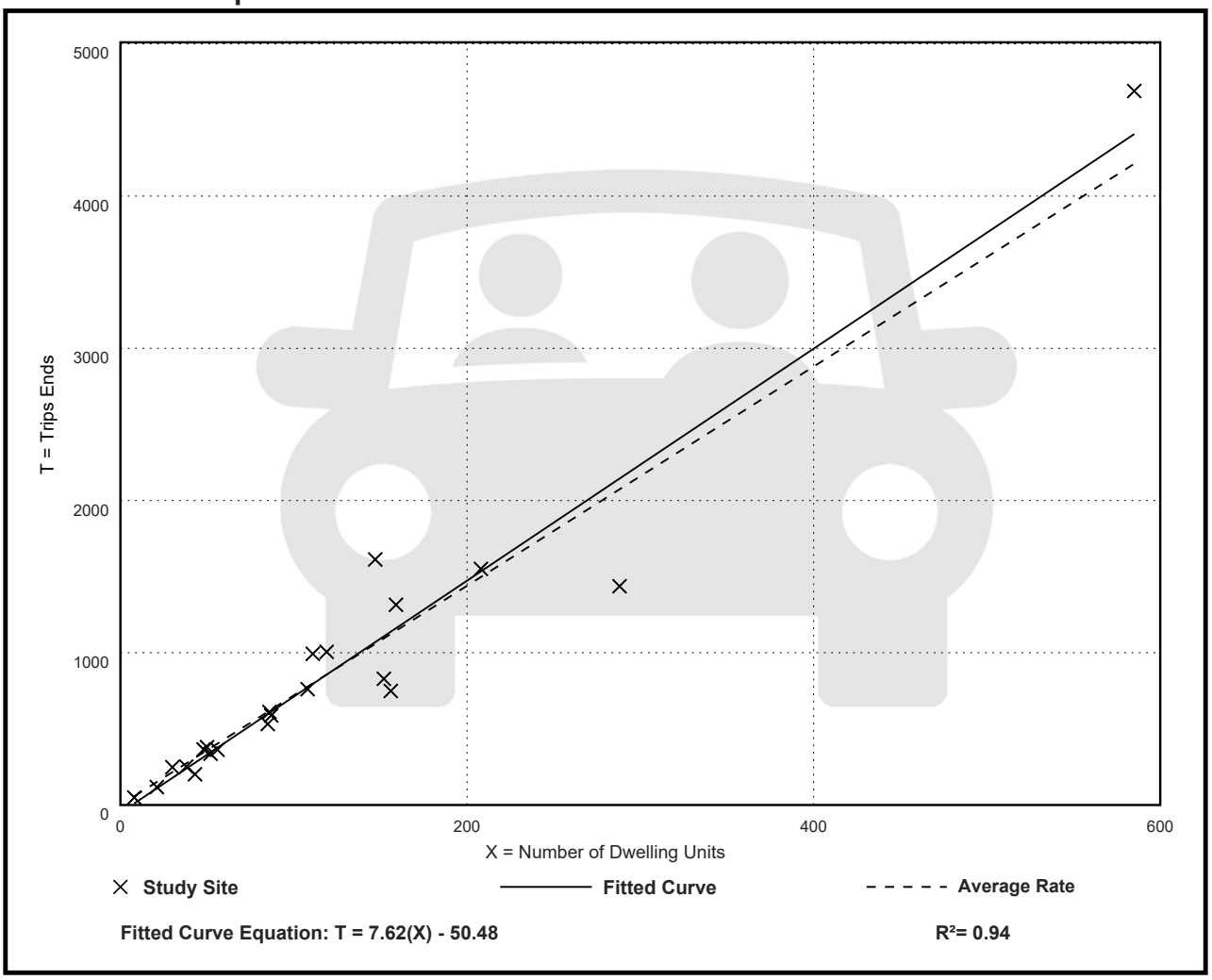
Vehicle Trip Ends vs: Dwelling Units
On a: Weekday

Setting/Location: General Urban/Suburban
Number of Studies: 22
Avg. Num. of Dwelling Units: 120
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
7.20	4.70 - 10.97	1.61

Data Plot and Equation



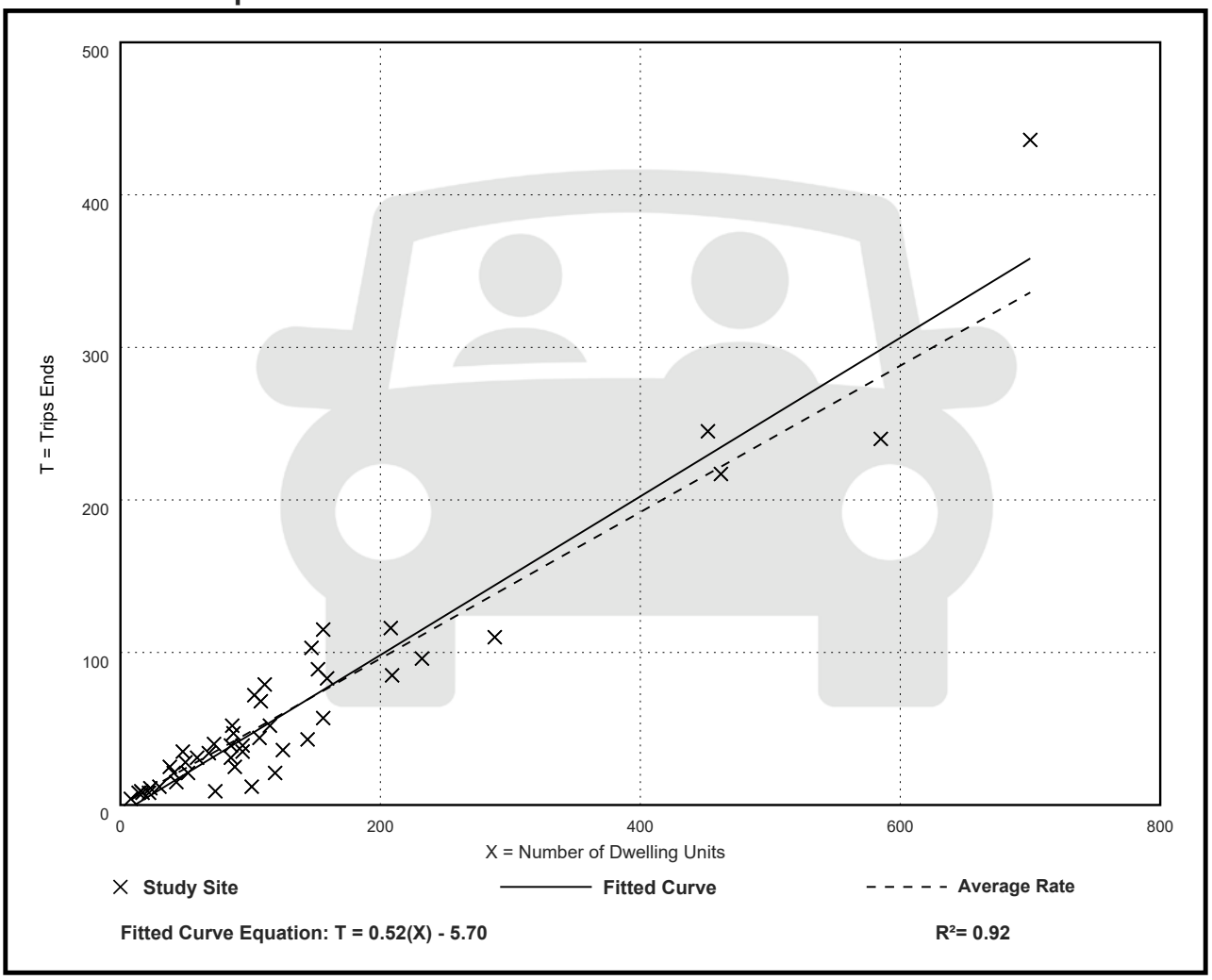
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
Number of Studies: 46
Avg. Num. of Dwelling Units: 135
Directional Distribution: 31% entering, 69% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.48	0.12 - 0.74	0.14

Data Plot and Equation



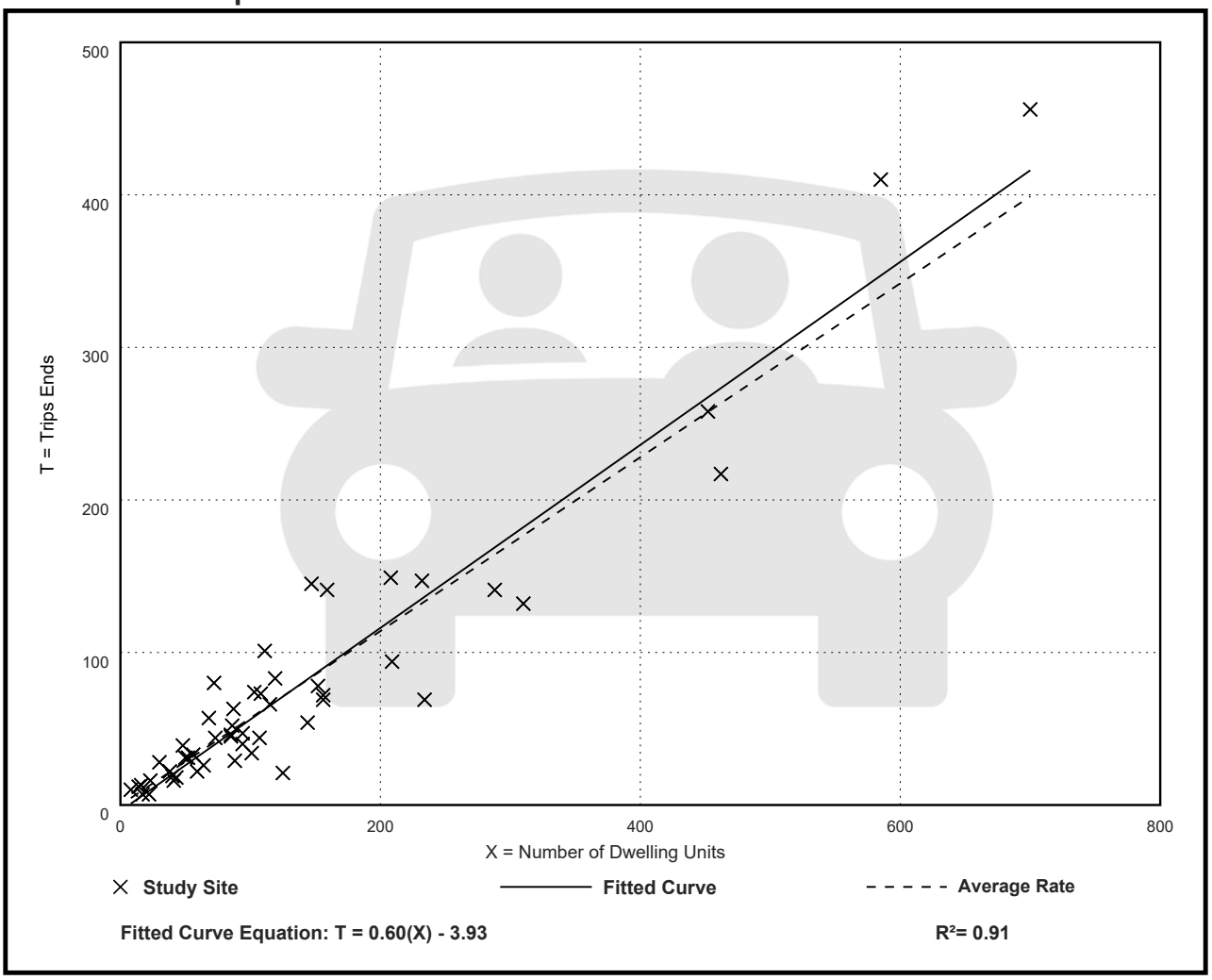
Single-Family Attached Housing
(215)

Vehicle Trip Ends vs: Dwelling Units
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: General Urban/Suburban
Number of Studies: 51
Avg. Num. of Dwelling Units: 136
Directional Distribution: 57% entering, 43% exiting

Vehicle Trip Generation per Dwelling Unit

Average Rate	Range of Rates	Standard Deviation
0.57	0.17 - 1.25	0.18

Data Plot and Equation



CMAP 2050 Projections Letter

Chicago Metropolitan Agency for Planning

433 West Van Buren Street, Suite 450
Chicago, IL 60607
cmap.illinois.gov | 312-454-0400

April 18, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Buffalo Grove Road - IL 22 - Prairie Road - Main Street
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated April 17, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT (2023)	Year 2050 ADT
Buffalo Grove Rd, at Main St (add-Lane, 4)	*10,800*	*17,400*
Buffalo Grove Rd, at Main St (2 Lane)	10,800	12,000
IL Rte 22 west of Main St	19,200	20,200
IL Rte 22 east of Main St	18,500	19,400
Prairie Rd south of Main St	5,650	7,500
Prairie Rd north of Main St	600	800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the December 2024 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2050 socioeconomic projections and assumes the implementation of the ON TO 2050 Comprehensive Regional Plan for the Northeastern Illinois area. The provision of this data in support of your request does not constitute a CMAP endorsement of the proposed development or any subsequent developments.

If you have any questions, please call me at (312) 386-8806 or email me at jrodriguez@cmap.illinois.gov

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Rios (IDOT)
2025_trafficForecasts\BuffaloGrove\la-16-25\la-16-25.docx

Level of Service Criteria

LEVEL OF SERVICE CRITERIA

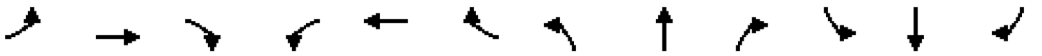
Signalized Intersections		
Level of Service	**Interpretation**	**Average Control Delay (seconds per vehicle)**
A	Favorable progression. Most vehicles arrive during the green indication and travel through the intersection without stopping.	≤10
B	Good progression, with more vehicles stopping than for Level of Service A.	> 10 - 20
C	Individual cycle failures (i.e., one or more queued vehicles are not able to depart as a result of insufficient capacity during the cycle) may begin to appear. Number of vehicles stopping is significant, although many vehicles still pass through the intersection without stopping.	> 20 - 35
D	The volume-to-capacity ratio is high and either progression is ineffective or the cycle length is too long. Many vehicles stop and individual cycle failures are noticeable.	> 35 - 55
E	Progression is unfavorable. The volume-to-capacity ratio is high and the cycle length is long. Individual cycle failures are frequent.	> 55 - 80
F	The volume-to-capacity ratio is very high, progression is very poor, and the cycle length is long. Most cycles fail to clear the queue.	> 80

Unsignalized Intersections	
Level of Service	**Average Total Delay (sec/veh)**
A	0 - 10
B	> 10 - 15
C	> 15 - 25
D	> 25 - 35
E	> 35 - 50
F	> 50

Source: *Highway Capacity Manual*, 7th Edition.

Capacity Analysis Summary Sheets

Existing Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	18	1184	23	161	636	42	18	113	505	81	75	5
Future Volume (vph)	18	1184	23	161	636	42	18	113	505	81	75	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	345		0	160		405	105		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	150			170			120			225		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.991				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3562	0	1787	3480	0	1480	1942	1568	1787	1790	0
Flt Permitted	0.950			0.950			0.699			0.482		
Satd. Flow (perm)	1805	3562	0	1787	3480	0	1089	1942	1568	907	1790	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		845			368			1244			548	
Travel Time (s)		16.5			7.2			21.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	4%	1%	3%	0%	22%	3%	3%	1%	4%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	20	1356	0	181	762	0	20	127	567	91	90	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases							8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	7.5	38.0		7.5	36.0		6.5	14.0	7.5	9.5	33.0	
Total Split (s)	14.0	54.0		22.0	62.0		14.0	34.0	22.0	15.0	35.0	
Total Split (%)	11.2%	43.2%		17.6%	49.6%		11.2%	27.2%	17.6%	12.0%	28.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5	1.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0	4.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	7.0	51.7		28.7	79.7		23.8	14.4	49.1	30.5	23.5	
Actuated g/C Ratio	0.06	0.41		0.23	0.64		0.19	0.12	0.39	0.24	0.19	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.20	0.92		0.44	0.34		0.09	0.57	0.92	0.31	0.27	
Control Delay (s/veh)	60.3	46.7		45.5	12.7		34.6	61.7	57.7	38.9	46.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	60.3	46.7		45.5	12.7		34.6	61.7	57.7	38.9	46.0	
LOS	E	D		D	B		C	E	E	D	D	
Approach Delay (s/veh)		46.9			19.0			57.7			42.4	
Approach LOS		D			B			E			D	
Queue Length 50th (ft)	16	568		123	125		12	99	416	58	59	
Queue Length 95th (ft)	42	#718		202	236		31	155	#620	98	114	
Internal Link Dist (ft)		765			288			1164			468	
Turn Bay Length (ft)	170			345			160		405	105		
Base Capacity (vph)	137	1473		409	2220		271	435	615	302	416	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.92		0.44	0.34		0.07	0.29	0.92	0.30	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 88 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.92			
Intersection Signal Delay (s/veh): 40.9		Intersection LOS: D	
Intersection Capacity Utilization 81.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Prairie Road/Main Street & IL Route 22

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1770	822	76	0	17
Future Vol, veh/h	0	1770	822	76	0	17
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	3	0	0
Mvmt Flow	0	1863	865	80	0	18

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	473
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	543
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	543
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	11.85
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	543
HCM Lane V/C Ratio	-	-	-	0.033
HCM Control Delay (s/veh)	-	-	-	11.9
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1222	654	3	3	2
Future Vol, veh/h	2	1222	654	3	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	4	33	33	0
Mvmt Flow	2	1260	674	3	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	677	0	-	0	1310	339
Stage 1	-	-	-	-	676	-
Stage 2	-	-	-	-	634	-
Critical Hdwy	4.1	-	-	-	7.46	6.9
Critical Hdwy Stg 1	-	-	-	-	6.46	-
Critical Hdwy Stg 2	-	-	-	-	6.46	-
Follow-up Hdwy	2.2	-	-	-	3.83	3.3
Pot Cap-1 Maneuver	1124	-	-	-	164	*919
Stage 1	-	-	-	-	582	-
Stage 2	-	-	-	-	414	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1124	-	-	-	163	*919
Mov Cap-2 Maneuver	-	-	-	-	163	-
Stage 1	-	-	-	-	581	-
Stage 2	-	-	-	-	414	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	20.12
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1124	-	-	-	243
HCM Lane V/C Ratio	0.002	-	-	-	0.021
HCM Control Delay (s/veh)	8.2	-	-	-	20.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	906	26	66	336	3	109
Future Vol, veh/h	906	26	66	336	3	109
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	95	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	0	0	4	0	2
Mvmt Flow	974	28	71	361	3	117

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1002	0	1491	988
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	503	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	699	-	137	300
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	611	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	699	-	124	300
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	364	-
Stage 2	-	-	-	-	549	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.76	26.1
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	289	-	-	699	-
HCM Lane V/C Ratio	0.417	-	-	0.102	-
HCM Control Delay (s/veh)	26.1	-	-	10.7	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.4

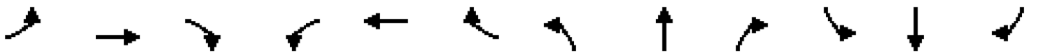
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	7	6	150	164	0
Future Vol, veh/h	2	7	6	150	164	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	29	17	2	2	0
Mvmt Flow	3	9	8	197	216	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	429	216	216	0	-	0
Stage 1	216	-	-	-	-	-
Stage 2	213	-	-	-	-	-
Critical Hdwy	6.4	6.49	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	2.353	-	-	-
Pot Cap-1 Maneuver	587	761	1270	-	-	-
Stage 1	825	-	-	-	-	-
Stage 2	827	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	583	761	1270	-	-	-
Mov Cap-2 Maneuver	583	-	-	-	-	-
Stage 1	819	-	-	-	-	-
Stage 2	827	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.14	0.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	69	-	712	-	-
HCM Lane V/C Ratio	0.006	-	0.017	-	-
HCM Control Delay (s/veh)	7.9	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets
Existing Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	674	40	292	1243	44	73	114	240	32	79	7
Future Volume (vph)	3	674	40	292	1243	44	73	114	240	32	79	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	345		0	160		405	105		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	150			170			120			225		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.992			0.995				0.850		0.988	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3501	0	1805	3558	0	1805	1961	1599	1752	1877	0
Flt Permitted	0.950			0.950			0.574			0.679		
Satd. Flow (perm)	1805	3501	0	1805	3558	0	1091	1961	1599	1253	1877	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		845			368			1244			548	
Travel Time (s)		16.5			7.2			21.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	7%	0%	1%	0%	0%	2%	1%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	760	0	311	1369	0	78	121	255	34	91	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases							8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	7.5	38.0		7.5	36.0		6.5	14.0	7.5	9.5	33.0	
Total Split (s)	14.0	54.0		24.0	64.0		14.0	26.0	24.0	21.0	33.0	
Total Split (%)	11.2%	43.2%		19.2%	51.2%		11.2%	20.8%	19.2%	16.8%	26.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5	1.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0	4.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	5.8	53.2		31.8	87.3		25.0	16.3	54.1	21.6	12.8	
Actuated g/C Ratio	0.05	0.43		0.25	0.70		0.20	0.13	0.43	0.17	0.10	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.51		0.68	0.55		0.29	0.47	0.37	0.14	0.47	
Control Delay (s/veh)	57.7	28.9		51.0	12.1		41.1	56.3	25.8	37.7	60.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	57.7	28.9		51.0	12.1		41.1	56.3	25.8	37.7	60.5	
LOS	E	C		D	B		D	E	C	D	E	
Approach Delay (s/veh)		29.0			19.3			36.6			54.3	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	2	240		229	258		51	93	141	22	71	
Queue Length 95th (ft)	13	315		#346	475		90	152	208	47	122	
Internal Link Dist (ft)		765			288			1164			468	
Turn Bay Length (ft)	170			345			160		405	105		
Base Capacity (vph)	137	1491		459	2486		279	321	692	341	405	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.02	0.51		0.68	0.55		0.28	0.38	0.37	0.10	0.22	

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 11 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.68
Intersection Signal Delay (s/veh): 25.8 Intersection LOS: C
Intersection Capacity Utilization 63.6% ICU Level of Service B
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Prairie Road/Main Street & IL Route 22

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	946	1557	72	0	22
Future Vol, veh/h	0	946	1557	72	0	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	4
Mvmt Flow	0	1006	1656	77	0	23

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	866
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	0	292
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	292
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	18.38
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	292
HCM Lane V/C Ratio	-	-	-	0.08
HCM Control Delay (s/veh)	-	-	-	18.4
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	715	1310	7	2	6
Future Vol, veh/h	1	715	1310	7	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	1	14	0	0
Mvmt Flow	1	794	1456	8	2	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1463	0	-	0	1859	732
Stage 1	-	-	-	-	1459	-
Stage 2	-	-	-	-	399	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	615	-	-	-	108	*717
Stage 1	-	-	-	-	318	-
Stage 2	-	-	-	-	652	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	615	-	-	-	108	*717
Mov Cap-2 Maneuver	-	-	-	-	108	-
Stage 1	-	-	-	-	317	-
Stage 2	-	-	-	-	652	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	17.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	615	-	-	-	297
HCM Lane V/C Ratio	0.002	-	-	-	0.03
HCM Control Delay (s/veh)	10.9	-	-	-	17.5
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	534	7	92	790	6	123
Future Vol, veh/h	534	7	92	790	6	123
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	95	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	1	0	0	1
Mvmt Flow	556	7	96	823	6	128

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	564	0	1574	560
Stage 1	-	-	-	-	560	-
Stage 2	-	-	-	-	1015	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	1013	-	122	530
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	353	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1013	-	111	530
Mov Cap-2 Maneuver	-	-	-	-	111	-
Stage 1	-	-	-	-	576	-
Stage 2	-	-	-	-	320	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.93	16.35
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	451	-	-	1013	-
HCM Lane V/C Ratio	0.298	-	-	0.095	-
HCM Control Delay (s/veh)	16.4	-	-	8.9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	2	156	104	2
Future Vol, veh/h	1	5	2	156	104	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	20	0	0	1	0
Mvmt Flow	1	6	2	177	118	2

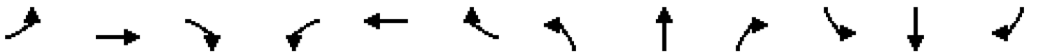
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	301	119	120	0	-	0
Stage 1	119	-	-	-	-	-
Stage 2	182	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	695	886	1480	-	-	-
Stage 1	911	-	-	-	-	-
Stage 2	854	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	693	886	1480	-	-	-
Mov Cap-2 Maneuver	693	-	-	-	-	-
Stage 1	909	-	-	-	-	-
Stage 2	854	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.29	0.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	23	-	847	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s/veh)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Morning Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1225	24	167	658	43	19	117	523	84	78	5
Future Volume (vph)	19	1225	24	167	658	43	19	117	523	84	78	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	345		0	160		405	105		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	150			170			120			225		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.991				0.850		0.990	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3561	0	1787	3479	0	1480	1942	1568	1787	1791	0
Flt Permitted	0.950			0.950			0.696			0.465		
Satd. Flow (perm)	1805	3561	0	1787	3479	0	1084	1942	1568	875	1791	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		845			368			1244			548	
Travel Time (s)		16.5			7.2			21.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	4%	1%	3%	0%	22%	3%	3%	1%	4%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1403	0	188	787	0	21	131	588	94	94	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases							8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	7.5	38.0		7.5	36.0		6.5	14.0	7.5	9.5	33.0	
Total Split (s)	14.0	54.0		22.0	62.0		14.0	34.0	22.0	15.0	35.0	
Total Split (%)	11.2%	43.2%		17.6%	49.6%		11.2%	27.2%	17.6%	12.0%	28.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5	1.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0	4.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	7.0	50.4		29.7	77.2		24.1	14.7	50.4	30.7	21.7	
Actuated g/C Ratio	0.06	0.40		0.24	0.62		0.19	0.12	0.40	0.25	0.17	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.21	0.98		0.44	0.37		0.09	0.57	0.93	0.33	0.30	
Control Delay (s/veh)	60.5	56.4		45.1	14.1		34.4	61.6	58.3	39.0	48.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	60.5	56.4		45.1	14.1		34.4	61.6	58.3	39.0	48.2	
LOS	E	E		D	B		C	E	E	D	D	
Approach Delay (s/veh)		56.5			20.1			58.2			43.6	
Approach LOS		E			C			E			D	
Queue Length 50th (ft)	17	~636		128	173		13	102	438	60	69	
Queue Length 95th (ft)	43	#760		210	248		32	159	#657	100	118	
Internal Link Dist (ft)		765			288			1164			468	
Turn Bay Length (ft)	170			345			160		405	105		
Base Capacity (vph)	137	1435		424	2148		273	435	632	299	415	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.98		0.44	0.37		0.08	0.30	0.93	0.31	0.23	

Intersection Summary

Area Type: Other
Cycle Length: 125
Actuated Cycle Length: 125
Offset: 88 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.98
Intersection Signal Delay (s/veh): 45.5 Intersection LOS: D
Intersection Capacity Utilization 83.7% ICU Level of Service E
Analysis Period (min) 15
~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Prairie Road/Main Street & IL Route 22

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1832	851	79	0	18
Future Vol, veh/h	0	1832	851	79	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	3	0	0
Mvmt Flow	0	1928	896	83	0	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	489
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	530
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	530
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.05
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	530
HCM Lane V/C Ratio	-	-	-	0.036
HCM Control Delay (s/veh)	-	-	-	12
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1265	677	3	3	2
Future Vol, veh/h	2	1265	677	3	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	4	33	33	0
Mvmt Flow	2	1304	698	3	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	701	0	-	0	1356	351
Stage 1	-	-	-	-	699	-
Stage 2	-	-	-	-	656	-
Critical Hdwy	4.1	-	-	-	7.46	6.9
Critical Hdwy Stg 1	-	-	-	-	6.46	-
Critical Hdwy Stg 2	-	-	-	-	6.46	-
Follow-up Hdwy	2.2	-	-	-	3.83	3.3
Pot Cap-1 Maneuver	1125	-	-	-	156	*902
Stage 1	-	-	-	-	588	-
Stage 2	-	-	-	-	402	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1125	-	-	-	156	*902
Mov Cap-2 Maneuver	-	-	-	-	156	-
Stage 1	-	-	-	-	587	-
Stage 2	-	-	-	-	402	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	20.83
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1125	-	-	-	233
HCM Lane V/C Ratio	0.002	-	-	-	0.022
HCM Control Delay (s/veh)	8.2	-	-	-	20.8
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	938	27	68	348	3	113
Future Vol, veh/h	938	27	68	348	3	113
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	95	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	0	0	4	0	2
Mvmt Flow	1009	29	73	374	3	122

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1038	0	1544	1023
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	520	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	678	-	128	286
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	600	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	678	-	114	286
Mov Cap-2 Maneuver	-	-	-	-	114	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	536	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.79	28.46
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	275	-	-	678	-
HCM Lane V/C Ratio	0.453	-	-	0.108	-
HCM Control Delay (s/veh)	28.5	-	-	11	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.2	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	7	6	155	170	0
Future Vol, veh/h	2	7	6	155	170	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	29	17	2	2	0
Mvmt Flow	3	9	8	204	224	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	443	224	224	0	-	0
Stage 1	224	-	-	-	-	-
Stage 2	220	-	-	-	-	-
Critical Hdwy	6.4	6.49	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	2.353	-	-	-
Pot Cap-1 Maneuver	576	753	1261	-	-	-
Stage 1	818	-	-	-	-	-
Stage 2	822	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	572	753	1261	-	-	-
Mov Cap-2 Maneuver	572	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	822	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.21	0.29	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	67	-	703	-	-
HCM Lane V/C Ratio	0.006	-	0.017	-	-
HCM Control Delay (s/veh)	7.9	0	10.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Capacity Analysis Summary Sheets

Year 2031 No-Build Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	698	41	302	1278	46	76	118	248	33	82	7
Future Volume (vph)	3	698	41	302	1278	46	76	118	248	33	82	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	345		0	160		405	105		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	150			170			120			225		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.992			0.995				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3501	0	1805	3558	0	1805	1961	1599	1752	1879	0
Flt Permitted	0.950			0.950			0.569			0.676		
Satd. Flow (perm)	1805	3501	0	1805	3558	0	1081	1961	1599	1247	1879	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		845			368			1244			548	
Travel Time (s)		16.5			7.2			21.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	7%	0%	1%	0%	0%	2%	1%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	787	0	321	1409	0	81	126	264	35	94	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases							8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	7.5	38.0		7.5	36.0		6.5	14.0	7.5	9.5	33.0	
Total Split (s)	14.0	54.0		24.0	64.0		14.0	26.0	24.0	21.0	33.0	
Total Split (%)	11.2%	43.2%		19.2%	51.2%		11.2%	20.8%	19.2%	16.8%	26.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5	1.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0	4.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	5.8	51.8		32.9	87.0		25.4	16.6	55.6	21.9	13.0	
Actuated g/C Ratio	0.05	0.41		0.26	0.70		0.20	0.13	0.44	0.18	0.10	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.54		0.68	0.57		0.30	0.48	0.37	0.14	0.48	
Control Delay (s/veh)	57.7	30.2		50.3	12.6		41.0	56.4	25.4	37.5	60.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	57.7	30.2		50.3	12.6		41.0	56.4	25.4	37.5	60.3	
LOS	E	C		D	B		D	E	C	D	E	
Approach Delay (s/veh)		30.3			19.6			36.3			54.1	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	2	256		235	273		53	97	144	22	73	
Queue Length 95th (ft)	13	329		#380	502		92	157	216	48	124	
Internal Link Dist (ft)		765			288			1164			468	
Turn Bay Length (ft)	170			345			160		405	105		
Base Capacity (vph)	137	1450		475	2476		280	322	710	344	405	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.02	0.54		0.68	0.57		0.29	0.39	0.37	0.10	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 11 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 26.3		Intersection LOS: C	
Intersection Capacity Utilization 64.8%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Prairie Road/Main Street & IL Route 22

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	979	1611	75	0	23
Future Vol, veh/h	0	979	1611	75	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	4
Mvmt Flow	0	1041	1714	80	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	897
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	0	279
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	279
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.14
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	279
HCM Lane V/C Ratio	-	-	-	0.088
HCM Control Delay (s/veh)	-	-	-	19.1
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	740	1356	7	2	6
Future Vol, veh/h	1	740	1356	7	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	1	14	0	0
Mvmt Flow	1	822	1507	8	2	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1514	0	-	0	1924	757
Stage 1	-	-	-	-	1511	-
Stage 2	-	-	-	-	413	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	575	-	-	-	93	*717
Stage 1	-	-	-	-	290	-
Stage 2	-	-	-	-	642	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	575	-	-	-	93	*717
Mov Cap-2 Maneuver	-	-	-	-	93	-
Stage 1	-	-	-	-	289	-
Stage 2	-	-	-	-	642	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	18.93
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	575	-	-	-	267
HCM Lane V/C Ratio	0.002	-	-	-	0.033
HCM Control Delay (s/veh)	11.3	-	-	-	18.9
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	1.9

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	553	7	95	818	6	127
Future Vol, veh/h	553	7	95	818	6	127
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	95	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	1	0	0	1
Mvmt Flow	576	7	99	852	6	132

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	583	0	1630	580
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	1050	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	996	-	113	516
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	340	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	996	-	102	516
Mov Cap-2 Maneuver	-	-	-	-	102	-
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	306	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.94	17.05
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	436	-	-	996	-
HCM Lane V/C Ratio	0.318	-	-	0.099	-
HCM Control Delay (s/veh)	17	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.3	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	5	2	161	108	2
Future Vol, veh/h	1	5	2	161	108	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	20	0	0	1	0
Mvmt Flow	1	6	2	183	123	2

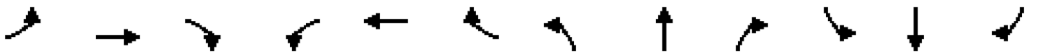
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	311	124	125	0	-	0
Stage 1	124	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	685	881	1474	-	-	-
Stage 1	907	-	-	-	-	-
Stage 2	849	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	684	881	1474	-	-	-
Mov Cap-2 Maneuver	684	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	849	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.32	0.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	22	-	840	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s/veh)	7.4	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Morning Peak Hour



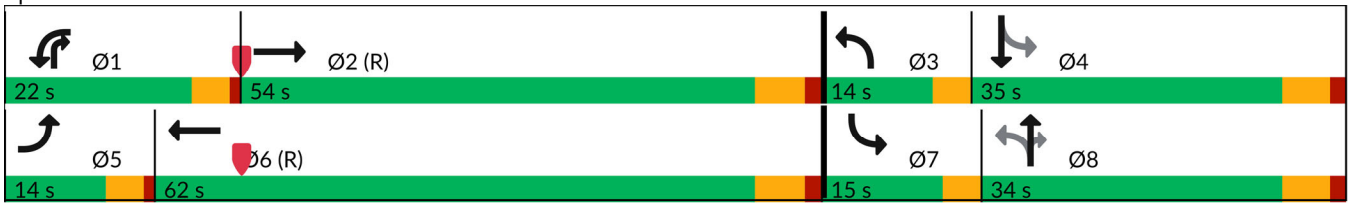
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	1233	25	167	661	45	20	117	523	92	80	5
Future Volume (vph)	19	1233	25	167	661	45	20	117	523	92	80	5
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	345		0	160		405	105		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	150			170			120			225		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.997			0.990				0.850		0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3561	0	1787	3476	0	1480	1942	1568	1787	1793	0
Flt Permitted	0.950			0.950			0.695			0.465		
Satd. Flow (perm)	1805	3561	0	1787	3476	0	1082	1942	1568	875	1793	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		845			368			1244			548	
Travel Time (s)		16.5			7.2			21.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	1%	4%	1%	3%	0%	22%	3%	3%	1%	4%	20%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	1413	0	188	794	0	22	131	588	103	96	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases							8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	7.5	38.0		7.5	36.0		6.5	14.0	7.5	9.5	33.0	
Total Split (s)	14.0	54.0		22.0	62.0		14.0	34.0	22.0	15.0	35.0	
Total Split (%)	11.2%	43.2%		17.6%	49.6%		11.2%	27.2%	17.6%	12.0%	28.0%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5	1.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0	4.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	7.0	50.2		29.6	76.9		24.2	14.7	50.3	31.0	21.9	
Actuated g/C Ratio	0.06	0.40		0.24	0.62		0.19	0.12	0.40	0.25	0.18	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.21	0.99		0.44	0.37		0.10	0.57	0.93	0.35	0.31	
Control Delay (s/veh)	60.5	58.9		45.2	14.3		34.5	61.6	58.6	39.4	48.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	60.5	58.9		45.2	14.3		34.5	61.6	58.6	39.4	48.2	
LOS	E	E		D	B		C	E	E	D	D	
Approach Delay (s/veh)		59.0			20.2			58.4			43.6	
Approach LOS		E			C			E			D	
Queue Length 50th (ft)	17	~645		129	177		13	102	441	66	70	
Queue Length 95th (ft)	43	#769		210	251		33	159	#657	108	119	
Internal Link Dist (ft)		765			288			1164			468	
Turn Bay Length (ft)	170			345			160		405	105		
Base Capacity (vph)	137	1430		423	2138		273	435	631	301	415	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.15	0.99		0.44	0.37		0.08	0.30	0.93	0.34	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 88 (70%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.99			
Intersection Signal Delay (s/veh): 46.6		Intersection LOS: D	
Intersection Capacity Utilization 84.4%		ICU Level of Service E	
Analysis Period (min) 15			

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 1: Prairie Road/Main Street & IL Route 22



Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	1848	856	79	0	18
Future Vol, veh/h	0	1848	856	79	0	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	2	3	3	0	0
Mvmt Flow	0	1945	901	83	0	19

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	492
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.3
Pot Cap-1 Maneuver	0	-	-	-	0	528
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	528
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	12.08
HCM LOS			B

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	528
HCM Lane V/C Ratio	-	-	-	0.036
HCM Control Delay (s/veh)	-	-	-	12.1
HCM Lane LOS	-	-	-	B
HCM 95th %tile Q(veh)	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	2	1268	686	3	3	2
Future Vol, veh/h	2	1268	686	3	3	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	0	1	4	33	33	0
Mvmt Flow	2	1307	707	3	3	2

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	710	0	-	0	1366	355
Stage 1	-	-	-	-	709	-
Stage 2	-	-	-	-	658	-
Critical Hdwy	4.1	-	-	-	7.46	6.9
Critical Hdwy Stg 1	-	-	-	-	6.46	-
Critical Hdwy Stg 2	-	-	-	-	6.46	-
Follow-up Hdwy	2.2	-	-	-	3.83	3.3
Pot Cap-1 Maneuver	1115	-	-	-	153	*902
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	401	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1115	-	-	-	152	*902
Mov Cap-2 Maneuver	-	-	-	-	152	-
Stage 1	-	-	-	-	579	-
Stage 2	-	-	-	-	401	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.01	0	21.14
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1115	-	-	-	228
HCM Lane V/C Ratio	0.002	-	-	-	0.023
HCM Control Delay (s/veh)	8.2	-	-	-	21.1
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	938	27	69	348	3	116
Future Vol, veh/h	938	27	69	348	3	116
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	95	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	4	0	0	4	0	2
Mvmt Flow	1009	29	74	374	3	125

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	1038	0	1546	1023
Stage 1	-	-	-	-	1023	-
Stage 2	-	-	-	-	523	-
Critical Hdwy	-	-	4.1	-	6.4	6.22
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.318
Pot Cap-1 Maneuver	-	-	678	-	127	286
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	678	-	113	286
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	533	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	1.81	28.91
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	276	-	-	678	-
HCM Lane V/C Ratio	0.464	-	-	0.109	-
HCM Control Delay (s/veh)	28.9	-	-	11	-
HCM Lane LOS	D	-	-	B	-
HCM 95th %tile Q(veh)	2.3	-	-	0.4	-

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	7	6	157	171	0
Future Vol, veh/h	3	7	6	157	171	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	0	29	17	2	2	0
Mvmt Flow	4	9	8	207	225	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	447	225	225	0	-	0
Stage 1	225	-	-	-	-	-
Stage 2	222	-	-	-	-	-
Critical Hdwy	6.4	6.49	4.27	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.561	2.353	-	-	-
Pot Cap-1 Maneuver	573	752	1260	-	-	-
Stage 1	817	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	569	752	1260	-	-	-
Mov Cap-2 Maneuver	569	-	-	-	-	-
Stage 1	811	-	-	-	-	-
Stage 2	819	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	10.36	0.29	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	66	-	685	-	-
HCM Lane V/C Ratio	0.006	-	0.019	-	-
HCM Control Delay (s/veh)	7.9	0	10.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1263	679	4	9	9
Future Vol, veh/h	3	1263	679	4	9	9
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	145	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1329	715	4	9	9

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	719	0	-	0	1388	359
Stage 1	-	-	-	-	717	-
Stage 2	-	-	-	-	671	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	1093	-	-	-	184	*897
Stage 1	-	-	-	-	643	-
Stage 2	-	-	-	-	470	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	1093	-	-	-	183	*897
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	641	-
Stage 2	-	-	-	-	470	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	17.62
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1093	-	-	-	304
HCM Lane V/C Ratio	0.003	-	-	-	0.062
HCM Control Delay (s/veh)	8.3	-	-	-	17.6
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	10	2	161	177	1
Future Vol, veh/h	2	10	2	161	177	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	11	2	169	186	1

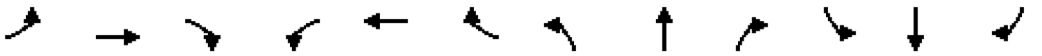
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	361	187	187	0	-	0
Stage 1	187	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	638	855	1387	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	637	855	1387	-	-	-
Mov Cap-2 Maneuver	637	-	-	-	-	-
Stage 1	844	-	-	-	-	-
Stage 2	857	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.52	0.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	22	-	809	-	-
HCM Lane V/C Ratio	0.002	-	0.016	-	-
HCM Control Delay (s/veh)	7.6	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Evening Peak Hour



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	3	703	42	302	1297	51	78	119	248	38	83	7
Future Volume (vph)	3	703	42	302	1297	51	78	119	248	38	83	7
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	170		0	345		0	160		405	105		0
Storage Lanes	1		0	1		0	1		1	1		0
Taper Length (ft)	150			170			120			225		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.991			0.994				0.850		0.989	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	3498	0	1805	3554	0	1805	1961	1599	1752	1879	0
Flt Permitted	0.950			0.950			0.618			0.625		
Satd. Flow (perm)	1805	3498	0	1805	3554	0	1174	1961	1599	1153	1879	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			35			40			30	
Link Distance (ft)		845			368			1244			548	
Travel Time (s)		16.5			7.2			21.2			12.5	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	2%	7%	0%	1%	0%	0%	2%	1%	3%	0%	0%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	3	793	0	321	1434	0	83	127	264	40	95	0
Turn Type	Prot	NA		Prot	NA		pm+pt	NA	pm+ov	pm+pt	NA	
Protected Phases	5	2		1	6		3	8	1	7	4	
Permitted Phases							8		8	4		
Detector Phase	5	2		1	6		3	8	1	7	4	
Switch Phase												
Minimum Initial (s)	3.0	15.0		3.0	15.0		3.0	8.0	3.0	3.0	8.0	
Minimum Split (s)	7.5	38.0		7.5	36.0		6.5	14.0	7.5	9.5	33.0	
Total Split (s)	14.0	54.0		24.0	64.0		14.0	26.0	24.0	21.0	33.0	
Total Split (%)	11.2%	43.2%		19.2%	51.2%		11.2%	20.8%	19.2%	16.8%	26.4%	
Yellow Time (s)	3.5	4.5		3.5	4.5		3.5	4.5	3.5	3.5	4.5	
All-Red Time (s)	1.0	1.5		1.0	1.5		0.0	1.5	1.0	0.0	1.5	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)	4.5	6.0		4.5	6.0		3.5	6.0	4.5	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lead	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	
Recall Mode	None	C-Min		None	C-Min		None	None	None	None	None	
Act Effct Green (s)	5.8	51.7		32.8	86.8		25.1	14.6	53.3	22.4	13.2	
Actuated g/C Ratio	0.05	0.41		0.26	0.69		0.20	0.12	0.43	0.18	0.11	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
v/c Ratio	0.04	0.55		0.68	0.58		0.29	0.56	0.39	0.16	0.48	
Control Delay (s/veh)	57.7	30.3		50.6	13.0		40.7	60.9	26.7	37.6	59.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay (s/veh)	57.7	30.3		50.6	13.0		40.7	60.9	26.7	37.6	59.9	
LOS	E	C		D	B		D	E	C	D	E	
Approach Delay (s/veh)		30.4			19.9			38.4			53.3	
Approach LOS		C			B			D			D	
Queue Length 50th (ft)	2	259		235	283		55	98	144	26	74	
Queue Length 95th (ft)	13	332		#387	523		93	157	218	53	124	
Internal Link Dist (ft)		765			288			1164			468	
Turn Bay Length (ft)	170			345			160		405	105		
Base Capacity (vph)	137	1447		473	2467		291	313	682	338	405	
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	
Reduced v/c Ratio	0.02	0.55		0.68	0.58		0.29	0.41	0.39	0.12	0.23	

Intersection Summary			
Area Type:	Other		
Cycle Length: 125			
Actuated Cycle Length: 125			
Offset: 11 (9%), Referenced to phase 2:EBT and 6:WBT, Start of Green			
Natural Cycle: 95			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.68			
Intersection Signal Delay (s/veh): 26.7		Intersection LOS: C	
Intersection Capacity Utilization 65.5%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 1: Prairie Road/Main Street & IL Route 22

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	0	989	1626	75	0	23
Future Vol, veh/h	0	989	1626	75	0	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	-	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	2	2	0	0	4
Mvmt Flow	0	1052	1730	80	0	24

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	-	0	-	0	-	905
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	-	-	-	-	6.98
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	-	-	-	-	3.34
Pot Cap-1 Maneuver	0	-	-	-	0	276
Stage 1	0	-	-	-	0	-
Stage 2	0	-	-	-	0	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	-	-	-	-	-	276
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0	0	19.33
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	-	-	-	276
HCM Lane V/C Ratio	-	-	-	0.089
HCM Control Delay (s/veh)	-	-	-	19.3
HCM Lane LOS	-	-	-	C
HCM 95th %tile Q(veh)	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	749	1362	7	2	6
Future Vol, veh/h	1	749	1362	7	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	235	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	2	1	14	0	0
Mvmt Flow	1	832	1513	8	2	7

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1521	0	-	0	1936	761
Stage 1	-	-	-	-	1517	-
Stage 2	-	-	-	-	418	-
Critical Hdwy	4.1	-	-	-	6.8	6.9
Critical Hdwy Stg 1	-	-	-	-	5.8	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	2.2	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	571	-	-	-	90	*717
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	638	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	571	-	-	-	90	*717
Mov Cap-2 Maneuver	-	-	-	-	90	-
Stage 1	-	-	-	-	286	-
Stage 2	-	-	-	-	638	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.02	0	19.21
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	571	-	-	-	262
HCM Lane V/C Ratio	0.002	-	-	-	0.034
HCM Control Delay (s/veh)	11.3	-	-	-	19.2
HCM Lane LOS	B	-	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	553	7	98	818	6	129
Future Vol, veh/h	553	7	98	818	6	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	95	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	1	0	1	0	0	1
Mvmt Flow	576	7	102	852	6	134

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	583	0	1636	580
Stage 1	-	-	-	-	580	-
Stage 2	-	-	-	-	1056	-
Critical Hdwy	-	-	4.11	-	6.4	6.21
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	-	-	2.209	-	3.5	3.309
Pot Cap-1 Maneuver	-	-	996	-	112	516
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	337	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	996	-	101	516
Mov Cap-2 Maneuver	-	-	-	-	101	-
Stage 1	-	-	-	-	564	-
Stage 2	-	-	-	-	303	-

Approach	EB	WB	NB
HCM Control Delay, s/v	0	0.97	17.13
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	436	-	-	996	-
HCM Lane V/C Ratio	0.322	-	-	0.102	-
HCM Control Delay (s/veh)	17.1	-	-	9	-
HCM Lane LOS	C	-	-	A	-
HCM 95th %tile Q(veh)	1.4	-	-	0.3	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	2	5	2	162	110	3
Future Vol, veh/h	2	5	2	162	110	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	0	20	0	0	1	0
Mvmt Flow	2	6	2	184	125	3

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	315	127	128	0	-	0
Stage 1	127	-	-	-	-	-
Stage 2	189	-	-	-	-	-
Critical Hdwy	6.4	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.4	-	-	-	-	-
Critical Hdwy Stg 2	5.4	-	-	-	-	-
Follow-up Hdwy	3.5	3.48	2.2	-	-	-
Pot Cap-1 Maneuver	682	877	1470	-	-	-
Stage 1	904	-	-	-	-	-
Stage 2	848	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	681	877	1470	-	-	-
Mov Cap-2 Maneuver	681	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	848	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.49	0.09	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	22	-	810	-	-
HCM Lane V/C Ratio	0.002	-	0.01	-	-
HCM Control Delay (s/veh)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	9	738	1362	12	6	6
Future Vol, veh/h	9	738	1362	12	6	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	145	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	777	1434	13	6	6

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	1446	0	-	0	1847	723
Stage 1	-	-	-	-	1440	-
Stage 2	-	-	-	-	407	-
Critical Hdwy	4.14	-	-	-	6.84	6.94
Critical Hdwy Stg 1	-	-	-	-	5.84	-
Critical Hdwy Stg 2	-	-	-	-	5.84	-
Follow-up Hdwy	2.22	-	-	-	3.52	3.32
Pot Cap-1 Maneuver	620	-	-	-	109	*713
Stage 1	-	-	-	-	325	-
Stage 2	-	-	-	-	640	-
Platoon blocked, %	0	-	-	-	0	0
Mov Cap-1 Maneuver	620	-	-	-	107	*713
Mov Cap-2 Maneuver	-	-	-	-	107	-
Stage 1	-	-	-	-	320	-
Stage 2	-	-	-	-	640	-

Approach	EB	WB	SB
HCM Control Delay, s/v	0.13	0	25.71
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	620	-	-	-	186
HCM Lane V/C Ratio	0.015	-	-	-	0.068
HCM Control Delay (s/veh)	10.9	-	-	-	25.7
HCM Lane LOS	B	-	-	-	D
HCM 95th %tile Q(veh)	0	-	-	-	0.2

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.4

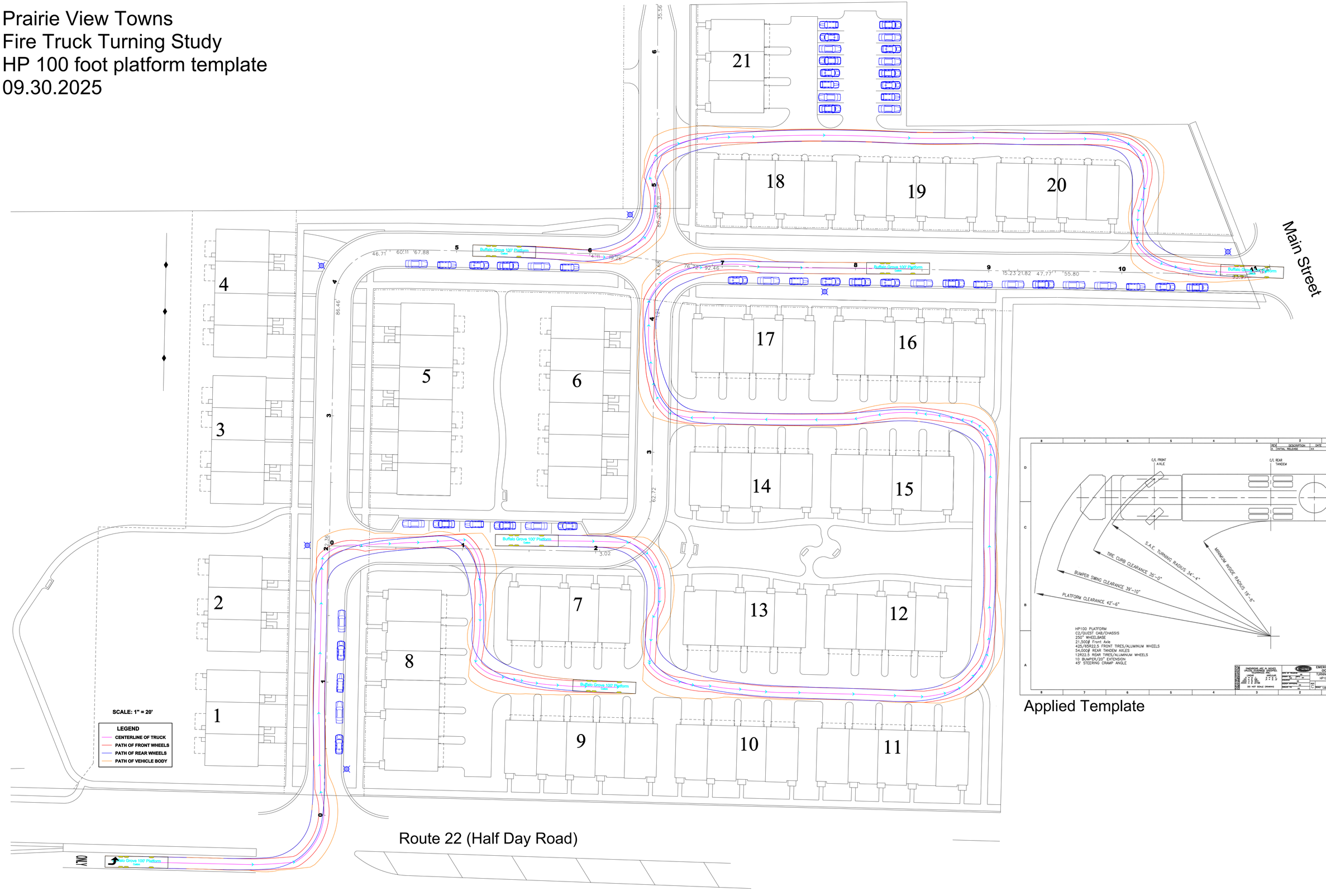
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	6	6	164	113	2
Future Vol, veh/h	1	6	6	164	113	2
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	6	6	173	119	2

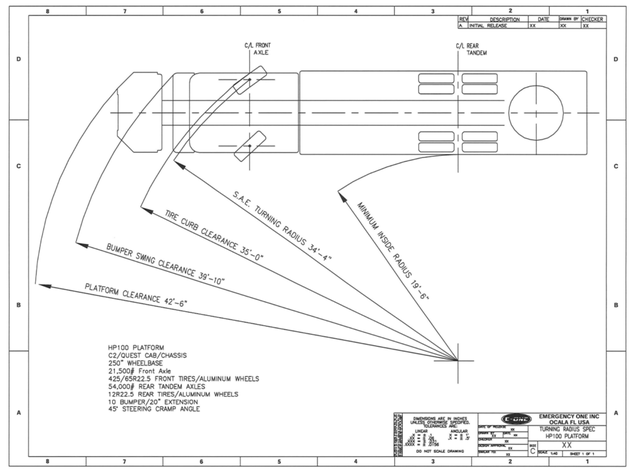
Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	305	120	121	0	-	0
Stage 1	120	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	687	931	1466	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	683	931	1466	-	-	-
Mov Cap-2 Maneuver	683	-	-	-	-	-
Stage 1	901	-	-	-	-	-
Stage 2	846	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s/v	9.1	0.26	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	64	-	886	-	-
HCM Lane V/C Ratio	0.004	-	0.008	-	-
HCM Control Delay (s/veh)	7.5	0	9.1	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Prairie View Towns
Fire Truck Turning Study
HP 100 foot platform template
09.30.2025





Applied Template

ON-STREET PARKING
EAST SIDE, 2 SPACES

OFF-STREET
PARKING,
8 SPACES

ON-STREET PARKING
SOUTH SIDE, 6 SPACES

ON-STREET PARKING
SOUTH SIDE, 16 SPACES

OFF-STREET PARKING
NORTH SIDE, 6 SPACES

ON-STREET PARKING
EAST SIDE, 5 SPACES

FIRST STREET

PUBLIC STREET

PRIVATE STREET

MAIN STREET

HALF DAY ROAD (RTE. 22)

1 FLTH	10 RLTH
2 FLTH	11 RLTH
3 FLTH	12 RLTH
4 FLTH	13 RLTH
5 FLTH	14 RLTH
6 FLTH	15 RLTH
7 RLTH	16 RLTH
8 RLTH	17 RLTH
9 RLTH	18 RLTH
	19 RLTH
	20 RLTH
	21 RLTH

PROPOSED HOMES

FRONT-LOADED (FLTH)	26
REAR-LOADED (RLTH)	64
TOTAL UNITS	**90**

PARKING SUMMARY

PARKING REQUIRED

153 spaces
(1.7 spaces per dwelling unit)

PARKING PROVIDED

GARAGE	180 spaces
DRIVEWAY	156 spaces
GUEST *(off-street)*	14 spaces
GUEST *(on-street)*	29 spaces
TOTAL	**379 spaces (4.21 spaces per dwelling unit)**

PULTE HOME COMPANY, LLC | PRAIRIE VIEW TOWNS
EXHIBIT: GUEST PARKING

SCALE: 1" = 30'

0 15' 30' 60'

NORTH

dickson design STUDIO

OCTOBER 15, 2025

STATE OF ILLINOIS)
)
COUNTY OF LAKE)
)
VILLAGE OF BUFFALO GROVE)

PETITION TO THE VILLAGE OF BUFFALO GROVE FOR LAND USE ENTITLEMENTS

THE UNDERSIGNED Petitioner, Pulte Home Company, LLC, a Michigan limited liability company ("**Petitioner**"), as the contract purchaser of the property legally described on **Exhibit A** ("**Subject Property**"), respectfully petitions the Village of Buffalo Grove ("**Village**") to, upon annexation of the Subject Property to the Village pursuant to a separate petition submitted by the owners of record of the Subject Property, grant the following entitlements pursuant to the appropriate provisions of the Buffalo Grove Municipal Code ("**Village Code**"):

i) Approve a Preliminary Plat of Subdivision ("**Preliminary Plat**");

ii) Approve a Preliminary Plan ("**Preliminary Plan**");

iii) Approve a Rezoning to the R-9 Multiple-Family Dwelling District ("**Rezoning**");

iv) Approve a Special Use Permit for a Planned Unit Development ("**Special Use**");

v) Approve a Residential PUD and Associated Variances ("**PUD**");

vi) Approve Variances to Title 14 "Sign Code"

vii) Approve Variances to Title 16 "Development" Standards

viii) Approve such other relief from the Village Code as may be deemed necessary and appropriate to develop the Subject Property depicted on the development plans submitted herewith.

REPSONSES TO STANDARDS

I. Approval of a Preliminary Plat of Subdivision.

Petitioner has submitted herewith a Preliminary Plat of Subdivision for the Subject Property. As the proposed Preliminary Plat of Subdivision is compliant with Section 16.20 of Village Code, Petitioner requests the Preliminary Plat of Subdivision be approved.

II. Approval of a Preliminary Plan.

Petitioner has submitted herewith a Preliminary Plan for the Subject Property. As the proposed Preliminary Plan is compliant with Section 16.20 of Village Code, Petitioner requests the Preliminary Plan be approved.

III. Approval of a Rezoning to the R-9 Multiple-Family Dwelling District

1. The existing uses and zoning of nearby property;

The proposed use and zoning district is consistent with the uses and zoning of nearby property. Single-family residential neighborhoods are located north of Easton Avenue, the Easton Station townhomes are located to the west, the Woodlands multiple family development is located to the south, and existing and future commercial uses are located to the east along N Main Street. The proposed townhome development will logically transition between the surrounding uses. Further, the proposed development is consistent with the Village's 2009 Comprehensive Plan ("**Comprehensive Plan**"), which designates the future use of the Subject Property for mixed use commercial/residential. The proposed development is also consistent with the Prairie View Station Area Plan ("**PVSAP**") that was adopted in 2019 as part of the Comprehensive Plan. The PVSAP covers roughly 128 acres surrounding the Prairie View Metra Station located northeast of the Subject Property. As is the case here, the PVSAP notes that incorporation of parcels in the area may be required to promote cohesive and legible development. More specifically, the PVSAP also highlights several redevelopment opportunity sites, including the "**Central Subarea**" in which

Subject Property is located. Consistent with the proposed development, the Central Subarea designates the Subject Property for single-family attached townhomes, multi-family, mixed-use, and parks/open space.

2. The extent to which property values are diminished by the existing zoning classification or restriction;

The property value of the Subject Property is diminished by the existing zoning classification. Fiore Nursery & Landscape Supply ("**Fiore Nursery**") previously operated on the Subject Property but ceased its operations at the Subject Property several years ago. There are currently three buildings located on the Subject Property which are no longer used by Fiore Nursery. The Subject Property has remained underutilized in its current condition, contributing little to the Village and the surrounding area. The requested annexation and rezoning will permit the Subject Property to be developed for its highest and best use. The proposed development and its future residents will help support nearby commercial uses and enhance the Village's revenue streams through new property, utility, and sales taxes.

3. The extent to which the proposed zoning classification promotes the health, safety, morals, or general welfare of the public;

The proposed zoning classification promotes the health, safety, morals, and general welfare of the public. As noted, Fiore Nursery previously operated on the Subject Property but ceased its operations at the location. The Subject Property now sits mostly vacant, contributing little to the Village and surrounding area. The requested annexation and rezoning will permit the Subject Property to be developed for its highest and best use and will provide a seamless transition between the surrounding residential and commercial uses. Further, the development will improve the Village's housing stock, serve under-represented demographics, and create new revenue streams through property, utility, and sales taxes.

The proposed townhomes will complement the area and provide the Village with variety in housing stock. The townhomes will feature three-story streetscapes consistent with market trends in the area and consumer demand. The development will feature two building options, including front loaded (~30%) and rear loaded (~70%) townhomes, each with multiple floorplan options. The townhomes will feature a base model of 3 bedrooms and 2.5 bathrooms, with optional 4th and 5th bedrooms and up to 4.5 bathrooms available. Square footages range from approximately 2,200 – 2,800 square feet and all units will come standard with a 2nd floor outdoor balcony. Additional upgrades and options include a loft space, additional bedrooms and bathrooms, and a rooftop terrace to meet buyer needs at different price points and specifications. Architectural enhancements include architectural asphalt shingling, composite trim, fiber cement paneling, vinyl windows, and brick facade.

4. The relative gain to the public as opposed to the hardship imposed on a petitioning property owner;

The proposed map amendment will promote the general welfare of the public while relieving the hardship imposed on the Owner. As noted, Fiore Nursery previously operated on the Subject Property but closed its operation on the site several years ago. The Subject Property now sits mostly vacant, contributing little to the Village and surrounding area. Fiore Nursery wishes to sell, and Petitioner desires to acquire, the Subject Property for its redevelopment. The requested annexation and rezoning will facilitate the Subject Property's development for its highest and best use in the best interests of the Village and public. As noted, development will support commercial and retail uses in the area, improve the Village's housing stock, serve under-represented demographics, and create new revenue streams through property, utility, and sales taxes.

5. The suitability of the subject property for its zoned purposes;

The Subject Property is no longer suitable for its presently zoned purposes. The Subject Property currently has a zoning designation of "GC" General Commercial and "R-1" Residential in unincorporated Lake County. Upon its annexation to the Village, Petitioner seeks to rezone the Subject Property to R-9 Multiple-Family Dwelling District with a Special Use for a PUD. The Subject Property currently sits mostly vacant and underutilized under its current zoning designation. The requested annexation and rezoning will permit the Subject Property to be utilized for its highest and best use. As mentioned, the proposed development is consistent with the Village's Comprehensive Plan, which designates the future use of the Subject Property for mixed use commercial/residential. The proposed development is also consistent with the PVSAP, which highlights the Subject Property as a "redevelopment opportunity site" and designates the Subject Property for single-family attached townhomes, multi-family, mixed-use, and parks/open space.

6. The length of time the property has been vacant as zoned, considered in the context of land development in the area;

Fiore Nursery first acquired the Subject Property in the late 1980's. Since then, much of the area has been sold and developed with residential, commercial, and recreational uses. Consistent with that trend, Fiore Nursery ceased its operations on the Subject Property several years ago, and the Subject Property has remained mostly vacant and underutilized since. Owner now desires to sell the Subject Property to Petitioner to allow for its redevelopment with a townhome community for its highest and best use. As noted, the proposed development is consistent with development in the area, the Village's Comprehensive Plan, and the PVSAP.

7. The Comprehensive Plan designation and the current applicability of that designation; and

As noted, the proposed development is consistent with the Village's 2009 Comprehensive Plan, which designates the future use of the Subject Property for mixed use commercial/residential.

The proposed development is also consistent with the PVSAP that was adopted in 2019 as part of the Comprehensive Plan. The PVSAP covers roughly 128 acres surrounding the Prairie View Metra Station located just northeast of the Subject Property, and notes that incorporation of parcels in the area may be required to promote cohesive and legible development. Specifically, the PVSAP highlights several redevelopment opportunity sites, including the "Central Subarea" in which Subject Property is located. Consistent with the proposed development, the Central Subarea designates the Subject Property for single-family attached townhomes, multi-family, mixed-use, and parks/open space. The proposed development will provide the Village with a development consistent with the Village's vision and plan for the area.

8. The evidence or lack of evidence, of community need for the use proposed.

There is a community need for the use proposed. As noted, the proposed development is consistent with the Village's Comprehensive Plan and PVSAP. The Subject Property is highlighted as a "redevelopment opportunity site" in the PVSAP, and the PVSAP designates the Subject Property for single-family attached townhomes, multi-family, mixed-use, and parks/open space. In addition, guiding principles of the PVSAP include leveraging the area's assets (i.e. the Prairie View Train Station), providing residential options that accommodate the emerging demographics of the area (i.e. millennials, young families, baby boomers, and empty nesters), enhancing connectivity in the area, and incorporating open space and environmental sustainability. The proposed development's proximity to the Prairie View Metra Station, townhome product, targeted homebuyer demographic, and emphasis on open space and interconnectivity correspond directly with needs identified by the Village for the Subject Property.

In addition to the needs identified by the Village in the Village's Comprehensive Plan and PVSAP, Petitioner has also reviewed the trends in development and needs of the community in

the larger context of Lake County. Lake County Partners issued a report highlighting the housing deficiencies in October 2023. That report indicates that demand is outpacing supply, resulting in above-average home price escalations across the County. In fact, Lake County saw a 37% median home price increase over the 3 preceding years of the report. The report also forecasts a shortage of more than 11,000 residential units in the County by 2027. The proposed development aims to satisfy this demand and provide the Village with additional options in housing stock.

IV. <u>Approval of a Special Use for a Planned Unit Development</u>.

Per Section 17.28.040, the Corporate Authorities of the Village may authorize by ordinance a special use provided the evidence presented meets the following criteria:

> *1. The special use will serve the public convenience at the location of the subject property; or the establishment, maintenance or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare;*

The special use will serve the public convenience at the location of the Subject Property; or the establishment, maintenance or operation of the special use will not be detrimental to or endanger the public health, safety, morals, comfort, or general welfare. As noted above, Fiore Nursery previously operated on the Subject Property but ceased its operations at the location several years ago. The Subject Property now sits mostly vacant, contributing little to the Village and surrounding area. The requested special use will permit the Subject Property to be developed for its highest and best use and will provide a seamless transition between the surrounding residential uses. The development will improve the Village's housing stock, serve under-represented demographics, and create new revenue streams through property, utility, and sales taxes.

The proposed townhomes have been conveniently located along a principal arterial roadway corridor (IL Route 22). The IL Route 22 corridor hosts a variety of residential housing

developments and commercial uses. The proposed townhomes will help support the existing shopping center district at the intersection of IL Route 22 and Buffalo Grove Road, which is only a short drive away (.5 miles) and accessible by foot via the existing sidewalk along IL Route 22. In addition to the commercial uses to the west, additional retail and commercial uses are planned immediately east of the Subject Property along N Main Street, which the proposed development will help to support. Given the proposed development's location and walkable accessibility to nearby commercial uses, the Subject Property presents an excellent housing opportunity that is suitable for a variety of homebuyers, including young professionals moving out of Chicago, families moving up from rental housing, and empty nesters.

The neighboring Prairie View Metra Station will provide commuting residents with easy access to nearby suburbs and downtown Chicago. In addition to the Prairie View Metra Station, the Subject Property is located in close proximity to key transportation corridors like Route 22 and I-94. The future residents will benefit from the development's proximity to shopping districts, recreational amenities, and employment centers. Within a 1-mile radius, there are a large variety of retail establishments, groceries, restaurants, entertainment opportunities, golf courses, and recreational amenities. Nearby employment corridors offer future residents the additional feature of conveniently located employment opportunities. Finally, the proposed development is located within walking distance of Stevenson High School, providing prospective students with the ability to walk to school and saving families transportation costs.

> *2. The location and size of the special use, the nature and intensity of the operation involved in or conducted in connection with said special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it shall be such that it will be in harmony with the appropriate, orderly development of the district in which it is located;*

The location and size of the special use, the nature and intensity of the operation involved

in or conducted in connection with said special use, the size of the subject property in relation to such special use, and the location of the site with respect to streets giving access to it will be such that it will be in harmony with the appropriate, orderly development of the district in which it is located. The current Owner, Fiore Nursery, first acquired the Subject Property in the late 1980's. Since then, much of the area has been developed with residential, commercial, and recreational uses. Consistent with that trend, Fiore Nursery ceased its operations on the Subject Property several years ago, and the Subject Property has remained mostly vacant and underutilized since. Owner now desires to sell the Subject Property to Petitioner to allow for its redevelopment with a townhome community for its highest and best use.

Single-family residential neighborhoods are located north of Easton Avenue, the Easton Station townhomes are located to the west, the Woodlands multiple family development is located to the south, and there existing and future commercial uses to the east along N Main Street. The proposed townhome development will logically transition between these uses. Further, the proposed development is consistent with the Village's 2009 Comprehensive Plan, which designates the future use of the Subject Property for mixed use commercial/residential. The proposed development is also consistent with the PVSAP that was adopted in 2019 as part of the Comprehensive Plan. Specifically, the PVSAP highlights several redevelopment opportunity sites, including the "Central Subarea" in which Subject Property is located. The Central Subarea designates the Subject Property for single-family attached townhomes, multi-family, mixed-use, and parks/open space.

3. The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations with the neighborhood;

The special use will not be injurious to the use and enjoyment of other property in the immediate vicinity of the subject property for the purposes already permitted in such zoning district, nor substantially diminish and impair other property valuations with the neighborhood. To the contrary, the proposed development is consistent with the surrounding uses and trend of development in the area and will increase property values within the neighborhood. Single-family residential neighborhoods are located north of Easton Avenue, the Easton Station townhomes are located to the west, the Woodlands multiple family development is located to the south, and there are existing and future commercial uses to the east along N Main Street. The existing surrounding uses will benefit from having a new, vibrant community located next door. The proposed development is also consistent with the Village's Comprehensive Plan and PVSAP, and will enhance the Village's housing stock, serve under-represented demographics, and create new revenue streams through property, utility, and sales taxes.

4. The nature, location and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder or discourage the development and use of adjacent land and buildings in accord with the zoning district within which they lie;

The nature, location and size of the buildings or structures involved with the establishment of the special use will not impede, substantially hinder, or discourage the development and use of adjacent land and buildings in accord with the zoning district within which they lie. As previously mentioned, the proposed development is consistent with the adjacent uses, the development in the area, and the Village's vision for the area pursuant to its Comprehensive Plan and the PVSAP. Townhomes are an appropriate transitional use along a principal arterial roadway corridor like IL Route 22. The IL Route 22 corridor hosts a variety of residential housing developments and commercial uses. The proposed townhomes will help support the existing shopping center district

at the intersection of IL Route 22 and Buffalo Grove Road, which is only a short drive away (.5 miles) and accessible by foot via the existing sidewalk along IL Route 22. In addition to the commercial uses to the west, additional retail commercial uses are planned immediately adjacent to the east of the Subject Property along N Main Street, which the proposed development will help support. The requested special use will facilitate development of the Subject Property with its highest and best use.

5. Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided;

Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided. The proposed development will be constructed in accordance with all modern safety and construction codes of the Village. The subdivision and will be easily accessible via 3 access points – from the north at W Easton Avenue, from the east at N Main Street, and from the south at IL Route 22. The roadway internal to the development will be partially private and partially dedicated to the Village and is designed to circulate traffic efficiently and safely. As part of the development, carriage walks and sidewalks throughout the Subject Property will connect the residences to the existing walkway along N Main Street and the new sidewalk to be installed by Petitioner along the north side of IL Route 22. The existing wetlands and detention to the west have been almost entirely preserved and meet the stormwater needs of the development.

6. Parking areas shall be of adequate size for the particular special use, which areas shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit driveways to and from these parking areas shall be designed so as to prevent traffic hazards, eliminate nuisance and minimize traffic congestion in the public streets.

Parking areas are of adequate size for the particular special use, which areas shall be properly located and suitably screened from adjoining residential uses, and the entrance and exit

driveways to and from these parking areas shall be designed so as to prevent traffic hazards, eliminate nuisance and minimize traffic congestion in the public streets. The development will provide sufficient parking for both its residents and their guests. Each of the 90 townhomes will feature a 2-car garage, and all but 12 homes will have a driveway that can accommodate 2 additional cars. 51 guest parking stalls have been planned for throughout the development, for a total of 387 parking spaces – significantly greater than the 153 parking spaces required by Village Code. The roadway internal to the development will be partially private and partially dedicated to the Village and is designed to circulate traffic efficiently and safely.

V. Approval of a Residential Planned Unit Development and Associated Deviations

Per Section 17.28.050(D), the Corporate Authorities of the Village may authorize by ordinance a Residential PUD so long as the proposed PUD is consistent with the general standards set forth below. Consistent with the standards of the Village and in furtherance of the requested PUD, Petitioner requests deviations/variances from the following Village Code sections as part of its request for approval of a PUD:

- Village Code Section 17.40.050(C) to permit a 8.5' front yard setback (Village Code requires 25'), 10' corner side yard setback (Village Code requires 25' (37' combined)), a 27' rear yard setback (Village Code requires 35'), and waiver of the minimum lot area requirements;
- Village Section 17.28.050(E) to permit a 14' side to side building separation (Village Code requires 24') and a 13' setback from property containing a one-family dwelling or approved for one-family dwellings (Village Code requires that in the case of other than one-family dwellings abutting one-family dwellings or property approved for one-family dwellings, the distance at the closest point between the building and the boundary of the planned unit development shall be no less than thirty-five feet or twice the height of the building, whichever is

greater); and

- Village Code Section 17.20.030 to allow A/C units in the front yard of the front-loaded townhomes (Village Code requires new central air conditioning units to be located in the interior side or rear yards only).

1. Have the minimum areas as set forth in Section 17.16.060;

The Subject Property satisfies the minimum area requirements set forth in Section 17.16.060. Section 17.16.060 requires a minimum area of two (2) acres for the R-9 Multiple-Family Dwelling District. The Subject Property is 11.20 acres.

2. The uses permitted in such development are not of such a nature or so located as to exercise an undue detrimental influence or effect upon the surrounding neighborhood;

The uses permitted in such development are not of such a nature or so located as to exercise an undue detrimental influence or effect upon the surrounding neighborhood. To the contrary, the proposed PUD is consistent with the surrounding uses and trend of development in the area and will increase property values within the neighborhood. Single-family residential neighborhoods are located north of Easton Avenue, the Easton Station townhomes are located to the west, the Woodlands multiple family development is located to the south, and there are existing and future commercial uses to the east along N Main Street. The existing surrounding uses will benefit from having a new, vibrant community located next door. The proposed PUD is also consistent with the Village's Comprehensive Plan and PVSAP, and will enhance the Village's housing stock, serve under-represented demographics, and create new revenue streams through property, utility, and sales taxes.

Further, the proposed townhomes have been conveniently located along a principal arterial roadway corridor (IL Route 22). The IL Route 22 corridor hosts a variety of residential housing

developments and commercial uses. The proposed PUD will help support the existing shopping center district at the intersection of IL Route 22 and Buffalo Grove Road, which is only a short drive away (.5 miles) and accessible by foot via the existing sidewalk along IL Route 22. In addition to the commercial uses to the west, additional retail and commercial uses are planned immediately east of the Subject Property along N Main Street, which the proposed development will help support.

3. The plan effectively treats the developmental possibilities of the subject property, making appropriate provisions for the preservation of streams, wooded areas, scenic views, floodplain areas, and similar physical features;

The plan effectively treats the developmental possibilities of the subject property, making appropriate provisions for the preservation of streams, wooded areas, scenic views, floodplain areas, and similar physical features. In total, approximately 49% of the area of the Subject Property will be preserved as open space that is either dedicated to preservation, landscape enhancement, or recreational spaces designed to meet the needs of future residents. As noted, this large amount of open space drives the layout of the townhomes, resulting in the need for smaller setbacks and building separations. The result is a community that consists of approximately 49% open space with minimal impact to the existing wetland and natural area to the west of the development. To activate and utilize the open space to the west, a pedestrian path has been added to provide a recreational amenity for the residents, with a secondary walking path located east of the existing pond for added internal connectivity.

4. All requirements pertaining to commercial, residential, institutional or other uses established in the planned unit development conform to the requirements for each individual classification as established elsewhere in this Title, except as may be specifically varied for the proper planning of the planned unit development;

All requirements pertaining to commercial, residential, institutional or other uses

established in the planned unit development conform to the requirements for each individual classification as established elsewhere in Title 17 of the Village Code, except as requested herein this Petition and as may be specifically varied for the proper planning of the planned unit development.

5. The Planning and Zoning Commission shall determine that the area and width of the lot shall be sufficient for the proposed use, and that the development of the property in the proposed manner creates no outlots which will be difficult to develop in an appropriate manner.

The area and width of the lot shall be sufficient for the proposed use and development of the property in the proposed manner creates no outlots which would be difficult to develop in an appropriate manner. The proposed development has been strategically designed to prioritize large contiguous open space and minimize the development's impact on natural features such as the existing wetland and pond. As a result, approximately 49% of the site has been preserved for open space.

VI. Approval of Variances to Title 14 "Sign Code"

Per Section 14.40.010, the Village Planning & Zoning Commission may recommend approval or disapproval of a variance from the provisions or requirements of Title 14 "Sign Code" subject to the below standards. Consistent with the objective of the Village and in furtherance of the requested signage to be located on the Subject Property, Petitioner requests variances from the following Village Code sections:

- Village Code Section 14.16.010(B) to permit two (2) residential development identification signs (one at the Main Street entrance and one at the Half Day Road entrance) (Village Code permits only 1 in the R-9 zoning district);
- Village Code Section 14.16.010(E) to permit residential development signs with a

height of 8’ (Village Code permits 5’) that are located in a building setback (Village Code prohibits signs in building setbacks); and

- Village Code Section 14.20.010(E) to permit two (2) temporary billboard marketing signs (one at the Main Street entrance and one at the Half Day Road entrance) with a width of 10’ (Village Code permits 8’) and area of 80 sq. ft. (Village Code permits 64 sq. ft.) as depicted on the Marketing Signage Plan included with the submittal material.

1. The literal interpretation and strict application of the provisions and requirements of this Title would cause undue and unnecessary hardships to the sign user because of unique or unusual conditions pertaining to the specific building, parcel or property in question;

The literal interpretation and strict application of the provisions and requirements of this Title would cause undue and unnecessary hardships to the sign user because of unique or unusual conditions pertaining to the specific building, parcel or property in question.

Petitioner requests a variance to permit 2 temporary billboard marketing signs and 2 permanent development identification signs. The proposed development will feature two 2 primary entrances to the development – one from Main Street and one from Half Day Road. Given the Subject Property’s entrance points from two highly visibly roadways within the Village, to effectively market the development during buildout and construction, Petitioner requests a variance to permit slightly larger billboard signs at each entrance as would otherwise be permitted by Code. Effective marketing of the development will benefit both the Petitioner and Village, properly showcasing the development and expediting its full occupancy. Further, while the proposed billboard marketing signage is 2’ wider than permitted by Village Code, it is also 2’ shorter than permitted by Village Code, reducing the perceived size of the signage.

Separately, Petitioner requests a variance to permit 2 entry “pier” style development

identification signs – one at the entrance from Main Street and one at the entrance from Half Day Road. While the proposed 8' tall signs exceed Village Code's maximum height of 5', the signs have been tastefully designed with brick and pre-cast concrete. Given the highly visible and trafficked nature of the area, the size of the proposed signage is appropriate for the location to safely and efficiently direct visitors into the development. Further, while the signage is proposed to be located within the building setback, the signage has still been setback a safe distance from the roadway, such that it will not pose a safety risk nor harm the aesthetics of the entrance to the neighborhood.

2. The granting of the requested variance would not be materially detrimental to the property owners in the vicinity;

The granting of the requested variance would not be materially detrimental to the property owners in the vicinity. To the contrary, the proposed marketing billboard signs will facilitate effective marketing of the development, which benefits both the Petitioner, Village, and neighbors by properly showcasing the development to expedite its full occupancy. Likewise, the proposed identification signs will not be detrimental to property owners in the vicinity, but will safely and efficiently direct visitors into the development.

3. The unusual conditions applying to the specific property do not apply generally to other properties in the Village;

The unusual conditions applying to the specific property do not apply generally to other properties in the Village. The Subject Property is uniquely situated in that it has entrances and frontage along two highly visible, well trafficked roadways in the Village – Main Street and Half Day Road. The requested variances are required to properly market the development and safely and efficiently direct visitors into the subdivision from 2 busy thoroughfares in the Village.

4. The granting of the variance will not be contrary to the purpose of this Title

pursuant to Section 14.04.020.

The granting of the variances will not be contrary to the purpose of Title 14 of Village Code pursuant to Section 14.04.020. The overarching stated purpose set forth in Section 14.04.020 is the need to protect the safety and welfare of the public, the need for well maintained and attractive appearance in a community, the need for adequate business identification and advertising and communication, and the need for promotion of aesthetic values. The requested variances are in line with the stated purpose.

As noted, the Petitioner requests a variance to permit 2 temporary billboard marketing signs and 2 permanent development identification signs. The proposed development will feature 2 primary entrances to the development – one from Main Street and one from Half Day Road. Given the Subject Property's entrance points at two highly visibly roadways within the Village, to effectively market the development during buildout and construction, Petitioner requests a variance to permit slightly larger billboard signage at each entrance as would otherwise be permitted by Village Code. Effective marketing of the development will benefit both the Petitioner and Village, properly showcasing the development and expediting its full occupancy.

Separately, Petitioner requests a variance to permit 2 entry "pier" style development identification signs – one at the entrance from Main Street and one at the entrance from Half Day Road. While the proposed 8' signs exceed Village Code's maximum height of 5', the signs have been tastefully designed with brick and pre-cast concrete. Given the highly visible and trafficked nature of the area, the size of the proposed signage is appropriate and complementary to the aesthetics for the location and will safely and efficiently direct visitors to the development. Further, while the signage is proposed to be located within the building setback, the signage has still been setback a safe distance from the roadway, such that it will not pose a safety risk nor harm the

aesthetics of the entrance to the neighborhood.

VII. Approval of Variances to Title 16 "Development" Standards

Petitioner requests variances from the following Title 16 "Development" standards:

- Village Code Section 16.50.070(D) to permit right-of-way of less than 60 feet for the proposed public street along First Street and the east end of the proposed public road near Main Street, where the developer does not control property on both sides of the right-of-way;
- Village Code Section 16.50.070(D) to permit First Street to be constructed at less than the standard width to match the existing First Street pavement in the Vernon Township right-of-way;
- Village Code Section 16.50.070(D) to permit a decrease in the minimum grade of streets;
- Village Code Section 16.50.070(D) to permit an increase in the street width from 24 feet face-of-curb to face-of-curb to 27 feet face-of-curb to face-of-curb;
- Village Code Section 16.50.150(B)(5) to waive the requirement for concrete curb and gutter or concrete barrier curb around the perimeter of the parking lot east of building 21;
- Village Code Section 16.30.030(F) and Section 16.50.080(A) to waive the requirement for sidewalks on both sides of public and private streets for First Street and to allow sidewalks without parkway between the back of curb and the property line; and
- Village Code Section 16.30.030(K) to allow the grading of lots to occur outside of the range of 2% to 5% slopes.

Per Section 16.10.050, the Corporate Authorities may vary and make exceptions to Title 16 "Development" standards where there is sufficient evidence, in its opinion, that its regulations, if strictly adhered to, would cause unnecessary hardship because of topographical or other

conditions peculiar to the site, and that such variances may be made without destroying the intent of Title 16. The requested variances are consistent with the intent of Title 16 and strict adherence to Title 16 regulations would cause unnecessary hardship with regards to development of the Subject Property. The stated purpose of Title 16 is to regulate the development of land and provide standards and specifications for improvements thereto. Petitioner has submitted development and engineering plans to the Village for review and approval consistent with the Village's regulatory authority. The above-referenced variances to Title 16 are necessary for development of the Subject Property with its highest and best use.

The Subject Property is unique in that almost 50% of the development will be preserved as open space that is either dedicated to preservation, landscape enhancement, or recreational spaces designed to meet the needs of future residents. This unique feature limits flexibility for development of the Subject Property, specifically with regards to the roadways and sidewalks as they relate to the requested variances to the Village's development standards. Given the confines of the Subject Property, the proposed development has been strategically designed to prioritize large contiguous open space and minimize the development's impact on natural features like the existing wetland to the west. This large amount of open space drives the layout of the townhomes and roadways, resulting in the need for reduced ROW and variable pavement width and grading as depicted on the development plans included with the submittal material. Further, Petitioner is making a roadway connection to the existing First Street right-of-way and pavement section at the north end of the development, which pavement width is less than what Petitioner is proposing for the development. As such, Petitioner must limit the sidewalk to only one side of the street and taper the roadway and adjust the ROW width to properly transition to and match the existing First Street stub and pavement section. Finally, pavement sections have been increased in locations to

accommodate on-street parking as requested by the Village.

WHEREFORE, by reason of the foregoing, and based on any testimony that may be proffered at the public hearing, the undersigned Petitioner requests the Village take the necessary steps to:

i) Approve a Preliminary Plat of Subdivision ("Preliminary Plat");

ii) Approve a Preliminary Plan ("Preliminary Plan");

iii) Approve a Rezoning to the R-9 Multiple-Family Dwelling District ("Rezoning");

iv) Approve a Special Use Permit for a Planned Unit Development ("Special Use");

v) Approve a Residential PUD and Associated Variances ("PUD");

vi) Approve Variances to Title 14 "Sign Code"

vii) Approve Variances to Title 16 "Development" Standards

viii) Approve such other relief from the Village Code as may be deemed necessary and appropriate to develop the Subject Property depicted on the development plans submitted herewith.

RESPECTFULLY SUBMITTED this 15th day of September, 2025.

PETITIONER:

PULTE HOME COMPANY, LLC

Eric M. Prechtel

Attorney for Petitioner

EXHIBIT "A"
Legal Description

PARCELS 1 & 5:

THE PART OF LOT 33 OF SCHOOL TRUSTEE'S SUBDIVISION OF SECTION 16 AND OF THE EAST HALF OF THE NORTHWEST QUARTER OF SECTION 21, ALL IN TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE 3RD P.M., DESCRIBED AS FOLLOWS; COMMENCING AT THE SOUTHEAST CORNER OF SAID LOT 33 OF SAID SCHOOL TRUSTEE'S SUBDIVISION (BEING THE SOUTH EAST CORNER OF THE SOUTH WEST QUARTER OF SECTION 16); THENCE WEST ALONG THE SOUTH LINE OF SAID LOT 33, 144.5 FEET TO THE WEST LINE OF LANDS OF THE WISCONSIN CENTRAL RAILROAD TO THE PLACE OF BEGINNING OF THE PREMISES HEREIN INTENDED TO BE DESCRIBED; THENCE NORTH 21 ½ DEGREES WEST ALONG SAID RAILROAD LANDS 65.4 FEET; THENCE WEST ALONG AN OLD FENCE LINE 211.3 FEET TO THE EAST LINE OF LOT 7, BLOCK 1, IN A.G. MAETHER'S SUBDIVISION, A SUBDIVISION OF PART OF SAID LOT 33 OF SCHOOL TRUSTEE'S SUBDIVISION HEREIN DESCRIBED; THENCE SOUTH ALONG THE EAST LINE OF LOTS 7 AND 8, BLOCK 1, A.G. MAETHER'S SUBDIVISION, AND SAID LINE EXTENDED 134.2 FEET TO A POINT WHICH IS 73.2 FEET SOUTH OF THE NORTH LINE OF SAID SECTION 21; THENCE EAST PARALLEL TO SAID NORTH LINE OF SAID NORTH WEST QUARTER 267 FEET, MORE OR LESS, TO A POINT ON THE WEST LINE OF LANDS OF THE WISCONSIN CENTRAL RAILWAY, WHICH IS 82.8 FEET SOUTH FROM THE INTERSECTION OF THE NORTHLINE OF THE EAST HALF OF THE NORTH WEST QUARTER OF SECTION 21; THENCE NORTH WESTERLY ALONG THE WESTERLY LINE OF THE RIGHT OF WAY OF THE WISCONSIN CENTRAL RAILWAY COMPANY TO THE PLACE OF BEGINNING, IN LAKE COUNTY, ILLINOIS.

PARCEL 2:

THE PART OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: TO-WIT-COMMENCING AT THE NORTHWEST CORNER OF SAID HALF QUARTER SECTION, THENCE SOUTH ALONG THE WEST LINE OF SAID HALF QUARTER SECTION, 480.2 FEET TO THE CENTER OF THE LAKE ZURICH ROAD (STATE ROAD NO. 22), THENCE EASTERLY ALONG THE CENTER OF SAID ROAD FOR A DISTANCE OF 491.3 FEET, THENCE NORTHERLY 495.3 FEET TO A POINT IN THE NORTH LINE OF SAID EAST ½ OF THE NORTHWEST ¼, WHICH IS 491.2 FEET EAST OF THE NORTHWEST CORNER OF SAID EAST ½ OF THE NORTHWEST ¼, THENCE WEST ON SAID NORTH LINE TO THE PLACE OF BEGINNING, EXCEPTING THEREFROM THAT PART FALLING WITHIN ILLINOIS STATE ROUTE 22, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL 3:

THAT PART OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, DESCRIBED AS FOLLOWS: BEGINNING ON THE NORTH LINE OF SAID EAST ½ OF THE NORTHWEST ¼ OF SECTION21 AT A POINT 379.7 FEET WEST FROM THE NORTHEAST CORNER THEREOF THENCE WEST ALONG SAID NORTH LINE 453.7 FEET TO A POINT WHICH IS 491.2 FEET EAST OF THE NORTHWEST CORNER OF THE EAST ½ OF THE NORTHWEST ¼ OF SECTION 21, THENCE

SOUTH 495.3 FEET TO A POINT IN THE CENTER OF LAKE ZURICH ROAD (STATE ROAD 22) SAID POINT BEING 491.3 FEET FROM THE WEST LINE OF SAID NORTHWEST ¼ (AS MEASURED ALONG THE CENTER LINE OF SAID ROAD) THENCE EASTERLY ALONG THE CENTER OF SAID ROAD 524.8 FEET TO A POINT WHICH IS 308.4 FEET WEST FROM THE INTERSECTION OF THE CENTER LINE OF PAVEMENT OF THE LAKE ZURICH ROAD AND THE EAST LINE OF SAID EAST ½ OF THE NORTHWEST ¼ OF SECTION 21 THENCE NORTHERLY 438.4 FEET TO A POINT WHICH IS 73.2 FEET SOUTH FROM THE NORTH LINE AND 299.4 FEET WEST FROM THE EAST LINE OF SAID EAST ½ OF THE NORTHWEST ¼ OF SECTION 21 THENCE WEST PARALLEL TO SAID NORTH LINE 80.3 FEET THENCE NORTH AT RIGHT ANGLES TO SAID NORTH LINE 73.2 FEET TO THE PLACE OF BEGINNING, EXCEPTING THEREFROM THAT PART FALLING WITHIN ILLINOIS STATE ROUTE 22, ALL IN LAKE COUNTY, ILLINOIS.

PARCEL 4:

LOTS 6, 7 AND 8 IN BLOCK 1 IN MAETHR'S SUBDIVISION OF PART OF THE SOUTH ½ OF THE SOUTHEAST ¼ OF SECTION 16, TOWNSHIP 43 NORTH, RANGE 11, EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED JUNE 30, 1925 AS DOCUMENT 260397 IN BOOK "M" OF PLATS PAGE 107 IN LAKE COUNTY, ILLINOIS.

ADDRESS OF SUBJECT PROPERTY: 23023 N. First Street, 23008 N. Main Street, 16704 W. Highway 22, and 16606 W. Highway 22, Prairie View, IL 60069.

Approximately 11.18 acres

PERMANENT INDEX NO.: 15-16-307-006
15-16-300-022
15-21-100-047
15-21-100-049
15-21-100-004

AGENDA ITEM SUMMARY

PLANNING AND ZONING COMMISSION

Regular Meeting: October 22, 2025

AGENDA ITEM 3.B.
Approval of Minutes from the September 30, 2025 Planning and Zoning Commission Meeting

Contacts

Liaison: Trustee Ottenheimer
Staff: Kelly Purvis

Staff Recommendation

Staff recommends approval.

Recommended Motion

The PZC moves to approve the minutes from the September 30, 2025 Planning and Zoning Commission Meeting.

Summary

None

File Attachments

1. 25-0930 - PZC Minutes

MINUTES OF THE REGULAR MEETING OF THE PLANNING AND ZONING COMMISSION HELD AT JEFFREY S. BRAIMAN COUNCIL CHAMBERS FIFTY RAUPP BLVD, BUFFALO GROVE, IL 60089, TUESDAY, SEPTEMBER 30, 2025

CALL TO ORDER

Chairperson Weinstein called the meeting to order at 7:30 PM.

Roll call indicated the following were present:PZC Chairperson Weinstein, PZC Commissioner Au, PZC Commissioner Moodhe, PZC Commissioner Worlikar, PZC Commissioner Spunt, PZC Commissioner Saxena, PZC Commissioner Gregory.

Also present were: Trustee Liason Lester Ottenheimer, Deputy Director Kelly Purvis, Associate Planner Andrew Binder, Village Engineer Briget Schwab, and Village Attorney Nick Standiford

PUBLIC HEARINGS/ITEMS FOR CONSIDERATION

A. **Consideration of a Fence Variation to install a 6-foot fence that exceeds the allowable height permitted for a privacy fence in the rear yard at 491 Farrington Ct**

Associate Planner Binder provided a brief overview of the request indicating staff's support for the fence variation at 491 Farrington Ct.

The property owner and petitioner, Rabbi Steven Zenworth was sworn in.

Zenworth indicated that the property is very exposed to McHenry Road due to the detention area behind it.

He also noted that he has secured a grant from homeland security to increase the height of the fence, due to the religious use on the property.

Com. Worlikar asked about the zoning of the retention pond.

Binder indicated that is zoned as a residential property.

Village Staff report was entered as Exhibit 1.

The public hearing was closed.

Com. Moodhe made a motion to grant a variation to the Buffalo Grove Fence Code Section 15.20, to install a 6-foot fence that exceeds the allowable height permitted for a privacy fence in the rear yard at 491 Farrington Ct, provided the fence shall be installed in accordance with the documents and plans submitted as part of this petition.

The motion was seconded by Com. Worlikar.

Com. Moodhe discussed the precedent for these kinds of variations. He noted that the back yard, in essence, buts up to Rt. 83.

Chairperson Weinstein noted that 6-foot fences are generally seen as un-neighborly. He noted in certain circumstances, like this one, it makes sense to grant a variation.

Moved by Adam Moodhe, seconded by Neil Worlikar to approve. Upon roll call, Commissioners voted as follows:

AYES:	7	Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Sujat Saxena, Chad Gregory
NAYS:	0	None
ABSENT:	2	Jason Davis, Don Schwartz

Motion declared Passed.

B. **Consideration of an Amendment to the Planned Unit Development Ord. No 1971-005, as amended by Ord. No. 2024-076, and Preliminary Plan approval for Joyce Kilmer School, with a variation from Section 17.32.020 to allow a trash enclosure to be located in the front yard, closer to the front property line than the principal building at 655 Golfview Terrace.**

Associate Planner Binder provided a brief overview of the request indicating staff's support for the PUD and Preliminary Plan Amendments as well as the Zoning Variation.

The petitioner, Bill Weiss, Assistant Director of Operations for District 21 was sworn in.

Weiss indicated that they are trying to accommodate the feedback that was being heard from the community regarding noise from trash pick up. He noted that they are looking to beatify the area and make it a little bit safer by enclosing the garbage and recycling containers.

Com. Spunt asked how often Waste Management picks up trash.

Weiss noted that they come by daily in the morning.

Com. Gregory asked about how the area was used prior to the refuse container being placed in that location.

Weiss noted that it was an area where cars could drive through.

Com. Gregory asked if there was another location they were considering for the trash containers.

Weiss indicated that they don't have a place in mind at this time.

Com. Gregory asked how long the trash container has been located in this location.

Weiss indicated that it has been there since 2022.

Com. Au asked for clarification about the enclosure.

Weiss indicated that all sides will be enclosed.

Com. Moodhe asked if there has been any dumping on the property.

Weiss noted none has been reported.

Chairperson Weinstein asked if the enclosure will create any further difficulty for Waste Management to remove refuse from the property.

Weiss indicated that it would not.

Village Staff report was entered as Exhibit 1.

The public hearing was closed.

Com. Moodhe moved to make a positive recommendation to the Village Board to allow approval of an Amendment to the Planned Unit Development Ord. No 1971-005, as amended by Ord. No. 2024-076, and Preliminary Plan approval for Joyce Kilmer School, with a variation from Section 17.32.020 to allow a trash enclosure to be located in the front yard, closer to the front property line than the principal building at 655 Golfview Terrace, subject to the following conditions:

1. The proposed development shall be constructed in substantial conformance with the plans attached and in accordance with Section 16.20.070 of the Development Ordinance.

The motion was seconded by Com. Spunt.

Com. Moodhe noted that he assumed the dumpster was there due to construction. He indicated that the enclosure will make it look nicer. He stated that because of the angles of the street, you can't really tell the dumpster is even there.

Moved by Adam Moodhe, seconded by Marc Spunt to recommend approval. Upon roll call, Commissioners voted as follows:

AYES:	7	Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Sujat Saxena, Chad Gregory
NAYS:	0	None
ABSENT:	2	Jason Davis, Don Schwartz

Motion declared Passed.

C. **Consideration of a Preliminary Plan to build an approx. 1,500 sqft playground at the northeast corner of the building, a new trash enclosure, and a parking lot addition at 1371 Abbott Court**

Associate Planner Binder provided a brief overview of the request indicating staff's support for the Preliminary Plan approval.

The petitioner, Kirk Alexakos, Architect from Epic ACD, and the property owner Leo Harisiadis were sworn in.

Alexakos indicated that this is the only appropriate location for the playground.

Harisiadis noted that they are a play-based therapy space that serves over 700 families. He noted that some kids are at the facility for 40 hours a week, and that they need to get outside. He noted that they decided to create a play space for the children as best they could.

Com. Spunt asked if they could explain what they are doing with the garage door, as well as how trash will be picked up.

Harisiadis noted that the garage doors will be filled with brick, the old dock area will be back filled, and noted that the enclosure for garbage would be in front of that.

Com. Spunt asked about any concerns about removing the doors for future use.

Harisiadis noted that the brick could be removed in the future as the door frame will remain.

Com. Gregory asked about the additional parking spaces on the property.

Alexakos noted that there are 3 parallel spaces in the same location currently, and a total of 7 will be striped for employee use.

Com. Moodhe asked how many people come through the facility on a daily basis.

Harisiadis stated that he doesn't know from the top of his head. He noted there are 30 kids that are there all day.

Com. Moodhe asked if staff parks on the south side of the building.

Harisiadis stated yes.

Com. Moodhe asked if there was any consideration to adding ADA in the new parking area.

Alexakos indicated that due to the slope, ADA could not be accommodated in the new parking area.

Com. Moodhe asked about the other locations that were considered.

Alexakos reviewed the other location they were considering, noting that there were utility easements that could not be built over.

Com. Moodhe asked if the playground would be sensory in nature.

Harisiadis indicated that it would be.

Village Staff report was entered as Exhibit 1.

Daniel Jung from 1380-1384 Abbott Ct was sworn in and asked if the playground would be accessible from the building only.

Harisiadis indicated that the playground would only be accessible from the building.

Jung noted, being that this is an industrial area, there are businesses that crush concrete and also do controlled burns in the areas.

Harisiadis noted that they would only take the kids out when the conditions were optimal. He noted that all spaces in the buildings are fob accessed, and there is no risk of the kids being on their own or where they are not supposed to be.

The Staff Report was entered into the record as Exhibit 1.

The public hearing was closed.

Com. Moodhed moved to make a positive recommendation to the Village Board to allow approval of a Preliminary Plan to build an approx. 1,500 sq ft playground at the northeast corner of the building, a new trash enclosure, and a parking lot addition at 1371 Abbott Court, subject to the following conditions:

1. The proposed development shall be constructed in substantial conformance with the plans attached and in accordance with Section 16.20.070 of the Development Ordinance.
2. Final Engineering plans shall be revised in a manner acceptable to the Village as required.

The motion was seconded by Com. Worlikar

Com. Gregory wanted to note that he previously worked at a school that had a similar issue, where the open space around the building was paved but had a population that needed to get outside. He indicated that making open space available to students is important.

Com. Gregory further noted the height of the fence around the playground and indicated that he did not have safety concerns.

Com. Moodhe noted that he observed some of the larger vehicles in the area, but that the people coming into the facility have a pretty good feeling for how to maneuver the site. He further noted that it is a unique business for the area utilizing a substantial building.

Com. Saxena spoke in support of the motion and stated that he doesn't have any concerns.

Moved by Adam Moodhe, seconded by Neil Worlikar to recommend approval. Upon roll call, Commissioners voted as follows:

AYES:	7	Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Sujat Saxena, Chad Gregory
NAYS:	0	None
ABSENT:	2	Jason Davis, Don Schwartz

Motion declared Passed.

REGULAR MEETING

A. **Other Matters for Discussion**
None

B. **Approval of Minutes**
Moved by Amy Au, seconded by Adam Moodhe to approve. Upon roll call, Commissioners voted as follows:

AYES:	7	Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Sujat Saxena, Chad Gregory
NAYS:	0	None
ABSENT:	2	Jason Davis, Don Schwartz

Motion declared Passed.

1. **Draft Minutes from the September 3, 2025 Planning and Zoning Commission meeting.**

C. **Chairperson's Report**
Chairperson Weinstein thanked staff for making the meeting on a Tuesday to accommodate the Jewish holiday.

D. **Committee and Liaison Reports**
Com. Gregory noted the following topics discussed at the September 15th Board meeting:

National suicide month.

Battalion Chief Russel was granted an award.

Consent agenda items were approved.

Certificates of Initial Acceptance were approved for the self storage facility and Belle Tire.

E. **Staff Report/Future Agenda Schedule**

Deputy Director Purvis indicated that the meeting scheduled for October 15, 2025 would be canceled and a special PZC meeting will be held on October 22, 2025 regarding the 90 unit townhome development presented by Pulte Homes.

F. **Public Comments and Questions**
All comments will be limited to 5 minutes and should be limited to concerns or comments regarding issues that are relevant to Planning and Zoning Commission business and not on the regular agenda for discussion.
None

ADJOURNMENT

The meeting was adjourned at 8:23.