AGENDA

PLANNING AND ZONING COMMISSION

Regular Meeting: December 17, 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 Special Use for a Planned Unit Development, R-7 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning, and Sign Codes to construct a 33-unit single-family development on the properties located at 301 and 20311 Weiland Road. (Trustee Ottenheimer, Andrew Binder)

B. Consideration of an amendment to the Planned Unit Development and Preliminary Plan approved by Ordinance No. 84-028, to allow a health club greater than 10,000 square feet, and drive-through restaurants as future uses within the shopping center, as well as approval of a sign package with Variations to the Sign Code for the redevelopment of Chase Plaza at 1160 Lake Cook Road. (Trustee Ottenheimer, Kelly Purvis)

3. Regular Meeting

A. Other Matters for Discussion

B. Approval of Draft Minutes from the December 3, 2025 PZC 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: December 17, 2025

AGENDA ITEM 2.A.

Consideration of a Special Use for a Planned Unit Development, R-7 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning, and Sign Codes to construct a 33-unit single-family development on the properties located at 301 and 20311 Weiland Road.

Contacts

Liaison: Trustee Ottenheimer
Staff: Andrew Binder

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-7 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to allow construction of a 33-unit single-family home development at 301 and 20311 Weiland Road, 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. The Final Engineering plans shall be submitted in a manner acceptable to the Village.
3. The Final Plat of Subdivision shall be revised in a manner acceptable to the Village.
4. The Final Landscaping Plan shall be submitted in a manner acceptable to the Village Forester.
5. HOA declarations shall be submitted in a manner acceptable to the Village prior to approval of final engineering.
6. The landscaping on the site shall be maintained in substantial compliance with the final landscape plan and the requirements in the approved stormwater management report in perpetuity.
7. The developer shall coordinate with and receive approval from other governmental agencies as appropriate.
8. Developer agrees to make cash contributions to the Village for conveyance to School Districts 102 and 125 according to the criteria of Title 19, or as may otherwise be agreed upon with the School Districts.
9. The perimeter fence must adhere to the Village's Fence Code requirements.

10. The temporary subdivision signs along Weiland Road shall be setback at least 10 feet from the property line along Weiland Road.

Summary

M/I Homes of Chicago, LLC, is the contract purchaser of 8.6 acres of land at 301 Weiland Road and 20311 N Weiland Road. The development area includes two parcels: a 7.7-acre lot at 301 Weiland Road with the Schwaben Center building and soccer fields, and a 0.9-acre unincorporated lot at 20311 Weiland Road with a single-family home, which will be annexed into Buffalo Grove.

The developer plans to build an infill project called Highbury Club, which includes 33 single-family homes on the property. The project requires annexation and rezoning of the 20311 Weiland Road site, as well as approval of an Annexation and Development Agreement, a Residential Planned Unit Development, Preliminary Plan approval, and Variations from the Development, Zoning, and Sign Codes.

File Attachments

1. Highbury Club - Staff Report
2. Highbury Club - Plan Set

VILLAGE OF BUFFALO GROVE
PLANNING & ZONING COMMISSION
STAFF REPORT

Meeting Date:	December 17, 2025
Subject Property Location:	301 Weiland Road, Buffalo Grove, IL 60089 20311 N. Weiland Road, Prairie View, IL 60089
Petitioner:	Greg Collins, M/I Homes of Chicago, LLC
Prepared By:	Nicole Woods, Community Development Director Kelly Purvis, Deputy Director of Community Development Andrew Binder, Associate Planner
Request:	The petitioner seeks approval of a Special Use for a Planned Unit Development, R-7 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning, and Sign Codes to construct a 33-unit single-family development on the subject properties.
Existing Lane Use and Zoning:	The site features the Schwaben Center building and soccer fields, zoned as R-7. It also includes a single-family home and is currently zoned R-1 Residential in unincorporated Lake County.
Comprehensive Plan:	The Village Comprehensive Plan designates the Schwaben property as Public/Semi-Public and the unincorporated single-family property as Single Family Detached.

PROJECT BACKGROUND

M/I Homes of Chicago, LLC, is the contract purchaser of 8.6 acres of land at 301 Weiland Road and 20311 N Weiland Road, as shown in Figure 1. The development area is comprised of two parcels: a 7.7-acre lot at 301 Weiland Road, currently improved with the Schwaben Center building and soccer fields, and a 0.9-acre lot at 20311 Weiland Road, which has a single-family home on it and is in unincorporated Lake County. The unincorporated property would be annexed into Buffalo Grove as part of the project.

Figure 1: Subject Area for Highbury Club

The developer is proposing to construct an infill development project that includes 33 single-family homes on the property, called Highbury Club. The project will require annexation and rezoning of the 20311 Weiland Road property and approval of an Annexation and Development Agreement, a Residential Planned Unit Development, Preliminary Plan approval and the following Variations from the Development, Zoning, and Sign Codes:

a. A Variation to Section 16.30.050 of the Development Ordinance to allow a cul-de sac with a maximum length of greater than 500 feet and diameter of less than 120 feet; and
b. A Variation to Section 16.50.070 of the Development Ordinance to allow the proposed streets to have a grade of less than 1.0% and a slope of less than 0.6%; and
c. Variations to Section 17.40.030.C of the Zoning Ordinance to allow reduced interior side, corner side, and rear yard building setbacks as well as reduced lot areas and lot widths; and
d. A Variation from Section 17.28.050 E of the Zoning Ordinance to allow a single-family residential planned unit development to exceed the dwelling units per acre permitted; and
e. A Variation to Section 14.16.010 of the Sign Ordinance to allow a residential development sign in the R-7 District and to allow the sign to exceed the height limitation and be placed within the required setback area.

The project was presented to the Village Board for a referral to the Planning and Zoning Commission on May 19, 2025. The Board supported the project, mentioning that the development is suitable for the area and will fit seamlessly within the surrounding neighborhood context. The Board highlighted the need to consider exterior colors and maintain variety in the elevations to avoid monotony. In response to these comments, the proposed plan has been revised with more windows on the side elevations and additional architectural detailing on the side and rear elevations.

Below is a summary of the project along with the petitioner's requests.

PLANNING & ZONING ANALYSIS

Plan Overview

The 33-unit single-family home development will be laid out over the 8.6 acres, as shown in Figure 2. The development will consist of two-story detached single-family homes in three model types, with floor plans ranging from 2,360 to 2,732 square feet. The base models include 3-4 bedrooms and 2.5 bathrooms, with a front-loaded two-car garage. Options are available for buyers to choose an additional Morning Room, Breakfast Bay, or a 3-car garage, allowing customization to suit different needs and price points. However, home customization will be limited by setback restrictions and lot location. The developer has indicated that they plan to market these single-family homes to young couples or growing families.

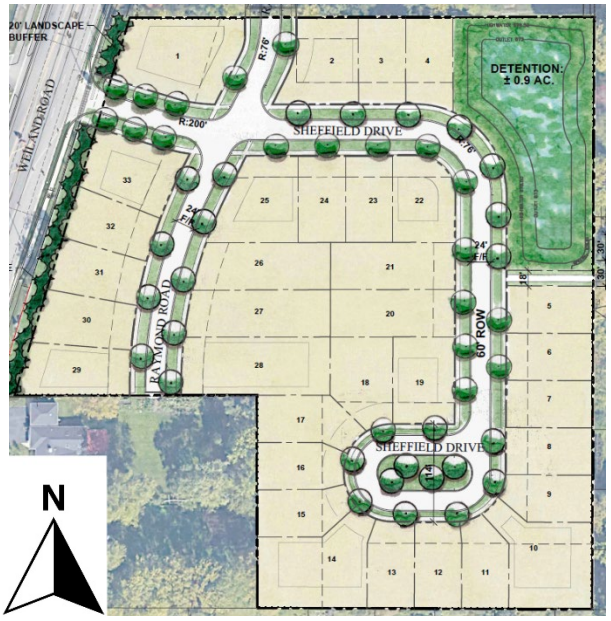


Figure 2: Site Plan of Highbury Club

Land Use & Zoning

The proposed plan aligns with the 2009 Comprehensive Plan, surrounding land uses, development patterns, and zoning. The 2009 Comprehensive Plan calls for the property to be a mix of single-family detached and public/semi-public (anticipating that the Schwaben Center would remain on the property). The surrounding land uses and zoning are detached and attached single-family homes (Fairview Estates, Ridgewood, Woodstone Townhomes, and Lexington Hills) with the

R-5, R-9, and R-7 zoning classifications, respectively, as shown in Figure 3. The Schwaben site is currently classified as R-7 Dwelling District, and the developer is requesting the same R-7 zoning designation for the unincorporated portion of the site upon annexation. The R-7 has the same setback requirements as the R-5 District to the north and is an appropriate designation for the area given surrounding density.

Figure 3: Subject Property with Surrounding Zoning

The proposed density for Highbury is 3.8 units per acre, which is compatible with the surrounding neighborhood, including Fairview Estates to the north (4.41) and Ridgewood single-family to the south/southeast (3.68). The proposed development has a density that matches the surrounding development pattern, as the single-family homes will be on smaller lots that blend well with the adjacent single-family homes and provide a transition to the denser townhomes surrounding the site.

Site Design & Access

Access to the site is provided on the west off of Weiland Road and to the north connecting to Raymond Road. Internal sidewalks will be installed along the frontage of the homes throughout the site, and a bike path will connect the development to the Ridgewood subdivision path to the east. The site also has a 20-foot landscape buffer along Weiland Road to minimize traffic noise for the residents.

The development seeks to create a community that reflects the area's character, fits in with the surrounding neighborhood, meets market demand and addresses Village requirements while working within the project constraints inherent to infill projects including restricted configurations, detention requirements, irregular shape and sized lots. Staff believes the development is an appropriate addition to the neighborhood in terms of scale and layout. The smaller lot single-family homes will provide housing variety to the single-family market in the Village and fit within the overall context of the area.

The developer has also provided a future development plan showing how the two single-family lots to the south of the site along Weiland Road can be integrated into the development in the future via six additional single-family homes along a cul-de-sac.

Zoning Ordinance Variations

Given the infill nature of the proposed development, site constraints, and housing typology of these small lot single-family homes, the developer is requesting zoning variances from the R-7 Zoning District for lot sizes and side and rear yard setbacks to accommodate the development's design, as shown in Figure 4 and the table provided.

Zoning Standard	R-7	Highbury Club
Minimum Interior Yard Setback	6 FT Minimum / 14 FT Combined	**6.5 FT / 13 FT Combined***
Minimum Corner Yard Setback	25 FT Minimum / 31 FT Combined	**20 FT / 26.5 FT Combined***
Minimum Rear Yard Setback	35 FT	**25 FT***
Minimum Lot Areas Per Unit (single family)	7,200 SF	**5,392 SF (Smallest Lot)* 7,129 SF (Average)**
Minimum Lot Width	60 FT	**55 FT***

Variation Requested*

smart. with heart.
50 Raupp Boulevard, Buffalo Grove, IL 60089 847-459-2500 vbg.org

Staff supports the requested zoning variations because the overall layout of the development fits within the context of the neighborhood, as discussed above. While variations from the R-7 requirements are needed, the variations are minor and are common for infill projects, as space constraints often prevent compliance with setbacks and lot-size requirements. It is especially common for homes within the cul-de-sac to have smaller lot widths due to the geometry of the cul-de-sac.

Similar variances for lot width, lot size, and rear yard setbacks of 25 feet were approved for Link Crossing's single-family homes. Additionally, the Fairview Estates subdivision, located north of the site, has setbacks similar to those proposed for Highbury: a front-yard setback of 25 feet, side-yard setbacks of 7 feet, and a rear-yard setback of 35 feet. The lot widths and lot area of Fairview Estates are also similar to those of Highbury's lots, as most of the lot widths are under 60 feet and under 7,200 square feet. The requested variations are reasonable and consistent with the zoning district's intent and the surrounding area.

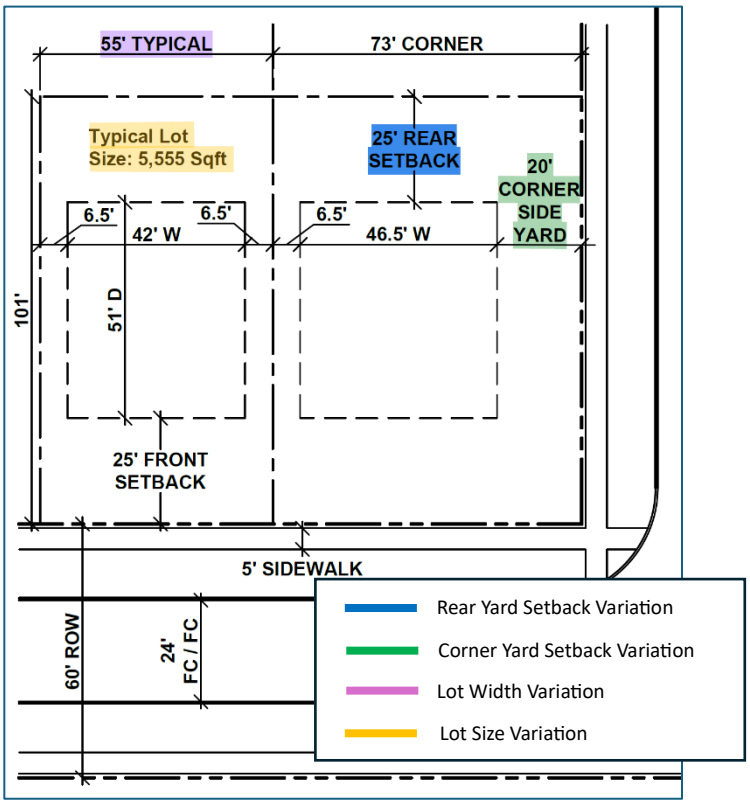


Figure 4: Requested Zoning Variations

Development Ordinance Variations

Similar to the Zoning Ordinance, this project requires variances from the Development Ordinance due to site constraints. The Village Code states that cul-de-sacs should not exceed 500 feet. In this case, the distance from the Raymond Road and Sheffield Drive intersection to the cul-de-sac's midpoint is approximately 720 feet. Additionally, the Village Code requires each cul-de-sac to end in a nearly circular shape with a right-of-way diameter of at least 120 feet. The proposed cul-de-sac measures 114 feet in diameter at its narrowest point. The developer requests a variation to accommodate the cul-de-sac length and diameter, considering the site's configuration.

The second request concerns the Village Development Code requirements for street slopes, which require streets to have a minimum 1% slope to ensure proper drainage and prevent ponding. The developer seeks a variation to allow street grades of 0.6% in certain areas. This slope is within acceptable engineering standards, as IDOT generally allows 0.5%. With slopes at 0.6% drainage on the roads will still be effective.

Both 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, Vehicular Access & Parking

The Traffic Impact Study prepared by KLOA indicates that the roadway system generally has sufficient capacity to accommodate the traffic from the development and that the site-generated traffic is expected to have minimal impact on the external street network's operations. No additional roadway improvements

or traffic control modifications are required. Access to the site will be provided via two full access points, the west full access along Weiland Road and another access drive by connecting Raymond Road to the north of the site.

Each home will include a 2-car garage (66 spaces), along with a driveway capable of holding at least 4 cars (132 spaces), for a total of 198 parking spaces. The code requires 2 spaces per unit, totaling 66 spaces for the entire project. The proposed parking exceeds the Village's requirement and is sufficient for future residents. The parking spaces will adequately support the development's needs and align with other single-family home developments in Buffalo Grove.

Pedestrian Connectivity

An interior sidewalk network will be installed throughout the development, and a bike path will be incorporated to connect with the existing path to the east in the Ridgewood Subdivision. As part of the Highbury project to meet IDOT roadway design requirements for the planned left-turn lane, the existing mid-block pedestrian median and Rectangular Rapid Flashing Beacon (RRFB) will be removed. Originally, the crossing accommodated significant pedestrian traffic from soccer tournament parking. However, with the development of the new subdivision, these parking accommodations will be eliminated, and pedestrian travel patterns are expected to change. Consequently, usage of the mid-block crossing is projected to decrease to a point where a signalized crossing is no longer necessary. Additionally, the current traffic signal at Pauline Avenue, about 550 feet north of the existing mid-block crossing, already facilitates protected pedestrian movements. For these reasons, staff recommends removing the RRFB to ensure roadway safety and compliance with state design standards for the new left-turn lane.

Elevations

The proposed single-family home elevations blend contemporary and farmhouse architectural styles. High-quality fiber cement siding is the primary building material, wrapping all four sides of the homes, along with a stone or brick veneer wainscot. Architectural detailing, varying roof lines and building articulation enhance the appeal and give the elevations a more upscale appearance. Three neutral color palettes are provided for the three model types, as shown in Figure 5. Each model home offers five different elevations to choose from.

Figure 5: Proposed Elevations

Landscaping & Open Space

The petitioner is proposing a substantial landscape buffer along Weiland Road featuring a variety of ornamental and evergreen trees and shrubs, ornamental grasses, and perennials. The subdivision sign at the entrance to the development will be landscaped at its base, and new parkway trees are proposed throughout the development as required by Code. The detention basin will feature a variety of native and

wetland seed mixes and plantings as well. The landscape plan will be finalized in collaboration with the Village Forester prior to approval of final engineering for the project. Approximately 13% of the development site will be open space, including the detention basin area.

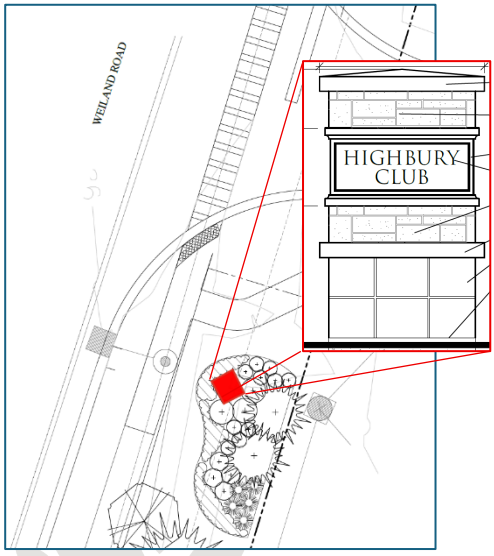
M/I Homes has included a model landscape plan, which would be in place while the subdivision is under construction and the homes are being sold.

Based on feedback from their neighborhood meeting, the petitioner is proposing a 5-foot-tall privacy fence around the development's perimeter. Staff has no concerns with the request as it is a common feature for single family lots and will serve as a buffer for the surrounding properties. However, Staff is suggesting a condition of approval that the fence must comply with all Village requirements and cannot encroach within the front yard or corner side yard of any of the lots, as is currently shown in the landscaping plan. This modification to the plan will be made prior to approval of the final engineering for the project.

Signage

The developer has submitted a sign package, which includes temporary development signs to advertise the development while under construction. These signs will require an annual permit submission and will only be permitted until owners occupy the single-family homes. The temporary sign package includes an entrance marketing sign on Weiland Road, three "Burma Shave" marketing signs also along Weiland Road, signage for the model home and parking within the development, and flagpoles at the model home. The temporary signs comply with the Code, provided that the signs along Weiland Road maintain a 10-foot setback from the property line.

A permanent sign is also proposed and will be installed at the main entrance to the development on Weiland Road. The sign will be constructed of precast concrete and natural stone and will be landscaped around the base as required by Code. A variation will be needed for this sign since the Village's Sign Code does not permit subdivision signs in single-family districts. Furthermore, the Sign Code limits freestanding signs in residential districts to 5 feet in height and must be placed within the buildable area of the property, and not within required setbacks. The proposed sign is 6'-3" and is located within the 20-foot landscape buffer along Weiland Road. Staff supports the variation requests because the sign is small, well designed, and will help to identify the neighborhood. Additionally, due to the small size of the sign, placing it 25 feet from the property line along Weiland Road, as per the Code, would make it difficult to see.



Engineering & Stormwater

The proposed development will connect to the Village's existing water and sanitary lines. A detention basin is planned at the site's northeast corner to manage stormwater. To meet their total detention storage requirements, the developer will also be paying the Village for stormwater storage volume that was created with modifications to the Ridgewood basin as part of recent Village improvements. The Village Engineer has reviewed the preliminary engineering plans, and they 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 on stormwater detention, landscaping, and utilities 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 detailed fiscal impact analysis. The analysis includes assessments for impacts to the Village, Park District, and School District 102 and 125, which have been shared with the respective districts. The analysis incorporates population and student generation projections based on the Village Code, as well as actual data from the Link Crossing development, which was also in D102 and D125.

The report concluded that the proposed development would have a fiscally positive impact on the Village and Park District and a positive to neutral impact on the school districts. For D102, Highbury Club is projected to generate 27 K-8 students, resulting in a district annual operating surplus of $12,571. M/I Homes has agreed to increase their impact fees to offset the costs within the first few years the development is occupied, prior to property taxes and state funding revenues kicking in. For D125, Highbury Club is projected to generate 12 high school-aged children, resulting in a yearly operating surplus of $96,196. The fiscal impact analysis was also assessed using a multiplier based on the actual number of students generated from the single-family homes within the Link Crossing development, estimating that the development would produce 25 students for D102 and 10 students for District 125 (less than the Village Code projections).

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 surrounding 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 received a few general inquiries regarding the project.

The developer held a neighborhood meeting at the Schwaben Center on Monday, October 20, 2025, from 5:00 to 7:00pm. Property owners within 350 feet of the site received notice of the meeting by mail. The developer set up stations with boards staffed by the development team, providing information on M/I Homes, 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 about drainage, market price for the homes, the anticipated start of construction, and traffic in general, as well as future development plans for properties south of the site. Approximately 22 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-7 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning, and Sign Codes to allow the construction of a 33-unit single-family home 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-7 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to allow construction of a 33-unit single-family home development at 301 and 20311 Weiland Road. 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-7 Rezoning, Plat of Subdivision, Preliminary Plan, and Variations to the Development, Zoning and Sign Codes to allow construction of a 33-unit single-family home development at 301 and 20311 Weiland Road, 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. *The Final Engineering plans shall be submitted in a manner acceptable to the Village.*

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

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

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

6. *The landscaping on the site shall be maintained in substantial compliance with the final landscape plan and the requirements in the approved stormwater management report in perpetuity.*

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

8. *Developer agrees to make cash contributions to the Village for conveyance to School Districts 102 and 125 according to the criteria of Title 19, or as may otherwise be agreed upon with the School Districts.*

9. *The perimeter fence must adhere to the Village's Fence Code requirements.*

10. *The temporary subdivision signs along Weiland Road shall be setback at least 10 feet from the property line along Weiland Road.*

HIGHBURY CLUB
M/I HOMES OF CHICAGO, LLC
Project Narrative

M/I has carefully chosen the exceptional parcels of land located at 301 North Weiland Road in Buffalo Grove (the "Village Parcel") and 20311 North Weiland Road in unincorporated Prairie View (the "Prairie View Parcel") as a perfect canvas for a thoughtfully designed community of 33 single-family homes, to be known as Highbury Club. With its prime location and inherent charm, this setting provides an ideal foundation for creating a neighborhood that seamlessly blends comfort, beauty and a true sense of belonging to the Village of Buffalo Grove. Highbury Club will present the opportunity for current and prospective residents of Buffalo Grove alike to become part of this vibrant and carefully curated community. M/I anticipates this project will generate numerous benefits to the Village of Buffalo Grove. It will contribute to the local housing stock, breathe new life into an underutilized site, and introduce a fresh wave of consumers eager to support local business. The homes are designed in an architectural style that is intended to complement the existing aesthetic of Buffalo Grove and will be beautifully landscaped. Additionally, the project will strengthen the Village's property tax base, fostering economic vitality and long-term sustainability. With its thoughtful design and inviting character, this community will not only be a desirable place to call home but also an inspiring setting to live, work and thrive.

Given the distinctive and thoughtfully designed elements of this proposal, M/I intends to retain the current zoning of the property as R-7 Dwelling District while seeking a Special Use for a Residential Planned Unit Development and re-subdivision for the property to bring M/I's vision to life. M/I will also seek the annexation of the Prairie View Property into the Village of Buffalo Grove and desires to incorporate the Prairie View Property parcel into the PUD.

M/I proposes to construct the homes in the style of M/I's "Classic Series", which blends contemporary elegance with the warmth of rustic farmhouse charm, as showcased in the attached renderings. Each style is distinct in character, yet together the various styles weave a harmonious and visually captivating community that feels both timeless and inviting. The homes will be attractive two-story residences, ranging in size from 2,360 to 2,732 square feet, featuring four spacious bedrooms with two to three car garages at ground level and will provide ample living space. The layout of these homes, as shown in the enclosed renderings, ensure that every square foot is utilized to its fullest potential. The target market for these homes includes professionals, young couples, growing families and those who desire a residence that reflects their personal style and evolving lifestyle needs. Highbury Club will offer a perfect fit to first-time homebuyers looking for a place to plant their roots, families seeking room to grow, or individuals wanting well-designed space to balance work and leisure.

The site plan for Highbury Club includes provisions for connection from the community to the existing bicycle path to the east, offering a seamless transition for pedestrian and recreational access. Additionally, the design includes a planned vehicular connection to potential future development to the south, as well as direct vehicular access to Raymond Road to the north and

Weiland Road to the west, enhancing connectivity and ensuring smooth traffic flow in all directions. Finally, the plan contemplates on-side detention of approximately 2.43 acre-feet in the northeast corner of the site, which will be heavily landscaped with native plantings.

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

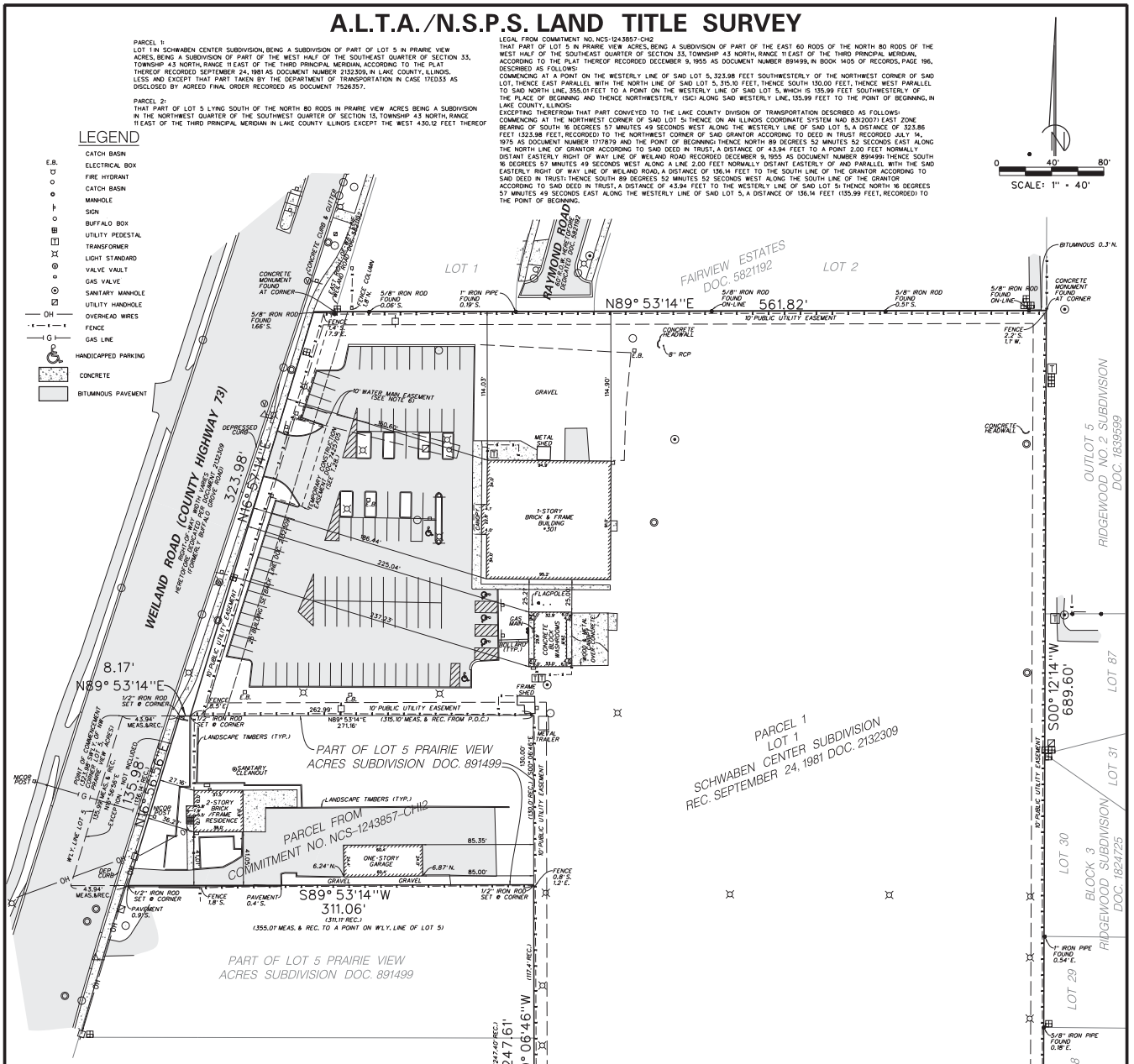
PARCEL 1:
LOT 1 IN SCHWABEN CENTER SUBDIVISION, BEING A SUBDIVISION OF PART OF LOT 5 IN PRAIRIE VIEW ACRES, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 24, 1981 AS DOCUMENT NUMBER 2132309, IN LAKE COUNTY, ILLINOIS.
LESS AND EXCEPT THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION IN CASE 17ED33 AS DISCLOSED BY AGREED FINAL ORDER RECORDED AS DOCUMENT 7526357.

PARCEL 2:
THAT PART OF LOT 5 LYING SOUTH OF THE NORTH 80 RODS IN PRAIRIE VIEW ACRES BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 13, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN IN LAKE COUNTY ILLINOIS EXCEPT THE WEST 430.12 FEET THEREOF

LEGAL FROM COMMITMENT NO. NCS-1243857-CHI2
THAT PART OF LOT 5 IN PRAIRIE VIEW ACRES, BEING A SUBDIVISION OF PART OF THE EAST 60 RODS OF THE NORTH 80 RODS OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 9, 1955 AS DOCUMENT NUMBER 891499, IN BOOK 1405 OF RECORDS, PAGE 196, DESCRIBED AS FOLLOWS:
COMMENCING AT A POINT ON THE WESTERLY LINE OF SAID LOT 5, 323.98 FEET SOUTHWESTERLY OF THE NORTHWEST CORNER OF SAID LOT, THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 315.10 FEET, THENCE SOUTH 130.00 FEET, THENCE WEST PARALLEL TO SAID NORTH LINE, 355.01 FEET TO A POINT ON THE WESTERLY LINE OF SAID LOT 5, WHICH IS 135.99 FEET SOUTHWESTERLY OF THE PLACE OF BEGINNING AND THENCE NORTHWESTERLY (SIC) ALONG SAID WESTERLY LINE, 135.99 FEET TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS:
EXCEPTING THEREFROM: THAT PART CONVEYED TO THE LAKE COUNTY DIVISION OF TRANSPORTATION DESCRIBED AS FOLLOWS: COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 5; THENCE ON AN ILLINOIS COORDINATE SYSTEM NAD 83(2007) EAST ZONE BEARING OF SOUTH 16 DEGREES 57 MINUTES 49 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT 5, A DISTANCE OF 323.86 FEET 1323.98 FEET, RECORDED) TO THE NORTHWEST CORNER OF SAID GRANTOR ACCORDING TO DEED IN TRUST RECORDED JULY 14, 1975 AS DOCUMENT NUMBER 1717879 AND THE POINT OF BEGINNING THENCE NORTH 89 DEGREES 52 MINUTES 52 SECONDS EAST ALONG THE NORTH LINE OF GRANTOR ACCORDING TO SAID DEED IN TRUST, A DISTANCE OF 43.94 FEET TO A POINT 2.00 FEET NORMALLY DISTANT EASTERLY RIGHT OF WAY LINE OF WEILAND ROAD RECORDED DECEMBER 9, 1955 AS DOCUMENT NUMBER 891499; THENCE SOUTH 16 DEGREES 57 MINUTES 49 SECONDS WEST ALONG A LINE 2.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH THE SAID EASTERLY RIGHT OF WAY LINE OF WEILAND ROAD, A DISTANCE OF 136.14 FEET TO THE SOUTH LINE OF THE GRANTOR ACCORDING TO SAID DEED IN TRUST; THENCE SOUTH 89 DEGREES 52 MINUTES 52 SECONDS WEST ALONG THE SOUTH LINE OF THE GRANTOR ACCORDING TO SAID DEED IN TRUST, A DISTANCE OF 43.94 FEET TO THE WESTERLY LINE OF SAID LOT 5; THENCE NORTH 16 DEGREES 57 MINUTES 49 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 5, A DISTANCE OF 136.14 FEET (135.99 FEET, RECORDED) TO THE POINT OF BEGINNING.

LEGEND

- CATCH BASIN
- E.B. ELECTRICAL BOX
- FIRE HYDRANT
- CATCH BASIN
- MANHOLE
- SIGN
- BUFFALO BOX
- UTILITY PEDESTAL
- TRANSFORMER
- LIGHT STANDARD
- VALVE VAULT
- GAS VALVE
- SANITARY MANHOLE
- UTILITY HANDHOLE
- OH — OVERHEAD WIRES
- FENCE
- G — GAS LINE
- HANDICAPPED PARKING
- CONCRETE
- BITUMINOUS PAVEMENT



TITLE COMMITMENT NO. NCS–1243856–CHI2 – SCHEDULE B–II NOTES:

THIS SURVEY REFLECTS MATTERS OF TITLE AS SHOWN IN FIRST AMERICAN TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NO. NCS-1243856-CHI2, EFFECTIVE DATE: DECEMBER 18, 2024

NOTES CORRESPONDING TO NUMBERED EXCEPTIONS IN SCHEDULE B OF TITLE COMMITMENT:

12.NOTE: LONA SCHUETZ OWNING THE LAND DIED AS EVIDENCED BY PROBATE CASE 64P0124, PARCEL 2 WAS NOT INVENTORIED IN SAID ESTATE NOR DO WE FIND ANY CONVEYANCES OUT SINCE THE PLAT WAS RECORDED IN 1955 AS DOCUMENT 891499. WE SHOULD BE FURNISHED WITH AN AFFIDAVIT OF HEIRSHIP FOR LONA SCHUETZ AND THIS COMMITMENT IS SUBJECT TO SUCH ADDITIONAL EXCEPTIONS, IF ANY, AS MAY THEN BE NECESSARY.

NOTES CORRESPONDING TO NUMBERED EXCEPTIONS IN SCHEDULE B PART II OF TITLE COMMITMENT.

1.RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.

2.EASEMENTS OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.

3.ANY ENCROACHMENT (OF EXISTING IMPROVEMENTS LOCATED ON THE LAND ONTO ADJOINING LAND OR OF EXISTING IMPROVEMENTS LOCATED ON ADJOINING LAND ONTO THE LAND), ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.

4.ANY LIEN OR RIGHT TO A LIEN FOR SERVICES, LABOR, MATERIAL OR EQUIPMENT, UNLESS SUCH LIEN IS SHOWN BY THE PUBLIC RECORDS AT DATE OF POLICY AND NOT OTHERWISE EXCEPTED FROM COVERAGE HEREIN.

5.TAXES, OR SPECIAL ASSESSMENTS, IF ANY, NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.

6.ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I REQUIREMENTS ARE MET.

7.GENERAL REAL ESTATE TAXES FOR THE YEAR 2024 AND SUBSEQUENT YEARS WHICH ARE NOT YET ASCERTAINABLE OR PAYABLE PERMANENT INDEX NUMBER: 15-33-402-111 (AFFECTS PARCEL 1) 15-33-402-112 (AFFECTS PARCEL 2).

8.25 FOOT BUILDING LINE AS SHOWN ON PLAT OF SCHWABEN CENTER RECORDED AS DOCUMENT 2132309.

9.10 FOOT EASEMENT FOR WATER MAIN AS SHOWN ON PLAT OF SCHWABEN CENTER RECORDED AS DOCUMENT 2132309.

10.10 FOOT EASEMENT FOR PUBLIC UTILITIES AS SHOWN ON PLAT OF SCHWABEN CENTER RECORDED AS DOCUMENT 2132309.

11.EASEMENT FOR DRAINAGE GRANTED TO THE COUNTY OF LAKE IN CASE 17ED33 AS DISCLOSED BY AGREED FINAL ORDER RECORDED AS DOCUMENT 7526357.

12.EXISTING UNRECORDED LEASES, IF ANY, AND RIGHTS OF ALL PARTIES CLAIMING THEREUNDER.

TITLE COMMITMENT NO. NCS–1243857–CHI2 – SCHEDULE B–II NOTES:

THIS SURVEY REFLECTS MATTERS OF TITLE AS SHOWN IN FIRST AMERICAN TITLE COMMITMENT FOR TITLE INSURANCE, COMMITMENT NO. NCS-1243857-CHI2, EFFECTIVE DATE: DECEMBER 18, 2024

1.RIGHTS OR CLAIMS OF PARTIES IN POSSESSION NOT SHOWN BY THE PUBLIC RECORDS.

2.EASEMENTS OR CLAIMS OF EASEMENTS, NOT SHOWN BY THE PUBLIC RECORDS.

3.ANY ENCROACHMENT (OF EXISTING IMPROVEMENTS LOCATED ON THE LAND ONTO ADJOINING LAND OR OF EXISTING IMPROVEMENTS LOCATED ON ADJOINING LAND ONTO THE LAND), ENCUMBRANCE, VIOLATION, VARIATION, OR ADVERSE CIRCUMSTANCE AFFECTING THE TITLE THAT WOULD BE DISCLOSED BY AN ACCURATE AND COMPLETE LAND SURVEY OF THE LAND.

4.ANY LIEN OR RIGHT TO A LIEN FOR SERVICES, LABOR, MATERIAL OR EQUIPMENT, UNLESS SUCH LIEN IS SHOWN BY THE PUBLIC RECORDS AT DATE OF POLICY AND NOT OTHERWISE EXCEPTED FROM COVERAGE HEREIN.

5.TAXES, OR SPECIAL ASSESSMENTS, IF ANY, NOT SHOWN AS EXISTING LIENS BY THE PUBLIC RECORDS.

6.ANY DEFECT, LIEN, ENCUMBRANCE, ADVERSE CLAIM, OR OTHER MATTER THAT APPEARS FOR THE FIRST TIME IN THE PUBLIC RECORDS OR IS CREATED, ATTACHES, OR IS DISCLOSED BETWEEN THE COMMITMENT DATE AND THE DATE ON WHICH ALL OF THE SCHEDULE B, PART I REQUIREMENTS ARE MET.

7.PERMANENT INDEX NUMBER: 15-33-402-128 .

8.RIGHTS OF THE PUBLIC, THE STATE OF ILLINOIS AND THE MUNICIPALITY IN AND TO THAT PART OF THE LAND, IF ANY, TAKEN OR USED FOR ROAD PURPOSES.

9.EXISTING UNRECORDED LEASES, IF ANY, AND RIGHTS OF ALL PARTIES CLAIMING THEREUNDER.

ALTA/NSPS TABLE A NOTES:

1. MONUMENTS AT MAJOR CORNERS OF THE SURVEYED PROPERTY: SHOWN HEREON.

3. PROPERTY IS LOCATED IN ZONE X, AREAS OF MINIMAL FLOOD HAZARD AS DETERMINED BY SCALE MEASUREMENT UPON THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP NO. 17097C0262K, MAP REVISED SEPTEMBER 18, 2013

4. GROSS LAND AREA = 374,432 SQUARE FEET, MORE OR LESS OR 8.596 ACRES, MORE OR LESS

7(a). EXTERIOR DIMENSIONS OF THE BUILDING: SHOWN HEREON.

8. SUBSTANTIAL FEATURES: SHOWN HEREON.

11. EVIDENCE OF UNDERGROUND UTILITIES: SHOWN HEREON.

16. EVIDENCE OF RECENT EARTH-MOVING, BUILDING CONSTRUCTION: NONE OBSERVED.

GENERAL NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.

2. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT ANY DISCREPANCIES TO THE SURVEYOR AT ONCE.

3. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.

SURVEYORS NOTES:

1. BEARINGS BASED UPON STATE PLANE COORDINATES ILLINOIS EAST ZONE.

2. FIELD WORK COMPLETED 12-13-2024

3. ALL UTILITIES AS SHOWN ARE APPROXIMATE LOCATIONS DERIVED FROM ACTUAL MEASUREMENTS. THEY SHOULD NOT BE INTERPRETED TO BE EXACT LOCATION NOR SHOULD IT BE ASSUMED THAT THEY ARE THE ONLY UTILITIES IN THE AREA.

4. PROPERTY COMMONLY KNOWN AS: 301 WEILAND ROAD. BUFFALO GROVE, ILLINOIS

5. 10' EASEMENT FOR WATER MAIN THAT IS SHOWN ON LOT 1 HAS BEEN APPROXIMATED BY USING EXISTING WATER VALVE VAULT AND FIRE HYDRANT. SAID PLAT HAS NO DIMENSIONS TO LOCATE/PLACE SAID EASEMENT.

6. ALL 10' PUBLIC UTILITY EASEMENTS SHOWN HEREON PER SUBDIVISION PLAT PER DOCUMENT 2132308.

TO:
FIRST AMERICAN TITLE INSURANCE COMPANY
M / I HOMES OF CHICAGO LLC

STATE OF ILLINOIS)

COUNTY OF COOK)

WE, THOMSON SURVEYING LTD., ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768 CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 "MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS" JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 1, 3, 4, 7(a), 8, 11, & 16 OF TABLE "A" THEREOF.

GIVEN UNDER OUR HAND AND SEAL THIS 5TH DAY OF FEBRUARY, A.D., 2025 AT ROSEMONT, ILLINOIS.

DRAFT – FOR REVIEW PURPOSES ONLY

WALTER J. LUTZ, ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3576
MY LICENSE EXPIRES NOVEMBER 30, 2026
DESIGN FIRM LICENSE EXPIRES APRIL 30, 2027

THIS SURVEY WAS PERFORMED FOR TITLE PURPOSES ONLY. THIS PROFESSIONAL SERVICE CONFORMS TO THE CURRENT ILLINOIS MINIMUM STANDARDS FOR A BOUNDARY SURVEY.

WALTER J. LUTZ — 3576 — PROFESSIONAL LAND SURVEYOR — STATE OF ILLINOIS — ROSEMONT, ILLINOIS

Thomson Surveying Ltd.
9575 W. Higgins Road, Suite 850
Rosemont, IL 60018
TEL:(847)318-9790
FAX:(847)318-9792
wlutz@thomsonltd.com

CLIENT:
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE SUITE 620
NAPERVILLE, IL 60563

NO.	DATE	NATURE OF REVISION	CHKD.

DSGN.	
DWN.	WJL
CHKD.	DMS
SCALE:	1" = 40'
DATE:	1-13-2025

TITLE:
A.L.T.A./N.S.P.S. LAND TITLE SURVEY
WEILAND ROAD
BUFFALO GROVE, ILLINOIS

PROJECT NO.	5694
SHEET	1 OF 1
DRAWING NO.	5694-ALTA-TOPO

FINAL PLAT OF RESUBDIVISION
FOR
HIGHBURY CLUB

BEING A RESUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, IN THE VILLAGE OF BUFFALO GROVE, LAKE COUNTY, ILLINOIS.

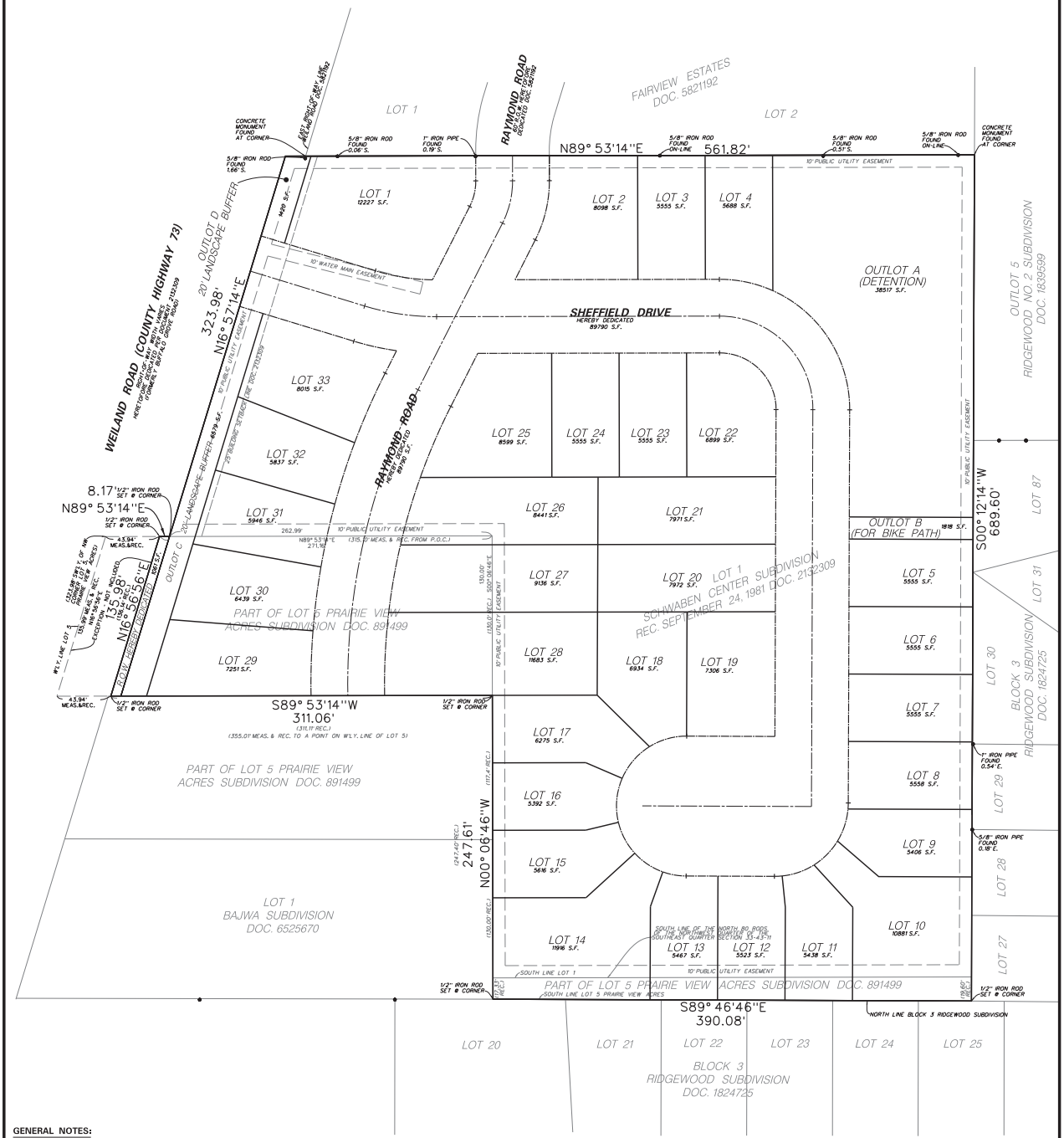
TOTAL AREA OF RESUBDIVISION
374,432 SQUARE FEET OR 8.596 ACRES, MORE OR LESS.

PERMANENT INDEX NUMBER:
P.I.N.# 15-33-402-111
P.I.N.# 15-33-402-117
P.I.N.# 15-33-402-128

LEGEND
P.U.&D.E. PUBLIC UTILITY & DRAINAGE EASEMENT
PROPERTY/LOT LINES & PROPOSED LOT LINES
ADJOINING PROPERTY/LOT LINES
PROPOSED EASEMENT LINES
EXISTING EASEMENT LINES
R.O.W. RIGHT-OF-WAY (PUBLIC)

NOTE: SHEET 1 FOR BOUNDARY AND UNDERLYING PARCELS & EASEMENTS ONLY. SEE FOLLOWING SHEETS FOR PARTICULARS.

SCALE: 1" = 40'



GENERAL NOTES:

1. ALL DIMENSIONS ARE GIVEN IN FEET AND DECIMAL PARTS THEREOF.
2. DIMENSIONS ALONG CURVES ARE ARC DISTANCES.
3. COMPARE DEED DESCRIPTION AND SITE CONDITIONS WITH THE DATA GIVEN ON THIS PLAT AND REPORT ANY DISCREPANCIES TO THE SURVEYOR AT ONCE.
4. NO DIMENSIONS SHALL BE DERIVED FROM SCALE MEASUREMENT.
5. (R) = RECORD DIMENSION
6. IRON PIPES (5/8" DIA. x 24" LENGTH) WILL BE SET AT ALL LOT CORNERS, UNLESS NOTED OTHERWISE. UPON COMPLETION OF CONSTRUCTION.
7. BEARINGS BASED UPON STATE PLANE COORDINATES ILLINOIS EAST ZONE.
8. ALL EASEMENTS ARE HEREBY GRANTED UNLESS NOTED OTHERWISE.
9. P.U.& D.E. = PUBLIC UTILITY & DRAINAGE EASEMENT HEREBY GRANTED UNLESS NOTED OTHERWISE. SEE PROVISIONS CONTAINED HEREIN.
10. OUTLOTS TO BE OWNED AND MAINTAINED BY THE HOMEOWNER'S ASSOCIATION (HOA) UNLESS NOTED OTHERWISE. PURSUANT TO SEPARATELY RECORDED DECLARATIONS.
11. ALL STREET RIGHT-OF-WAY NOTED ON THE PLAT AS HEREBY DEDICATED ARE HEREBY DEDICATED, CONVEYED, AND TRANSFERRED TO THE VILLAGE OF BUFFALO GROVE FOR PUBLIC RIGHT-OF-WAY PURPOSES UNLESS NOTED OTHERWISE.

PREPARED FOR:
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563

SEND TAX BILL TO:
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563

Thomson Surveying Ltd.
9575 W. Higgins Road, Suite 850
Rosemont, IL. 60018
TEL:(847)318-9790
FAX:(847)318-9792
wlutz@thomsonltd.com

CLIENT:
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, ILLINOIS 60563

NO.	DATE		CHKD.
2	11-24-25	VILLAGE COMMENT LOT WIDTH @ B.S.L.	
1	11-17-25	VILLAGE COMMENTS	

DSGN.	
DWN.	WJL
CHKD.	DMS
SCALE:	1" = 40'
DATE:	8-27-25

TITLE:
FINAL PLAT OF RESUBDIVISION
HIGHBURY CLUB
BUFFALO GROVE, ILLINOIS

PROJECT NO. 5694
SHEET 1 OF 3
DRAWING NO. 5694 PLAT OF SUB.DGN

FINAL PLAT OF RESUBDIVISION
FOR
HIGHBURY CLUB

PERMANENT INDEX NUMBER:
P.I.N.# 15-33-402-111
P.I.N.# 15-33-402-112
P.I.N.# 15-33-402-128

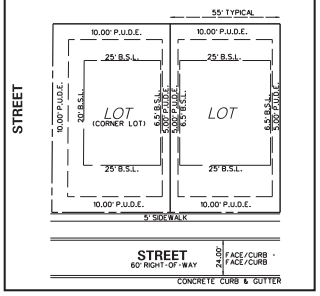
LOT AREA SUMMARY TABLE

LOT	SQ. FT.
1	12227
2	8098
3	5555
4	5688
5	5555
6	5555
7	5555
8	5558
9	5406
10	10881
11	5438
12	5523
13	5467
14	11916
15	5616
16	5392
17	6275
18	6934
19	7306
20	7972
21	7971
22	6899
23	5555
24	5555
25	8599
26	8441
27	9136
28	11683
29	7251
30	6439
31	5946
32	5837
33	8015
OUTLOT A	38517
OUTLOT B	1818
OUTLOT C	8579
OUTLOT D	1420

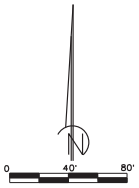
(NOT TO SCALE)

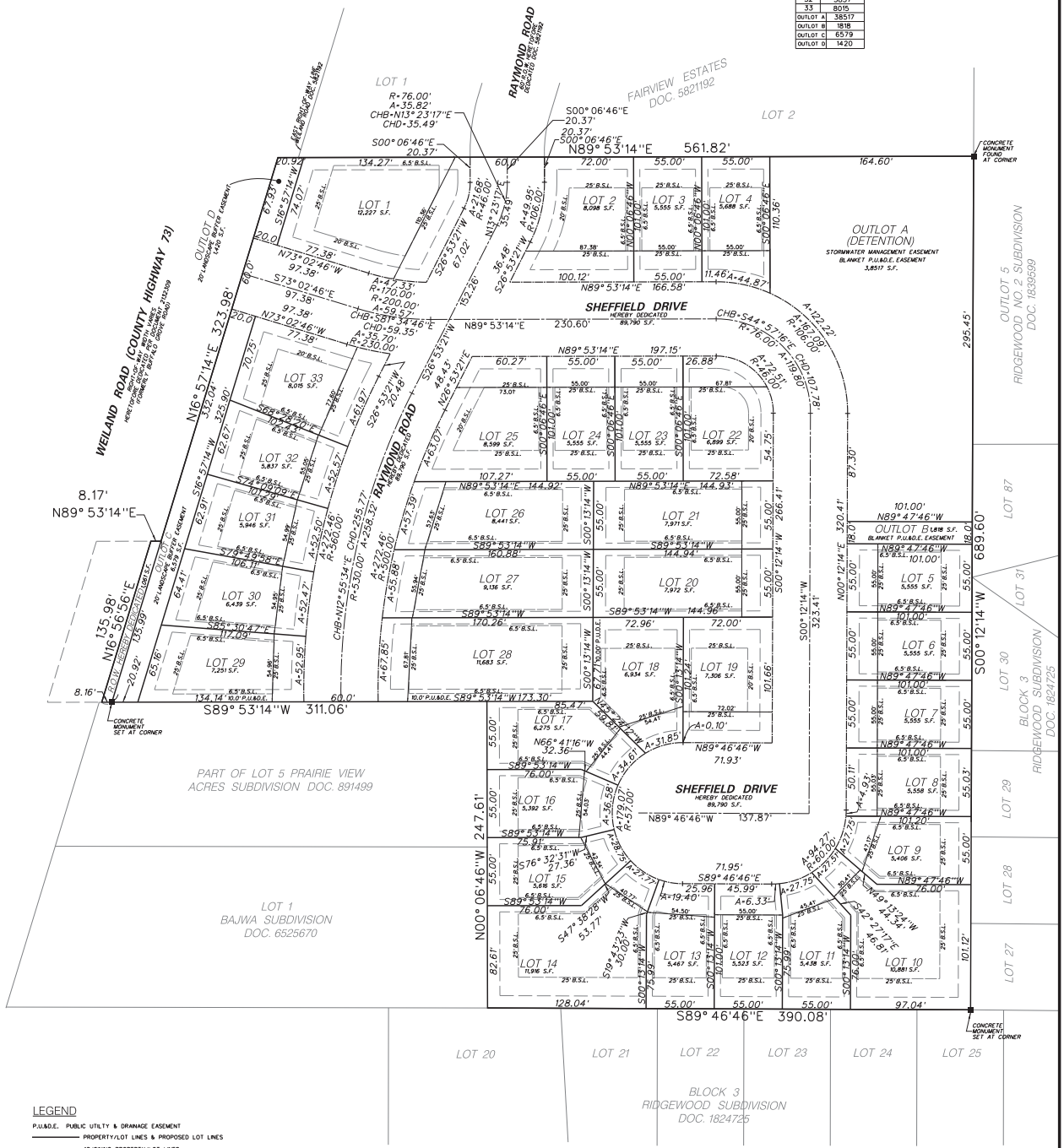
TYPICAL LOT DETAIL
UNLESS NOTED OTHERWISE

B.S.L. - BUILDING SETBACK LINE
P.U.D.E. - PUBLIC UTILITY & DRAINAGE EASEMENT



OUTLOT B /BIKE PATH DETAIL





LEGEND

P.U.&D.E. PUBLIC UTILITY & DRAINAGE EASEMENT
PROPERTY/LOT LINES & PROPOSED LOT LINES
ADJOINING PROPERTY/LOT LINES
PROPOSED EASEMENT LINES
EXISTING EASEMENT LINES
R.O.W. RIGHT-OF-WAY (PUBLIC)
B.S.L. BUILDING SETBACK LINE

Thomson Surveying Ltd.
9575 W. Higgins Road, Suite 850
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wuiz@thomsonltd.com

CLIENT:
M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, ILLINOIS 60563

NO.	DATE		CHKD.
2	11-24-25	VILLAGE COMMENT LOT WIDTH @ B.S.L.	
1	11-17-25	VILLAGE COMMENTS	

DSGN.
DWN. WJL
CHKD. DMS
SCALE: 1" = 40'
DATE: 8-27-25

TITLE:
FINAL PLAT OF RESUBDIVISION
HIGHBURY CLUB
BUFFALO GROVE, ILLINOIS

PROJECT NO. 5694
SHEET 2 OF 3
DRAWING NO. 5694 PLAT OF SUB.DGN

COUNTY CLERK CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)

I, _____ COUNTY CLERK OF LAKE COUNTY, ILLINOIS, DO HEREBY CERTIFY THAT THERE ARE NO DELINQUENT GENERAL TAXES, UNPAID CURRENT GENERAL TAXES, DELINQUENT SPECIAL ASSESSMENTS OR UNPAID CURRENT SPECIAL ASSESSMENTS AGAINST ANY OF THE LAND INCLUDED IN THE DESCRIBED PROPERTY. I FURTHER CERTIFY THAT I HAVE RECEIVED ALL STATUTORY FEES IN CONNECTION WITH THE PLAT.

GIVEN MY HAND AND SEAL OF THE COUNTY CLERK OF LAKE COUNTY, ILLINOIS

DATED THIS ____ DAY OF _____ . 20_____ .

_____
LAKE COUNTY CLERK

OWNER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF ____)

THIS IS TO CERTIFY THAT _____ IS THE OWNER OF THE PROPERTY DESCRIBED ON THE ANNEXED PLAT AND HAS CAUSED THE SAME TO BE SURVEYED AND SUBDIVIDED AS INDICATED THEREON. FOR THE USES AND PURPOSES THEREIN SET FORTH, AND DOES HEREBY ACKNOWLEDGE AND ADOPT THE SAME UNDER THE STYLE AND TITLE THEREON INDICATED.

THE UNDERSIGNED HEREBY DEDICATES FOR PUBLIC USE THE LANDS SHOWN ON THIS PLAT FOR THOROUGHFARES, STREETS AND PUBLIC SERVICES, AND HEREBY ALSO RESERVES FOR THE VILLAGE OF BUFFALO GROVE, AMERITECH, NICOR, COMCAST, AND THE COMMONWEALTH EDISON COMPANY, THE EASEMENT PROVISIONS WHICH ARE STATED ON THEIR STANDARD FORM WHICH IS ATTACHED HERETO.

ALSO, THIS IS TO CERTIFY THAT THE PROPERTY BEING SUBDIVIDED AFORESAID AND, TO THE BEST OF OWNER'S KNOWLEDGE AND BELIEF, SAID SUBDIVISION LIES ENTIRELY WITHIN THE LIMITS OF SCHOOL DISTRICTS:

APTAKISIC-TRIPP CCSD 102
ADLAI E STEVENSON HSD 125

DATED THIS ____ DAY OF _____ . A.D. 20_____ .

SIGNED: _____

_____
PRINTED NAME AND TITLE

ADDRESS:

_____

_____

_____

NOTARY PUBLIC CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF ____)

I, _____, A NOTARY PUBLIC IN AND FOR THE COUNTY AND STATE AFORESAID, DO HEREBY CERTIFY THAT

_____, TITLE _____

OF _____ WHO IS PERSONALLY KNOWN TO ME TO BE THE SAME WHOSE NAME IS SUBSCRIBED TO THE FOREGOING CERTIFICATE, APPEARED BEFORE ME THIS DAY IN PERSON AND ACKNOWLEDGED THAT HE/SHE DID SIGN AND DELIVER THIS INSTRUMENT AS A FREE AND VOLUNTARY ACT FOR THE USES AND PURPOSES HEREIN SET FORTH.

GIVEN UNDER MY HAND AND NOTORIAL SEAL

THIS ____ DAY OF _____ . A.D. 20_____ .

_____
NOTARY PUBLIC

CORPORATE AUTHORITY'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)
COUNTY OF COOK)

APPROVED AND ACCEPTED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BUFFALO GROVE, COOK AND LAKE COUNTIES, ILLINOIS, AT A MEETING HELD

THIS ____ DAY OF _____ . 20_____.

_____
VILLAGE PRESIDENT

_____
ATTEST: VILLAGE CLERK

PLAN COMMISSION'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)
COUNTY OF COOK)

APPROVED BY THE PLAN COMMISSION OF THE VILLAGE OF BUFFALO GROVE, COOK AND LAKE COUNTIES, ILLINOIS, AT A MEETING HELD

THIS ____ DAY OF _____ . 20_____.

_____
CHAIRMAN

_____
ATTEST: SECRETARY

VILLAGE COLLECTOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)
COUNTY OF COOK)

I HEREBY CERTIFY THAT I FIND NO DEFERRED INSTALLMENTS OF OUTSTANDING UNPAID SPECIAL ASSESSMENTS DUE TO AGAINST THE PROPERTY DESCRIBED IN THE PLAT HEREON DRAWN, BUFFALO GROVE, COOK AND LAKE COUNTIES,

DATED THIS ____ DAY OF _____ . 20_____.

_____
VILLAGE COLLECTOR

VILLAGE ENGINEER'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF LAKE)
COUNTY OF COOK)

APPROVED BY THE VILLAGE ENGINEER OF THE VILLAGE OF BUFFALO GROVE, COOK AND LAKE COUNTIES, DATED THIS ____ DAY OF _____ . 20_____.

_____
VILLAGE ENGINEER

PERMANENT INDEX NUMBER:
P.I.N.# 15-33-402-111
P.I.N.# 15-33-402-112
P.I.N.# 15-33-402-128

EASEMENT PROVISIONS

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC AND COMMUNICATION SERVICE IS HEREBY RESERVED FOR AND GRANTED TO

COMMONWEALTH EDISON COMPANY
AND
AT&T COMMUNICATIONS, GRANTEES.

THEIR RESPECTIVE LICENSEES, SUCCESSORS AND ASSIGNS JOINTLY AND SEVERALLY, TO CONSTRUCT, OPERATE, REPAIR, MAINTAIN, MODIFY, RECONSTRUCT, REPLACE, SUPPLEMENT, RELOCATE AND REMOVE, FROM TIME TO TIME, POLES, GUYS, ANCHORS, WIRES, CABLES, CONDUITS, MANHOLES, TRANSFORMERS, PEDESTALS, EQUIPMENT CABINETS OR OTHER FACILITIES USED IN CONNECTION WITH OVERHEAD AND UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, COMMUNICATIONS, SOUNDS AND SIGNALS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) ON THE PLAT AND MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION), THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS", AND THE PROPERTY DESIGNATED ON THE PLAT AS "COMMON AREA OR AREAS", AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, TOGETHER WITH THE RIGHTS TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES, ROOTS AND SAPLINGS AND TO CLEAR OBSTRUCTIONS FROM THE SURFACE AND SUBSURFACE AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES' FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES (OR SIMILAR DESIGNATION) MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." (OR SIMILAR DESIGNATION) WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THE MEANING SET FORTH FOR SUCH TERM IN THE "CONDOMINIUM PROPERTY ACT", CHAPTER 765 ILCS 605/2(C), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE OR AS AN APPORTIONMENT TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PLANNED DEVELOPMENT, EVEN THOUGH SUCH BE OTHERWISE DESIGNATED ON THE PLAT BY TERMS SUCH AS "OUTLOTS", "COMMON ELEMENTS", "OPEN SPACE", "OPEN AREA", "COMMON GROUND", "PARKING" AND "COMMON AREA", THE TERM "COMMON AREA OR AREAS" AND "COMMON ELEMENTS" INCLUDE REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, BUT EXCLUDES REAL PROPERTY PHYSICALLY OCCUPIED BY A BUILDING, SERVICE BUSINESS DISTRICT OR STRUCTURES SUCH AS A POOL, RETENTION POND OR MECHANICAL EQUIPMENT.

RELOCATION OF FACILITIES WILL BE DONE BY GRANTEES AT COST OF THE GRANTOR/LOT OWNER, UPON WRITTEN REQUEST.

EASEMENT PROVISIONS- OUTLOTS A & B

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO NORTH SHORE GAS, ITS SUCCESSORS AND ASSIGNS TO INSTALL, OPERATE, MAINTAIN, REPAIR, REPLACE AND REMOVE, FACILITIES USED IN CONNECTION WITH THE TRANSMISSION AND DISTRIBUTION OF NATURAL GAS IN, OVER, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN ON THIS PLAT MARKED "PUDE" "COMMON AREA OR AREAS" AND STREETS AND ALLEYS, WHETHER PUBLIC OR PRIVATE, AND THE PROPERTY DESIGNATED IN THE DECLARATION OF CONDOMINIUM AND/OR ON THIS PLAT AS "COMMON ELEMENTS," TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS OVER OR UNDER THE SURFACE OF EACH LOT AND COMMON AREA OR AREAS TO SERVE IMPROVEMENTS THEREON, OR ON ADJACENT LOTS, AND COMMON AREA OR AREAS, AND TO SERVE OTHER PROPERTY, ADJACENT OR OTHERWISE, AND THE RIGHT TO REMOVE OBSTRUCTIONS, INCLUDING BUT NOT LIMITED TO, TREES, BUSHES, ROOTS AND FENCES, AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER NI GAS FACILITIES OR IN, UPON OR OVER THE PROPERTY IDENTIFIED ON THIS PLAT FOR UTILITY PURPOSES WITHOUT THE PRIOR WRITTEN CONSENT OF NI GAS. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

THE TERM "COMMON ELEMENTS" SHALL HAVE THAT MEANING SET FORTH FOR SUCH TERM IN SECTION 605/2(E) OF THE "CONDOMINIUM PROPERTY ACT" ILLINOIS COMPILED STATUTES, CH. 765, SEC. 605/2(E), AS AMENDED FROM TIME TO TIME.

THE TERM "COMMON AREA OR AREAS" IS DEFINED AS A LOT, PARCEL OR AREA OF REAL PROPERTY, INCLUDING REAL PROPERTY SURFACED WITH INTERIOR DRIVEWAYS AND WALKWAYS, THE BENEFICIAL USE AND ENJOYMENT OF WHICH IS RESERVED IN WHOLE AS AN APPURTENANCE TO THE SEPARATELY OWNED LOTS, PARCELS OR AREAS WITHIN THE PROPERTY, EVEN THOUGH SUCH AREAS MAY BE DESIGNATED ON THIS PLAT BY OTHER TERMS.

EASEMENTS APPROVED AND ACCEPTED

ACCEPTED: _____ DATE: _____
AT&T COMMUNICATIONS

ACCEPTED: _____ DATE: _____
COMMONWEALTH EDISON COMPANY

ACCEPTED: _____ DATE: _____
NORTH SHORE GAS

ACCEPTED: _____ DATE: _____
COMCAST COMMUNICATIONS

SURVEYOR'S CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

THIS IS TO CERTIFY THAT THE FOLLOWING DESCRIBED PROPERTY WAS SURVEYED AND SUBDIVIDED BY ME, THOMSON SURVEYING LTD., ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768, IN THE STATE AND COUNTY AFORESAID, UNDER THE SUPERVISION OF WALTER J. LUTZ, AN ILLINOIS PROFESSIONAL LAND SURVEYOR, AND THE PLAT HEREON DRAWN IS A CORRECT REPRESENTATION OF SAID SURVEY AND SUBDIVISION. ALL DISTANCES ARE SHOWN IN FEET AND DECIMALS THEREOF.

LOT 1 IN SCHWABEN CENTER SUBDIVISION, BEING A SUBDIVISION OF PART OF LOT 5 IN PRAIRIE VIEW ACRES, BEING A SUBDIVISION OF PART OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED SEPTEMBER 24, 1981 AS DOCUMENT NUMBER 2132309, IN LAKE COUNTY, ILLINOIS. LESS AND EXCEPT THAT PART TAKEN BY THE DEPARTMENT OF TRANSPORTATION IN CASE 17E033 AS DISCLOSED BY AGREED FINAL ORDER RECORDED AS DOCUMENT 7526357.

ALSO

THAT PART OF LOT 5 LYING SOUTH OF THE NORTH 80 RODS IN PRAIRIE VIEW ACRES BEING A SUBDIVISION IN THE NORTHWEST QUARTER OF THE SOUTHWEST QUARTER OF SECTION 13, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN IN LAKE COUNTY ILLINOIS EXCEPT THE WEST 430.12 FEET THEREOF.

ALSO

(LEGAL FROM COMMITMENT NO. NCS-1243857-CHI2)
THAT PART OF LOT 5 IN PRAIRIE VIEW ACRES, BEING A SUBDIVISION OF PART OF THE EAST 60 RODS OF THE NORTH 80 RODS OF THE WEST HALF OF THE SOUTHEAST QUARTER OF SECTION 33, TOWNSHIP 43 NORTH, RANGE 11 EAST OF THE THIRD PRINCIPAL MERIDIAN, ACCORDING TO THE PLAT THEREOF RECORDED DECEMBER 9, 1955 AS DOCUMENT NUMBER 891499, IN BOOK 1405 OF RECORDS, PAGE 196, DESCRIBED AS FOLLOWS: COMMENCING AT A POINT ON THE WESTERLY LINE OF SAID LOT 5, 323.98 FEET SOUTHWESTERLY OF THE NORTHWEST CORNER OF SAID LOT, THENCE EAST PARALLEL WITH THE NORTH LINE OF SAID LOT 5, 315.10 FEET, THENCE SOUTH 130.00 FEET, THENCE WEST PARALLEL TO SAID NORTH LINE, 355.01 FEET TO A POINT ON THE WESTERLY LINE OF SAID LOT 5, WHICH IS 135.99 FEET SOUTHWESTERLY OF THE PLACE OF BEGINNING AND THENCE NORTHWESTERLY (SIC) ALONG SAID WESTERLY LINE, 135.99 FEET TO THE POINT OF BEGINNING, IN LAKE COUNTY, ILLINOIS:

EXCEPTING THEREFROM: THAT PART CONVEYED TO THE LAKE COUNTY DIVISION OF TRANSPORTATION DESCRIBED AS FOLLOWS:

COMMENCING AT THE NORTHWEST CORNER OF SAID LOT 5; THENCE ON AN ILLINOIS COORDINATE SYSTEM NAD 83(2007) EAST ZONE BEARING OF SOUTH 16 DEGREES 57 MINUTES 49 SECONDS WEST ALONG THE WESTERLY LINE OF SAID LOT 5, A DISTANCE OF 323.86 FEET (323.98 FEET, RECORDED) TO THE NORTHWEST CORNER OF SAID GRANTOR ACCORDING TO DEED IN TRUST RECORDED JULY 14, 1975 AS DOCUMENT NUMBER 1717879 AND THE POINT OF BEGINNING; THENCE NORTH 89 DEGREES 52 MINUTES 52 SECONDS EAST ALONG THE NORTH LINE OF GRANTOR ACCORDING TO SAID DEED IN TRUST, A DISTANCE OF 43.94 FEET TO A POINT 2.00 FEET NORMALLY DISTANT EASTERLY RIGHT OF WAY LINE OF WEILAND ROAD RECORDED DECEMBER 9, 1955 AS DOCUMENT NUMBER 891499; THENCE SOUTH 16 DEGREES 57 MINUTES 49 SECONDS WEST ALONG A LINE 2.00 FEET NORMALLY DISTANT EASTERLY OF AND PARALLEL WITH SAID EASTERLY RIGHT OF WAY LINE OF WEILAND ROAD, A DISTANCE OF 136.14 FEET TO THE SOUTH LINE OF THE GRANTOR ACCORDING TO SAID DEED IN TRUST; THENCE SOUTH 89 DEGREES 52 MINUTES 52 SECONDS WEST ALONG THE SOUTH LINE OF THE GRANTOR ACCORDING TO SAID DEED IN TRUST, A DISTANCE OF 43.94 FEET TO THE WESTERLY LINE OF SAID LOT 5; THENCE NORTH 16 DEGREES 57 MINUTES 49 SECONDS EAST ALONG THE WESTERLY LINE OF SAID LOT 5, A DISTANCE OF 136.14 FEET (135.99 FEET, RECORDED) TO THE POINT OF BEGINNING.

SAID PROPERTY CONTAINS 374,432 SQUARE FEET OR 8.596 ACRES, MORE OR LESS.

WE FURTHER CERTIFY THAT UPON COMPLETION OF CONSTRUCTION, IDENTIFIED CONCRETE MONUMENTS WILL BE SET, AND IRON RODS WILL BE PLACED AT ALL LOTS CORNERS AND POINTS OF CHANGE IN ALIGNMENTS, ACCORDING TO THE PLAT ACT AS AMENDED.

WE FURTHER CERTIFY THAT THE PROPERTY IS LOCATED IN ZONE X, AREAS OF MINIMAL FLOOD HAZARD AS DETERMINED BY SCALE MEASUREMENT UPON THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP NO. 17097C0262K, MAP REVISED SEPTEMBER 18, 2013

WE FURTHER CERTIFY THAT THE PROPERTY AS DESCRIBED ON THE ANNEXED PLAT LIES WITHIN THE CORPORATE LIMITS OF THE VILLAGE OF BUFFALO GROVE, ILLINOIS, WHICH HAS ADOPTED A COMPREHENSIVE PLAN AND WHICH IS EXERCISING THE SPECIAL POWERS AUTHORIZED BY DIVISION 12 OF ARTICLE II OF THE ILLINOIS MUNICIPAL CODE AS HERETOFORE AND HERETOAFTER AMENDED.

WE FURTHER CERTIFY THAT ALL REGULATIONS ENACTED BY THE LAKE COUNTY BOARD, RELATIVE TO PLATS AND SUBDIVISIONS HAVE BEEN COMPLIED WITH.

GIVEN UNDER MY HAND AND SEAL AT ROSEMONT, ILLINOIS
THIS 24TH DAY OF NOVEMBER A.D., 2025

DRAFT COPY FOR REVIEW PURPOSES ONLY

WALTER J. LUTZ
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 035-003576
LICENSE EXPIRES: NOVEMBER 30, 2026
ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768
DESIGN FIRM LICENSE EXPIRES APRIL 30, 2027

WALTER J. LUTZ 3576 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ROSEMONT, ILLINOIS

SURFACE WATER DRAINAGE CERTIFICATE

STATE OF ILLINOIS)
) SS
COUNTY OF _____)

TO THE BEST OF OUR KNOWLEDGE AND BELIEF, THE DRAINAGE OF SURFACE WATERS WILL NOT BE CHANGED BY THE CONSTRUCTION OF THIS SUBDIVISION 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 WILL BE PLANNED FOR IN ACCORDANCE WITH GENERALLY ACCEPTED ENGINEERING PRACTICES SO AS TO REDUCE THE LIKELIHOOD FOR DAMAGE TO THE ADJOINING PROPERTY BECAUSE OF THE CONSTRUCTION OF THE SUBDIVISION.

DATED THIS ____ DAY OF _____ . A.D. 20 ___ .

_____
OWNER OR ATTORNEY

_____
PRINTED NAME

_____
ILLINOIS PROFESSIONAL ENGINEER

_____
PRINTED NAME

SURVEYOR'S PERMISSION TO RECORD

STATE OF ILLINOIS)
) SS
COUNTY OF COOK)

WE, THOMSON SURVEYING, LIMITED, ILLINOIS PROFESSIONAL DESIGN FIRM NUMBER 184-002768, IN ACCORDANCE WITH PA87-0705 (THE PLAT ACT) DO HEREBY GRANT PERMISSION TO THE VILLAGE OF BUFFALO GROVE TO RECORD SAID FINAL PLAT OF SUBDIVISION AT THE OFFICE OF THE WILL COUNTY RECORDER OF DEEDS.

GIVEN UNDER MY HAND AND SEAL THIS _____ DAY OF _____, 2025.

_____
WALTER J. LUTZ, P.L.S.
ILLINOIS PROFESSIONAL LAND SURVEYOR NO. 3576
MY LICENSE EXPIRES NOVEMBER 30, 2026
DESIGN FIRM LICENSE EXPIRES APRIL 30, 2027

WALTER J. LUTZ 3576 PROFESSIONAL LAND SURVEYOR STATE OF ILLINOIS ROSEMONT, ILLINOIS

20' LANDSCAPE BUFFER EASEMENT PROVISIONS (OUTLOTS C & D)

A PERMANENT AND PERPETUAL EASEMENT IS HEREBY GRANTED ON, UNDER AND ABOVE THOSE AREAS AS IDENTIFIED AS "20' LANDSCAPE BUFFER EASEMENT" ON THIS PLAT OF SUBDIVISION. THE EASEMENT SHALL RUN TO THE BENEFIT OF THE HOMEOWNERS ASSOCIATION FOR THE SUBDIVISION (THE "ASSOCIATION"), ITS SUCCESSORS AND ASSIGNS, TO MAINTAIN, INSPECT, REPAIR, AND REPLACE CERTAIN LANDSCAPE IMPROVEMENTS LOCATED WITHIN THE EASEMENT AREA. THE ASSOCIATION SHALL BE SOLELY RESPONSIBLE FOR THE MAINTENANCE, REPAIR AND REPLACEMENT OF ALL TREES AND SHRUBS LOCATED IN THE LANDSCAPE EASEMENT AREA.

IN THE EVENT THE VILLAGE OF BUFFALO GROVE (THE "VILLAGE") DETERMINES, IN ITS SOLE AND ABSOLUTE DISCRETION, THAT MAINTENANCE OF THE LANDSCAPE MATERIALS OR RELATED IMPROVEMENTS IS NOT PERFORMED AT ANY TIME, THE VILLAGE, AFTER THIRTY (30) DAYS PRIOR WRITTEN NOTICE TO THE ASSOCIATION, MAY, BUT SHALL NOT BE OBLIGATED TO, ENTER UPON THE EASEMENT AREA FOR THE PURPOSE OF PERFORMING MAINTENANCE WORK ON AND TO THE LANDSCAPE IMPROVEMENTS.

IN THE EVENT THE VILLAGE SHALL CAUSE TO BE PERFORMED ANY WORK PURSUANT TO THESE PARAGRAPHS, THE VILLAGE SHALL HAVE THE RIGHT TO CHARGE THE ASSOCIATION AN AMOUNT SUFFICIENT TO DEFRAY THE ENTIRE COST OF SUCH WORK OR ACTION, INCLUDING ADMINISTRATIVE COSTS, EITHER BEFORE OR AFTER SUCH COST IS INCURRED. IF THE AMOUNT SO CHARGED IS NOT PAID BY THE ASSOCIATION WITHIN THIRTY (30) DAYS FOLLOWING A DEMAND IN WRITING BY THE VILLAGE FOR SUCH PAYMENT, SUCH CHARGE, TOGETHER WITH INTEREST AND COSTS OF COLLECTION, SHALL BECOME A LIEN UPON THE LANDSCAPE EASEMENT AREA AND ALL LOTS WITHIN THIS SUBDIVISION AND THE VILLAGE SHALL HAVE THE RIGHT TO COLLECT SUCH CHARGE, WITH INTEREST AND COSTS, AND TO ENFORCE SUCH LIEN AS IN FORECLOSURE PROCEEDINGS AS PERMITTED BY LAW.

NOTHING IN THESE PARAGRAPHS SHALL BE CONSTRUED TO CONSTITUTE A PUBLIC USE EASEMENT OR A DEDICATION OF ANY PORTION OF THE LANDSCAPE EASEMENT AREA TO, OR AN ACCEPTANCE THEREOF BY, THE VILLAGE.

STORMWATER MANAGEMENT EASEMENT PROVISIONS (OUTLOT A):

AN EASEMENT IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF BUFFALO GROVE AND ITS SUCCESSORS AND ASSIGNS OVER OUTLOT A, ON THE PLAT HEREON DRAWN FOR THE PERPETUAL RIGHT, PRIVILEGE AND AUTHORITY TO CONSTRUCT, RECONSTRUCT, REPAIR, INSPECT, MAINTAIN, AND OPERATE STORM SEWERS AND STORM WATER MANAGEMENT AREAS, SAID INDICATED EASEMENT SHALL ALSO PROVIDE RIGHT OF ACCESS ACROSS THE PROPERTY FOR NECESSARY PERSONNEL AND EQUIPMENT TO PERFORM ANY OF THE ABOVE WORK. OWNER SHALL NOT PLACE A PERMANENT BUILDING OR DESTROY OR MODIFY THE GRADES, SLOPES, OR STORM WATER MANAGEMENT STRUCTURES WITHIN SAID EASEMENT WITHOUT PRIOR WRITTEN APPROVAL OF THE VILLAGE ENGINEER OF THE VILLAGE OF BUFFALO GROVE.

OWNER OF PROPERTY SHALL REMAIN RESPONSIBLE FOR THE MAINTENANCE OF STORM WATER MANAGEMENT AREA AND APPURTENANCES. THE VILLAGE OF BUFFALO GROVE WILL PERFORM ONLY EMERGENCY PROCEDURES AS DEEMED NECESSARY BY THE VILLAGE ENGINEER OF THE VILLAGE OF BUFFALO GROVE.

PUBLIC UTILITY & DRAINAGE EASEMENT PROVISIONS (PUDE & BLANKET PUDE) FOR OUTLOTS A & B:

AN EASEMENT FOR PURPOSES INCLUDING, BUT NOT LIMITED TO, WATER SUPPLY AND DISTRIBUTION, SEWERAGE, STORM SEWER AND DRAINAGE, AND STREET LIGHTING, IS HEREBY RESERVED FOR AND GRANTED TO THE VILLAGE OF BUFFALO GROVE, ITS SUCCESSORS AND ASSIGNS TO INSTALL, OPERATE, MAINTAIN, AND REMOVE, FROM TIME TO TIME, FACILITIES USED FOR PURPOSES INCLUDING, BUT NOT LIMITED TO, WATER SUPPLY AND DISTRIBUTION, SEWERAGE, STORM SEWER AND DRAINAGE, AND STREET LIGHTING IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED LINES ON THE PLAT AND MARKED "PUDE" AND "BLANKET PUDE"; THE EASEMENTS ALONG ALL SIDE AND REAR LOT LINES SHALL BE MEASURED PERPENDICULAR TO, AND RUN PARALLEL WITH THE SIDE AND REAR LOT LINES AND TO THE EXTENT THAT THEY FALL WITHIN OTHER EASEMENTS SHOWN ON THE ANNEXED PLAT, THEY SHALL RUN CONCURRENTLY THEREWITH. ALSO GRANTED HEREWITH IS THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED OR DOTTED LINES OR SIMILAR DESIGNATION MARKED "EASEMENT", "UTILITY EASEMENT", "PUBLIC UTILITY EASEMENT", "P.U.E." OR SIMILAR DESIGNATION WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

EASEMENT PROVISIONS:

AN EASEMENT FOR SERVING THE SUBDIVISION AND OTHER PROPERTY WITH ELECTRIC SOUNDS AND SIGNALS AND COMMUNICATIONS SERVICE IS HEREBY RESERVED AND GRANTED TO

VILLAGE OF BUFFALO GROVE

ITS SUCCESSORS AND ASSIGNS, TO INSTALL, OPERATE, MAINTAIN AND REMOVE, FROM TIME TO TIME, FACILITIES USED IN CONNECTION WITH UNDERGROUND TRANSMISSION AND DISTRIBUTION OF ELECTRICITY, SOUNDS AND SIGNALS, INCLUDING BUT NOT LIMITED TO, TELEVISION, DATA AND RADIO SIGNALS AND COMMUNICATIONS IN, UNDER, ACROSS, ALONG AND UPON THE SURFACE OF THE PROPERTY SHOWN WITHIN THE DASHED LINES ON THE PLAT AND MARKED "PUDE" AND "BLANKET PUDE" AND THE PROPERTY DESIGNATED ON THE PLAT FOR STREETS TOGETHER WITH THE RIGHT TO INSTALL REQUIRED SERVICE CONNECTIONS UNDER THE SURFACE OF EACH LOT TO SERVE IMPROVEMENTS THEREON, THE RIGHT TO CUT, TRIM OR REMOVE TREES, BUSHES AND ROOTS AS MAY BE REASONABLY REQUIRED INCIDENT TO THE RIGHTS HEREIN GIVEN, AND THE RIGHT TO ENTER UPON THE SUBDIVIDED PROPERTY FOR ALL SUCH PURPOSES. OBSTRUCTIONS SHALL NOT BE PLACED OVER GRANTEES FACILITIES OR IN, UPON OR OVER THE PROPERTY WITHIN THE DASHED LINES MARKED "PUDE" AND "BLANKET PUDE" WITHOUT THE PRIOR WRITTEN CONSENT OF GRANTEES. AFTER INSTALLATION OF ANY SUCH FACILITIES, THE GRADE OF THE SUBDIVIDED PROPERTY SHALL NOT BE ALTERED IN A MANNER SO AS TO INTERFERE WITH THE PROPER OPERATION AND MAINTENANCE THEREOF.

NO.	DATE	NATURE OF REVISION	CHKD.
2	11-24-25	VILLAGE COMMENT LOT WIDTH @ B.S.L.	
1	11-17-25	VILLAGE COMMENTS	

CLIENT:
IM HOMES OF CHICAGO, LLC
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, IL 60563

Thomson Surveying Ltd.
9575 W. Higgins Road, Suite 850
Rosemont, IL 60018
TEL: (847) 318-9730
FAX: (847) 318-9752
e-mail: info@thomsonltd.com

TITLE:
FINAL PLAT OF RESUBDIVISION
HIGHBURY CLUB
BUFFALO GROVE, ILLINOIS

DESGN.
DRWN. W.N.
CHKD. D.M.S.
SCALE:
DATE: 8-27-25

PROJECT NO. 5694
SHEET 3 OF 3
DRAWING NO. 5694 PLAT OF SUB.DGN

TYPICAL LOT DETAIL
SCALE: NOT TO SCALE

SITE DATA

LAND USE	UNITS	AREA	% OF SITE
SINGLE FAMILY (55'w x 101'd) (Average Lot Size: 7,128 sq. ft.)	33	5.43 AC.	63.36%
RIGHT-OF-WAY	-	2.03 AC.	23.69%
DETENTION/OPEN SPACE	-	1.11 AC.	12.95%
TOTAL	33	8.57 AC.	100.0%

SITE DENSITY:
GROSS DENSITY 3.8 DU/AC (DENSITY = 33/8.57)
NET DENSITY 5.0 DU/AC (DENSITY = 33/6.54)

PARKING TYPE	SPACES
GARAGE:	66
DRIVEWAY:	132
TOTAL PARKING SPACES:	198

SEE TYPICAL LOT COVERAGE EXHIBITS FOR TYP. F.A.R., LOT(BUILDING) COVERAGE % & A/C LOCATIONS

*EXISTING TREES WERE LOCATED WITH A GPS DEVICE. EXACT LOCATION IS WITHIN A ±5' MARGIN OF ERROR.

0 50' 100' 200'
SCALE: 1"=100'
NORTH

HIGHBURY CLUB - SITE PLAN
BUFFALO GROVE, ILLINOIS
11.17.2025

M/I HOMES

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

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TYPICAL LOT DETAIL
SCALE: NOT TO SCALE

SITE DATA

LAND USE	UNITS	AREA	% OF SITE
SINGLE FAMILY (55'w x 101'd) Average Lot Size: 7,128 sq. ft.	33	7.46 AC.	86.74%
DETENTION/OPEN SPACE	-	1.11 AC.	12.91%
WEILAND R.O.W. DEDICATION		0.03 AC.	0.35%

Highbury Plan - with future expansion of six additional single-family homes along a cul-de-sac.

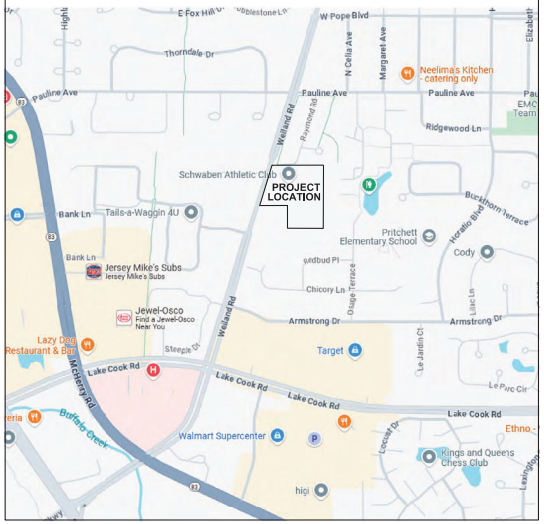
M/I HOMES

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

PRELIMINARY / FINAL ENGINEERING
HIGHBURY CLUB

301 WEILAND ROAD BUFFALO GROVE, ILLINOIS

LOCATION MAP NORTH



INDEX

1. COVER SHEET
2. SPECIFICATIONS & NOTES
3. EXISTING CONDITIONS
4. DEMOLITION PLAN
5. GEOMETRICS PLAN
6. GRADING PLAN
7. ADA GRADING PLAN
8. EROSION CONTROL PLAN
9. EROSION CONTROL NOTES & DETAILS
10. UTILITY PLAN
11. PLAN & PROFILE
12. PLAN & PROFILE
13. PLAN & PROFILE
14. DETAILS
15. DETAILS
16. DETAILS
17. DETAILS
18. WEILAND ROAD IMPROVEMENTS

LEGEND

EXISTING	PROPOSED	
		SANITARY SEWER
		FORCE MAIN
		STORM SEWER
		P.V.C. STORM SEWER
		COMBINED SEWER
		DRAIN TILE
		WATER MAIN
		TRENCH BACKFILL
		MANHOLE
		CATCH BASIN
		INLET
		YARD DRAIN
		INLET MANHOLE
		FLARED END SECTION
		HEAD WALL
		LIFT STATION
		CLEAN-OUT
		METER VAULT
		VALVE VAULT
		VALVE BOX
		BUFFALO BOX
		FIRE HYDRANT
		CONFLICT
		CROSSING
		TRIPLE BASIN
		GREASE BASIN
		GAS MAIN
		ELECTRIC CABLE
		TELEPHONE CABLE
		FIBER OPTIC CABLE
		CABLE
		STREET LIGHT
		UTILITY POLE
		PEDESTAL
		TRANSFORMER
		GAS VALVE
		ELECTRIC BOX
		TELEPHONE MANHOLE
		FIBER OPTIC MANHOLE
		TRAFFIC SIGNAL BOX
		TRAFFIC SIGNAL

EXISTING	PROPOSED	
		CENTER LINE
		EASEMENT
		BUILDING SETBACK
		CURB & GUTTER
		CURB & REVERSE GUTTER PITCH
		DEPRESSED CURB & GUTTER
		GUARD RAIL
		FENCE
		RETAINING WALL
		CURB RAMP
		DRIVEWAY HAND
		SIGN
		MAIL BOX
		SOIL BORING
		DECIDUOUS TREE, DIAMETER
		EVERGREEN TREE, HEIGHT
T/F 600.00	T/F 600.00	TOP OF FOUNDATION
F/G 600.00	F/G 600.00	FINISHED GRADE
+600.00	+600.00	SPOT ELEVATION
T/CR 600.00	T/CR 600.00	TOP OF CURB RAMP ELEVATION
T/C 600.00	T/C 600.00	TOP OF CURB ELEVATION
F/L 600.00	F/L 600.00	FLOW LINE OF GUTTER
600	600	CONTOUR
		DITCH
		DRAINAGE FLOW
		OVERLAND FLOW
R-600.00	R-600.00	RIM ELEVATION
I-600.00	I-600.00	INVERT ELEVATION
		WETLAND LIMIT
		WETLAND BUFFER LINE
		RIDGE LINE
		BASE FLOOD ELEVATION LINE
		F.E.M.A. FLOODPLAIN LINE

PREPARED FOR:

M/I HOMES OF CHICAGO, LLC
2135 CITY GATE LANE - SUITE 620 NAPERVILLE, IL. 60563, (630) 426-1370

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.

BENCHMARKS:

SOURCE BENCHMARK
NGS MONUMENT, DESIGNATION:VBG 1B,
PID: AJ3076. SEE NGS DATA SHEET FOR DETAILS (SHEET 2)
ELEVATION 676.01 (NAVD 88)

SITE BENCHMARK
PK NAIL IN BITUMINOUS PATH AT GAS MAIN CROSSING WEILAND ROAD.
ELEVATION = 688.88 (NAVD 88)

PROPERTY INDEX NUMBERS:

15-33-402-111
15-33-402-112
15-33-402-128

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.

CONTACT JULIE AT 8-1-1 OR 800-892-0123
With the following:
County Lake
City/Twnship Buffalo Grove / Vernon 43N, 11E
Sec 1/4 Sec No. Sec 33, SE 1/4
Call 2 working days BEFORE YOU DIG.

PERMIT	NUMBER	DATE ISSUED
IEPA - SANITARY		
IEPA - WATER		
IEPA - NPDES	ILR10ZG77	10/18/25
VILLAGE - WDP		

		REVISIONS
1	10/10/25	PER VILLAGE REVIEW COMMENTS
2	11/20/25	PER VILLAGE REVIEW COMMENTS
3		
4		
5		
6		
7		
8		
9		
10		
11		
12		

ANGELO K. ZOGRAFOS 062-062725 REGISTERED PROFESSIONAL ENGINEER ILLINOIS
11/30/25
ENGINEER'S SEAL & SIGNATURE

NOT FOR CONSTRUCTION

ORIGINAL ISSUE DATE: 07/23/25

SHEET NUMBER 1 OF 18 SHEETS

JOB No.: 24190

HIGHBURY CLUB

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SPECIAL PROVISIONS

THE FOLLOWING SPECIAL PROVISIONS ASSUME A TYPICAL OWNER/DEVELOPER AND FOUR PRIME CONTRACTORS (EXCAVATION, UNDERGROUND, PAVING, AND LIGHTING), IF A GENERAL CONTRACTOR IS INVOLVED, REQUIREMENTS AND RESPONSIBILITIES SHALL APPLY ACCORDINGLY BASED ON CONTRACT RELATIONSHIPS BETWEEN THE GENERAL CONTRACTOR, RELEVANT SUBCONTRACTORS AND THE OWNER/DEVELOPER.

I. GENERAL NOTES

1. THE CONSTRUCTION OF ALL IMPROVEMENTS OF THE PROJECT SHALL BE GOVERNED BY THE LATEST CODES AND ORDINANCES OF THE MUNICIPALITY.

   THE CONSTRUCTION OF ALL SEWER AND WATER MAIN IMPROVEMENTS ON THE PROJECT SHALL BE GOVERNED BY THE FOLLOWING:
   A. THE "STANDARD SPECIFICATIONS FOR WATER AND SEWER CONSTRUCTION IN ILLINOIS", LATEST REVISION, EXCEPT AS NOTED IN THE PLANS AND SPECIFICATIONS
   B. THE "ILLINOIS ADMINISTRATIVE CODE, TITLE 77, PART 890" THE "ILLINOIS PLUMBING CODE", LATEST REVISION.
   C. THE "ILLINOIS ADMINISTRATIVE CODE, TITLE 35, SUBTITLE C, PART 370" THE "ILLINOIS RECOMMENDED STANDARDS FOR SEWAGE WORKS", LATEST REVISION
   D. THE "ILLINOIS ADMINISTRATIVE CODE, TITLE 35, SUBTITLE F "PUBLIC WATER SUPPLIES", LATEST REVISION

   THE CONSTRUCTION OF ALL PAVING AND GRADING IMPROVEMENTS SHALL BE GOVERNED BY THE "STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" AND "SUPPLEMENTAL SPECIFICATIONS AND RECURRING SPECIAL PROVISIONS" (OFFICIAL PROVISIONS), LATEST REVISIONS, PREPARED BY THE ILLINOIS DEPARTMENT OF TRANSPORTATION (IDOT), IN CASE OF CONFLICT THE "SPECIAL PROVISIONS" SHALL TAKE PRECEDENCE AND GOVERN, BOTH THE IDOT STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS SHALL HEREWARTER BE REFERRED TO AS THE "IDOT STANDARD SPECIFICATIONS",

   SOIL EROSION AND SEDIMENT CONTROL ON THIS PROJECT SHALL BE GOVERNED BY THE "ILLINOIS URBAN MANUAL", LATEST REVISION.

2. **OWNER AND MUNICIPALITY**

   THE WORD "OWNER" AS USED IN THE SPECIAL PROVISIONS SHALL WHERE APPLICABLE, INCLUDE THE LOCAL MUNICIPALITY OR GOVERNING AUTHORITY.

3. **GUARANTEE PERIOD**

   ALL CONSTRUCTION PERFORMED UNDER THIS CONTRACT SHALL BE GUARANTEED BY THE CONTRACTOR AND HIS SURETY FOR A PERIOD OF TWELVE MONTHS FROM THE DATE OF FINAL ACCEPTANCE BY THE LOCAL MUNICIPALITY. GUARANTEE SHALL INCLUDE OWNER AND CONSULTANT AS ADDITIONAL INSURED PARTIES. BEFORE STARTING THE WORK, CONTRACTOR SHALL FILE WITH OWNER AND CONSULTANT CERTIFICATES OF SUCH INSURANCE, ACCEPTABLE TO OWNER THESE CERTIFICATES SHALL CONTAIN A PROVISION THAT COVERAGES AFFORDED UNDER THE POLICIES WILL NOT BE CANCELLED OR MATERIALLY CHANGED UNTIL AT LEAST FIFTEEN DAYS' PRIOR WRITTEN NOTICE HAS BEEN GIVEN TO OWNER AND CONSULTANT. ANY DEDUCTIBLE OF INSURANCE SHALL BE FILED WITH THE MUNICIPAL CLERK NAMING THE MUNICIPALITY ITS ELECTED AND APPOINTIVE BOARDS, COMMISSIONING, OFFICERS, AGENTS AND EMPLOYEES AS ADDITIONAL INSURED TO COVER, CLAIMS, WHICH MAY ARISE OUT OF THE PERFORMANCE OF THE WORK BY THE APPLICANT OR HIS AGENTS OR CONTRACTORS.

4. **BONDS AND INSURANCE**

   CONTRACTOR SHALL FURNISH PERFORMANCE AND PAYMENT BONDS AS SECURITY FOR THE FAITHFUL PERFORMANCE AND PAYMENT OF ALL HIS OBLIGATIONS UNDER THE PLANS AND SPECIFICATIONS, THESE BONDS SHALL BE IN AMOUNTS AT LEAST EQUAL TO CONTRACT PRICE, AND IN SUCH FORM AND WITH SUCH SURETIES AS ARE LICENSED TO CONDUCT BUSINESS IN THE STATE WHERE THE PROJECT IS LOCATED AND NAMED IN THE CURRENT LIST OF SURETY COMPANIES ACCEPTABLE ON FEDERAL BONDS" AS PUBLISHED BY THE FISCAL SERVICE OF THE BUREAU OF THE AUDIT STAFF BUREAU OF ACCOUNTS, U.S. TREASURY DEPARTMENT. IF THE SURETY ON ANY BOND FURNISHED BY THE CONTRACTOR FOR THIS CONTRACT BECOMES INSOLVENT OR OTHERWISE NOT PERMITTED TO DO BUSINESS IN TERMINATED IN ANY STATE WHERE ANY PART OF THE PROJECT IS LOCATED IN REVOKED, CONTRACTOR SHALL SUBSTITUTE ANOTHER SURETY ACCEPTABLE TO OWNER AND SURETY, BOTH OF WHOM SHALL BE ACCEPTABLE TO OWNER, CONTRACTOR SHALL PURCHASE AND MAINTAIN SUCH INSURANCE AS WILL PROTECT HIM FROM CLAIMS UNDER WORKMEN'S COMPENSATION LAWS, DISABILITY BENEFIT LAWS OR OTHER SIMILAR EMPLOYEE BENEFIT LAWS FROM CLAIMS FOR DAMAGES BECAUSE OF BODILY INJURY, OCCUPATIONAL SICKNESS OR DISEASE, OR DEATH OF HIS EMPLOYEES, AND CLAIMS INSURED BY USUAL PERSONAL INJURY LIABILITY COVERAGE, FROM CLAIMS FOR DAMAGES BECAUSE OF BODILY INJURY OR PROPERTY DAMAGE OUT OF THE OWNERSHIP, MAINTENANCE OR USE OF ANY MOTOR VEHICLE AND FROM CLAIMS FOR INJURY TO OR DESTRUCTION OF TANGIBLE PROPERTY, INCLUDING LOSS OF USE RESULTING THEREFROM, ANY OR ALL OF WHICH MAY ARISE OUT OF OR RESULT FROM CONTRACTORS OPERATIONS UNDER THE PLANS AND SPECIFICATIONS, WHETHER SUCH OPERATIONS BE BY HIMSELF OR BY ANY SUBCONTRACTOR OR ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM OR FOR WHOSE ACTS ANY OF THEM MAY BE LEGALLY LIABLE. THIS INSURANCE SHALL INCLUDE THE APPLICABLE LIABILITY COVERAGES AND BE WRITTEN FOR NOT LESS THAN ANY LIMITS OF LIABILITY AND MAXIMUM DEDUCTIBLES SPECIFIED OR REQUIRED BY LAW, WHICHEVERIS GREATER, SHALL INCLUDE CONTRACTUAL LIABILITY INSURANCE AS SHALL INCLUDE OWNER AND

5. **INDEMNIFICATION**

   CONTRACTOR SHALL INDEMNIFY AND HOLD HARMLESS THE MUNICIPALITY, OWNER AND CONSULTANT, AND THEIR AGENTS AND EMPLOYEES FROM AND AGAINST ALL CLAIMS, DAMAGES, LOSSES AND EXPENSES INCLUDING ATTORNEY'S FEES ARISING OUT OF OR RESULTING FROM THE PERFORMANCE OF THE WORK, PROVIDED THAT ANY SUCH CLAIM, DAMAGE, LOSS OR EXPENSE (A) IS ATTRIBUTABLE TO BODILY INJURY, SICKNESS, DISEASE OR DEATH, OR TO INJURY TO OR DESTRUCTION OF TANGIBLE PROPERTY (OTHER THAN THE WORK ITSELF) INCLUDING THE LOSS OF USE RESULTING THEREFROM AND (B) IS CAUSED IN WHOLE OR IN PART BY ANY NEGLIGENT ACT OR OMISSION OF CONTRACTOR, ANY SUBCONTRACTOR, ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM OR ANYONE FOR WHOSE ACTS ANY OF THEM MAY BE LIABLE, REGARDLESS OF WHETHER OR NOT IT IS CAUSED IN PART BY A PARTY INDEMNIFIED HEREUNDER. IN ANY AND ALL CLAIMS AGAINST OWNER OR CONSULTANT OR ANY OF THEIR AGENTS OR EMPLOYEES BY ANY EMPLOYEE OF CONTRACTOR, ANY SUBCONTRACTOR, ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM OR ANYONE FOR WHOSE ACTS ANY OF THEM MAY BE LIABLE, THE INDEMNIFICATION OBLIGATION SHALL NOT BE LIMITED IN ANY WAY BY ANY LIMITATION ON THE AMOUNT OR TYPE OF DAMAGES, COMPENSATION OR BENEFITS PAYABLE BY OR FOR CONTRACTOR OR ANY SUBCONTRACTOR UNDER WORKMENS COMPENSATION ACTS, DISABILITY BENEFIT ACTS OR OTHER EMPLOYEE BENEFIT ACTS.

6. **LIABILITY LIMITATIONS**

   THE CONTRACTOR AND HIS SUBCONTRACTORS ARE SKILLED AND EXPERIENCED IN THE USE AND INTERPRETATIONS OF PLANS AND SPECIFICATIONS SUCH AS THOSE INCLUDED IN THE BID DOCUMENTS FOR THIS CONTRACT, THEY HAVE CAREFULLY REVIEWED THE PLANS AND SPECIFICATIONS, AND HAVE FOUND THEM FREE OF AMBIGUITIES AND SUITABLE FOR SUCH GOOD PURPOSES. FURTHER, THEY HAVE BASED THEIR BID SOLELY ON THESE DOCUMENTS, NOT RELYING IN ANY WAY ON ANY EXPLANATION OR INTERPRETATION, ORAL OR WRITTEN, FROM ANY OTHER SOURCE, MAKING ASSURED HIMSELF OF THE ADEQUACY OF THE PLANS TO CONFORM TO THE INTENT OF HIS BID. THE CONTRACTOR AGREES AND SHALL REQUIRE HIS SUBCONTRACTORS TO AGREE TO LIMIT THE LIABILITY OF THE OWNER AND THE CONSULTANT TO THE TOTAL AGGREGATE FEE PAID TO THE CONTRACTOR OF THE AMOUNT OF THE CONSULTANT'S TOTAL FEE FOR SERVICES RENDERED ON THIS PROJECT, WHETHER THE CONTRACTOR'S OR SUBCONTRACTOR'S CLAIMS ARE BASED ON ASSUME ANY LIABILITY FOR THE ERRORS, OMISSIONS OR NEGLIGENT ACTS OF THE CONSULTANT.

7. **SAFETY AND PROTECTION**

   CONTRACTOR SHALL BE RESPONSIBLE FOR MAINTAINING, MAINTAINING AND SUPERVISING ALL SAFETY PRECAUTIONS AND PROGRAMS IN CONNECTION WITH THE WORK. HE SHALL TAKE ALL NECESSARY PRECAUTIONS FOR THE SAFETY OF, AND SHALL PROVIDE THE NECESSARY PROTECTION TO PREVENT DAMAGE, INJURY OR LOSS TO:
   A. ALL EMPLOYEES ON THE WORK AND OTHER PERSONS WHO MAY BE AFFECTED THEREBY,
   B. ALL THE WORK AND ALL MATERIALS OR EQUIPMENT TO BE INCORPORATED THEREIN, WHETHER IN STORAGE ON OR OFF THE SITE,
   C. OTHER PROPERTY AT THE SITE OR ADJACENT THERETO, INCLUDING TREES, SHRUBS, LAWNS, WALKS, PAVEMENTS, ROADWAYS, STRUCTURES AND UTILITIES NOT DESIGNATED FOR REMOVAL, RELOCATION OR REPLACEMENT IN COURSE OF CONSTRUCTION.

   CONTRACTOR SHALL COMPLY WITH ALL APPLICABLE LAWS, ORDINANCES, RULES, REGULATIONS AND ORDERS OF ANY PUBLIC BODY HAVING JURISDICTION FOR THE SAFETY OF PERSONS OR PROPERTY OR TO PROTECT THEM FROM DAMAGE, INJURY OR LOSS, HE SHALL ERECT AND MAINTAIN, AS REQUIRED BY THE CONDITIONS AND PROGRESS OF THE WORK, ALL NECESSARY SAFEGUARDS FORTS SAFETY AND PROTECTION. HE SHALL NOTIFY OWNERS OF ADJACENT UTILITIES WHEN PROSECUTION OF THE WORK MAY AFFECT THEM, ALL DAMAGE, INJURY OR LOSS TO ANY PROPERTY REFERRED TO CAUSE, DIRECTLY OR INDIRECTLY, IN WHOLE OR IN PART, BY CONTRACTOR, ANY SUBCONTRACTOR OR ANYONE DIRECTLY OR INDIRECTLY EMPLOYED BY ANY OF THEM OR ANYONE FOR WHOSE ACTS ANY OF THEM MAY BE LIABLE, SHALL BE REMEDIED BY CONTRACTOR, CONTRACTOR'S DUTIES AND RESPONSIBILITIES FOR THE SAFETY AND PROTECTION OF THE WORK SHALL CONTINUE UNTIL SUCH TIME AS ALL THE WORK IS COMPLETED AND CONSULTANT HAS ISSUED A NOTICE TO OWNER AND CONTRACTOR THAT THE WORK IS ACCEPTABLE. CONTRACTOR SHALL DESIGNATE A RESPONSIBLE MEMBER OF HIS ORGANIZATION AT THE SITE WHOSE DUTY SHALL BE THE PREVENTION OF ACCIDENTS. THIS PERSON SHALL BE THE CONTRACTOR'S SUPERINTENDENT UNLESS OTHERWISE DESIGNATED IN WRITING BY CONTRACTOR TO OWNER. IN EMERGENCIES AFFECTING THE SAFETY OF PERSONS OR THE WORK OR PROPERTY AT THE SITE OR ADJACENT THERETO, CONTRACTOR, WITHOUT SPECIAL INSTRUCTION OR AUTHORIZATION FROM CONSULTANT OR OWNER, IS OBLIGATED TO ACT, AT HIS DISCRETION, TO PREVENT THREATENED DAMAGE, INJURY OR LOSS.

8. **SUPERVISION AND SUPERINTENDENCE**

   CONTRACTOR SHALL SUPERVISE AND DIRECT THE WORK EFFICIENTLY AND WITH HIS BEST SKILL AND ATTENTION. HE SHALL BE SOLELY RESPONSIBLE FOR THE MEANS, METHODS, TECHNIQUES, SEQUENCES AND PROCEDURES OF CONSTRUCTION, BUT HE SHALL NOT BE SOLELY RESPONSIBLE FOR THE NEGLIGENCE OF OTHERS IN THE DESIGN OR SELECTION OF A SPECIFIC MEANS, METHOD, TECHNIQUE, SEQUENCE OR PROCEDURE OF CONSTRUCTION WHICH IS INDICATED IN AND REQUIRED BY THE PLANS AND SPECIFICATIONS. CONTRACTOR SHALL BE RESPONSIBLE TO SEE THAT THE FINISHED WORK COMPLIES ACCURATELY WITH THE PLANS AND SPECIFICATIONS. CONTRACTOR SHALL KEEP ON THE WORK AT ALL TIMES DURING ITS PROGRESS, A COMPETENT RESIDENT SUPERINTENDENT, WHO SHALL NOT BE REPLACED WITHOUT WRITTEN NOTICE TO OWNER AND CONSULTANT, EXCEPT UNDER EXTRAORDINARY CIRCUMSTANCES. THE SUPERINTENDENT WILL BE CONTRACTOR'S REPRESENTATIVE AT THE SITE AND SHALL HAVE AUTHORITY TO ACT ON BEHALF OF CONTRACTOR. ALL COMMUNICATIONS GIVEN TO THE SUPERINTENDENT SHALL BE AS BINDING AS IF GIVEN TO CONTRACTOR.

9. **SUBSTITUTE MATERIAL OR EQUIPMENT**

   IF THE GENERAL REQUIREMENTS, LAWS, ORDINANCES OR APPLICABLE RULES OR REGULATIONS PERMIT CONTRACTOR TO FURNISH OR USE A SUBSTITUTE THAT IS EQUAL TO ANY MATERIAL OR EQUIPMENT SPECIFIED, AND IF ANY CONTRACTOR DESIRES TO FURNISH OR USE A PROPOSED SUBSTITUTE, HE SHALL MAKE WRITTEN APPLICATION TO CONSULTANT, OWNER AND VILLAGE FOR APPROVAL OF SUCH A SUBSTITUTE CERTIFYING IN WRITING THAT THE PROPOSED SUBSTITUTE WILL PERFORM ADEQUATELY THE FUNCTION CALLED FOR BY THE GENERAL DESIGN, BE SIMILAR AND OF EQUAL SUBSTANCE TO THAT SPECIFIED AND BE SUITED TO THE SAME USE AND CAPABLE OF PERFORMING THE SAME FUNCTION AS THAT SPECIFIED. STATING WHETHER OR NOT ITS INCORPORATION IN OR USE IN CONNECTION WITH THE PROJECT IS SUBJECT TO THE PAYMENT OF ANY LICENSE FEE OR ROYALTY AND IDENTIFYING ALL VARIATIONS OF THE PROPOSED SUBSTITUTE FROM THAT SPECIFIED AND INDICATING AVAILABLE MAINTENANCE SERVICES. NO SUBSTITUTE SHALL BE ORDERED OR INSTALLED WITHOUT THE WRITTEN APPROVAL OF CONSULTANT WHO WILL BE THE JUDGE OF EQUALITY AND MAY REQUIRE CONTRACTOR TO FURNISH SUCH OTHER DATA ABOUT THE PROPOSED SUBSTITUTE AS HE CONSIDERS PERTINENT. NO SUBSTITUTE SHALL BE ORDERED OR INSTALLED WITHOUT SUCH PERFORMANCE GUARANTEE AND BONDS AS OWNER MAY REQUIRE WHICH SHALL BE FURNISHED AT CONTRACTOR'S EXPENSE.

10. **RECORD DRAWINGS**

    CONTRACTOR SHALL KEEP ONE RECORD COPY OF ALL SPECIFICATIONS, DRAWINGS, ADDENDA, MODIFICATIONS, AND SHOP DRAWINGS AT THE SITE IN GOOD ORDER AND ANNOTATED TO SHOW ALL CHANGES MADE DURING THE CONSTRUCTION PROCESS. THESE SHALL BE AVAILABLE TO CONSULTANT AND SHALL BE DELIVERED TO HIM OR OWNER UPON COMPLETION OF THE PROJECT. CONSULTANT OR OWNER SHALL SUPPLY RECORD DRAWINGS TO THE LOCAL MUNICIPALITY.

11. **INSTRUCTIONS TO CONTRACTORS FROM CONSULTANT**

    THE CONTRACTOR SHALL ONLY ACCEPT INSTRUCTIONS, EITHER VERBAL OR WRITTEN, FROM AUTHORIZED PERSONNEL OF PEARSON, BROWN & ASSOCIATES, INC. THE PERSONNEL SO AUTHORIZED TO ISSUE INSTRUCTIONS TO CONTRACTORS ARE EXCLUSIVELY RONALD ADAMS, ED ZIGORASPOS AND ANGELO ZOGRAFOS, NOT WITHOUT OWNERS PERMISSION.

12. **APPLICATION FOR PAYMENT**

    IF APPROVAL BY THE CONSULTANT AND THE MUNICIPALITY IS REQUIRED FOR THE PROCESSING OF THE APPLICATION FOR PAYMENT, CONTRACTOR SHALL SUBMIT EACH APPLICATION FOR PAYMENT ACCEPTABLE TO CONSULTANT AND SHALL PROVIDE TO THE CONSULTANT ANY AND ALL INFORMATION PERTINENT TO SAID APPLICATION WHETHER REQUESTED SPECIFICALLY OR NOT. CONSULTANT'S APPROVAL IS BASED ON WORK COMPLETED TO DATE OF APPLICATION SUBMITTAL. IF CONTRACTOR HAS AGREED BY CONTRACT AGREEMENT OR IN THE SCOPE OF WORK TO A QUANTITY OF EQUIPMENT OR WORK OPERATIONS OR TO A MINIMUM SUM PER MONTH, THE CONTRACT EXECUTION DATE AND PROCEED AS DIRECTED BY THE OWNER OR HIS REPRESENTATIVE, AND CONTRACTOR DOES NOT PROVIDE THE EQUIPMENT WITH OPERATIONS OR THE NUMBER OF CREWS AS DIRECTED BY OWNER OR HIS REPRESENTATIVE, AND, AS A RESULT, CAUSES DELAYS TO THE PROJECT, THE OWNER OR HIS REPRESENTATIVE RESERVES THE RIGHT TO WITHHOLD PAYMENT FOR PAYMENT UNTIL SUCH TIME AS CONTRACTOR HAS COMPLIED WITH SAID CONTRACT AGREEMENT OR SCOPE OF WORK.

13. **RETENTION**

    ANY AND ALL APPLICATIONS FOR PAYMENT SUBMITTED TO CONSULTANT SHALL HAVE A TEN PERCENT (10%) RETAINED UNTIL SUCH TIME AS ONE HUNDRED PERCENT (100%) OF THE WORK REQUESTED OF SAID CONTRACTOR HAS BEEN COMPLETED, UPON COMPLETION OF ONE HUNDRED (100%) PERCENT OF THE WORK, THE RETENTION SHALL BE REDUCED TO FIVE (5%) PERCENT AS CONTRACTOR HAS APPLIED FOR AND OBTAINED TESTING AND OBTAINED IN WRITING FINAL ACCEPTANCE, CONTRACTOR SHALL SUBMIT A REQUEST FOR FINAL PAYMENT, WITH TESTING, APPROVAL AND ACCEPTANCE OF THE WORK, THE RETENTION SHALL BE REDUCED TO TWO PERCENT (2%) UNTIL ONE YEAR AFTER THE DATE OF FINAL ACCEPTANCE AT WHICH TIME ALL MONIES DUE CONTRACTOR SHALL BE APPROVED FOR PAYMENT UNLESS CONTRACTOR HAD FAILED TO PERFORM IN ACCORDANCE WITH THE PLANS AND SPECIFICATIONS AND WRITTEN OR VERBAL INSTRUCTIONS FROM ENGINEER REGARDING FAULTY MATERIAL AND/OR WORKMANSHIP.

14. **CONFLICT BETWEEN COMPONENT PARTS OR SPECIFICATIONS**

    IN THE EVENT THAT ANY PROVISION IN ANY OF THE FOLLOWING COMPONENT PARTS OF THESE SPECIFICATIONS CONFLICT WITH ANY PROVISION IN ANOTHER OF THE FOLLOWING COMPONENT PARTS, THE PROVISION IN THE COMPONENT PART FIRST LISTED SHALL GOVERN OVER ANY OTHER COMPONENT PART WHICH FOLLOWS IT, EXCEPTING THEIR WORK WITH THE ACTUAL CONDITIONS SAID COMPONENT PARTS ARE THE FOLLOWING:

    A. PLANS
    B. ADDENDUM TO SPECIFICATIONS
    C. SPECIAL PROVISIONS
    D. STANDARD SPECIFICATIONS

15. **PERMITS**

    THE OWNER OR CONSULTANT SHALL MAKE APPLICATION FOR THE FOLLOWING PERMITS: IEPA: NPDES PERMIT FOR STORMWATER DISCHARGE PERMIT
    IEPA: NOI, WATER MAIN, SANITARY SEWER

II. GENERAL NOTES

1. NO CONSTRUCTION PLANS SHALL BE USED FOR CONSTRUCTION UNLESS SPECIFICALLY MARKED "FOR CONSTRUCTION". PRIOR TO COMMENCEMENT OF CONSTRUCTION, THE CONTRACTOR SHALL "ATTEST" ALL CONSTRUCTION PLANS AND SPECIFICATIONS. THEIR WORK WITH THE ACTUAL CONDITIONS AT THE JOB SITE, IF THERE ARE ANY DISCREPANCIES FROM WHAT IS SHOWN ON THE CONSTRUCTION PLANS, HE SHALL IMMEDIATELY REPORT SAME TO THE CONSULTANT BEFORE DOING ANY WORK, OTHERWISE THE CONTRACTOR ASSUMES FULL RESPONSIBILITY. IN THE EVENT OF DISAGREEMENT BETWEEN ANY OF THE SPECIFIC CONTRACT DOCUMENTS AND/OR BETWEEN THE PLANS AND SPECIAL DETAILS, CONTRACTOR SHALL SECURE WRITTEN INSTRUCTIONS FROM THE CONSULTANT PRIOR TO PROCEEDING WITH ANY PART OF THE WORK INVOLVED IN THE DISAGREEMENT. IN THE ABSENCE OF SUCH INSTRUCTION, THE CONTRACTOR WILL BE CONSIDERED TO HAVE PROCEEDED AT HIS OWN RISK AND EXPENSE.IN THE EVENT OF ANY DOUBT OR QUESTION ARISING WITH RESPECT TO THE TRUE MEANING OF ANY PORTION OF THE PLANS OR SPECIFICATIONS, THE DECISION OF THE CONSULTANT SHALL BE FINAL AND CONCLUSIVE.

2. THE CONTRACTOR SHALL MAKE ARRANGEMENTS FOR THE PROPER BRACING, SHORING AND OTHER REQUIRED PROTECTIVE MEASURES NECESSARY TO MAINTAIN SUPPORT FOR ALL EXCAVATIONS. HE SHALL BE RESPONSIBLE FOR ANY DAMAGE TO THE STREETS OR ROADWAYS AND ASSOCIATED STRUCTURES AND APPURTENANCES, ADJACENT PROPERTY AND UTILITIES RESULTING FROM SUCH WORK.

3. IF LINE AND GRADE STAKES ARE PROVIDED BY CONSULTANT, STAKES WILL BE SET AT THE OWNER'S EXPENSE ONE TIME AND ONE TIME ONLY. CONTRACTORS SHALL NOTIFY THE CONSULTANT THAT STAKES WILL BE NEEDED AT LEAST 3 WORKING DAYS IN ADVANCE OF STARTING THEIR WORK. ADDITIONAL SETTING WILL BE MADE AT CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL PROTECT CONSTRUCTION OPERATIONS, ANY AND ALL REQUIRED RESTAKING WILL BE PERFORMED BY THE CONSULTANT AT THE EXPENSE OF THE CONTRACTOR. IT SHALL BE THE RESPONSIBILITY OF EACH CONTRACTOR TO PROTECT STAKES PROVIDED FOR HIS USE AND TO REPORT TO THE CONSULTANT IMMEDIATELY ANY DISTURBANCES OR DISCREPANCIES FOUND. BENCH MARKS AND/OR MONUMENTS PROVIDED, LOT CORNER IRONS ARE TO BE CONSIDERED AS CONTROL.

   OFTEN TIMES, CURB GRADE STAKES ARE PLACED AT A 4' OFFSET TO BACK OF CURB AT THE REQUEST OF THE CONTRACTOR TO AVOID THE MOST MISTAKES, THIS ALSO ALLOWS FOR OVER EXCAVATION FOR SEWER OR STORM SEWER TRENCH, AND NOT SOLID GROUND, CURB GRADE STAKES MAY LOSE THEIR INTEGRITY DUE TO A RAIN EVENT, HEAVY MACHINERY TRAFFIC, AND THE LIKE,THEREFORE, THE CURB CONTRACTOR SHALL CHECK THE CURB GRADES BEFORE POURING CONCRETE AND NOTIFY THE ENGINEER TO REPORT ANY IRREGULARITIES TO THE CONSULTANT, THE CURB CONTRACTOR SHALL ALSO VERIFY THAT ALL STAKES HAVE BEEN REMOVED BEFORE POURING CONCRETE DRIVEWAYS, SHIC PATHS, EMERGENCY ACCESSES, ETC.) ARE IN PLACE PRIOR TO POURING OF ANY CURB.

4. EASEMENTS FOR THE EXISTING UTILITIES, BOTH PUBLIC AND PRIVATE, AND UTILITIES WITH PUBLIC RIGHTS-OF-WAY ARE SHOWN ON THE PLANS ACCORDING TO AVAILABLE RECORDS, THE CONTRACTOR SHALL BE RESPONSIBLE FOR DETERMINING THE EXACT LOCATION IN THE FIELD OF THESE UTILITY EASEMENTS AND SHALL CONFLICT WITH ANY PROPOSED CONSTRUCTION OPERATIONS. IF EXISTING UTILITY LINES OF ANY NATURE ARE ENCOUNTERED WHICH CONFLICT IN LOCATION WITH NEW CONSTRUCTION, THE CONTRACTOR SHALL NOTIFY THE CONSULTANT IMMEDIATELY SO THAT THE CONFLICT MAY BE RESOLVED.

5. WHENEVER THE PERFORMANCE OF WORK IS INDICATED ON THE PLANS, AND NO ITEM IS INCLUDED IN THE CONTRACT FOR PAYMENT, THE WORK SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT AND NO ADDITIONAL COMPENSATION WILL BE ALLOWED.

6. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE INSTALLATION AND MAINTENANCE OF ADEQUATE SIGNS, TRAFFIC CONTROL DEVICES, AND WARNING DEVICES TO INFORM AND PROTECT THE PUBLIC DURING ALL PHASES OF CONSTRUCTION INCLUDING NIGHTTIME AND WEEKEND WORK AS REQUIRED IN ACCORDANCE WITH THE ILDOT STANDARD SPECIFICATIONS. ADEQUATE LIGHTING SHALL BE MAINTAINED FROM DUSK TO DAWN AT ALL LOCATIONS WHERE CONSTRUCTION OPERATIONS WARRANT, AT HIS DISCRETION BY THE CONSULTANT, MUNICIPALITY OR GOVERNING AGENCY. ALL TRAFFIC CONTROL WORK SHALL BE DONE IN ACCORDANCE WITH THE ILDOT, STANDARD PROCEDURES, AND THE FEDERAL HIGHWAY ADMINISTRATION'S "MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES", LATEST EDITION.

7. CONTRACTORS SHALL KEEP PUBLIC STREET PAVEMENTS CLEAN OF DIRT AND DEBRIS AND, WHEN NECESSARY, SHALL WASH THEM AS DIRECTED BY THE ENGINEER.

8. PRIOR TO COMMENCEMENT OF UNDERGROUND CONSTRUCTION, THE GRADING CONTRACTOR SHALL OBTAIN FROM THE OWNER AND/OR CONSULTANT VERIFICATION OF ELEVATIONS TO PLUS OR MINUS ONE TENTH OF A FOOT (0.01') OF PROPOSED SUB-GRADE AND APPROVALS OF COMPACTION.

9. DURING CONSTRUCTION OPERATIONS THE CONTRACTOR SHALL ENSURE POSITIVE SITE DRAINAGE AT THE CONCLUSION OF EACH DAY. SITE DRAINAGE MAY BE ACHIEVED BY DITCHING, PUMPING OR ANY OTHER ACCEPTABLE METHOD, THE CONTRACTOR'S FAILURE TO PROVIDE THE ABOVE WILL PRECLUDE ANY POSSIBLE CLAIMS FOR ADDITIONAL COMPENSATION REQUESTED DUE TO DELAYS OR UNSUITABLE MATERIALS CREATED AS A RESULT THEREOF.

10. IT SHALL BE THE RESPONSIBILITY OF EACH RESPECTIVE CONTRACTOR TO REMOVE FROM THE SITE ANY AND ALL MATERIALS THEREON WHICH RESULT FROM HIS CONSTRUCTION OPERATIONS AT NO ADDITIONAL EXPENSE TO THE OWNER.

11. THE CONSULTANT, MUNICIPALITY AND OWNER ARE NOT RESPONSIBLE FOR THE CONSTRUCTION MEANS, METHODS, TECHNIQUES, SEQUENCES OR PROCEDURES, TIME OF PERFORMANCE, PROGRAMS OR FOR ANY WORKER SAFETY PRECAUTIONS OR PROGRAMS IN CONNECTION WITH THE WORK. EACH CONTRACTOR IS RESPONSIBLE FOR EXECUTION OF HIS WORK IN ACCORDANCE WITH THE CONTRACT DOCUMENTS AND AS DESIGNATED BY THE CONSULTANT.

12. ELECTRIC,TELEPHONE, AND GAS, AND OTHER UTILITY COMPANIES HAVE UNDERGROUND AND/OR OVERHEAD SERVICE FACILITIES IN THE VICINITY OF THE PROPOSED WORK. THE CONTRACTOR SHALL BE RESPONSIBLE FOR THE DESIGN OR SELECTION OF A SPECIFIC MEANS, METHOD, TECHNIQUE, SEQUENCE OR PROCEDURE OF CONSTRUCTION WHICH IS INDICATED IN AND REQUIRED BY THE PLANS AND SPECIFICATIONS. CONTRACTOR SHALL BE RESPONSIBLE TO SEE THAT THE FINISHED WORK COMPLIES ACCURATELY WITH THE PLANS AND SPECIFICATIONS. CONTRACTOR SHALL KEEP ON THE WORK AT ALL TIMES DURING ITS PROGRESS, A COMPETENT RESIDENT SUPERINTENDENT, WHO SHALL NOT BE REPLACED WITHOUT WRITTEN NOTICE TO OWNER AND CONSULTANT, EXCEPT UNDER EXTRAORDINARY CIRCUMSTANCES. THE SUPERINTENDENT WILL BE CONTRACTOR'S REPRESENTATIVE AT THE SITE AND SHALL HAVE AUTHORITY TO ACT ON BEHALF OF CONTRACTOR. ALL COMMUNICATIONS GIVEN TO THE SUPERINTENDENT SHALL BE AS BINDING AS IF GIVEN TO CONTRACTOR.

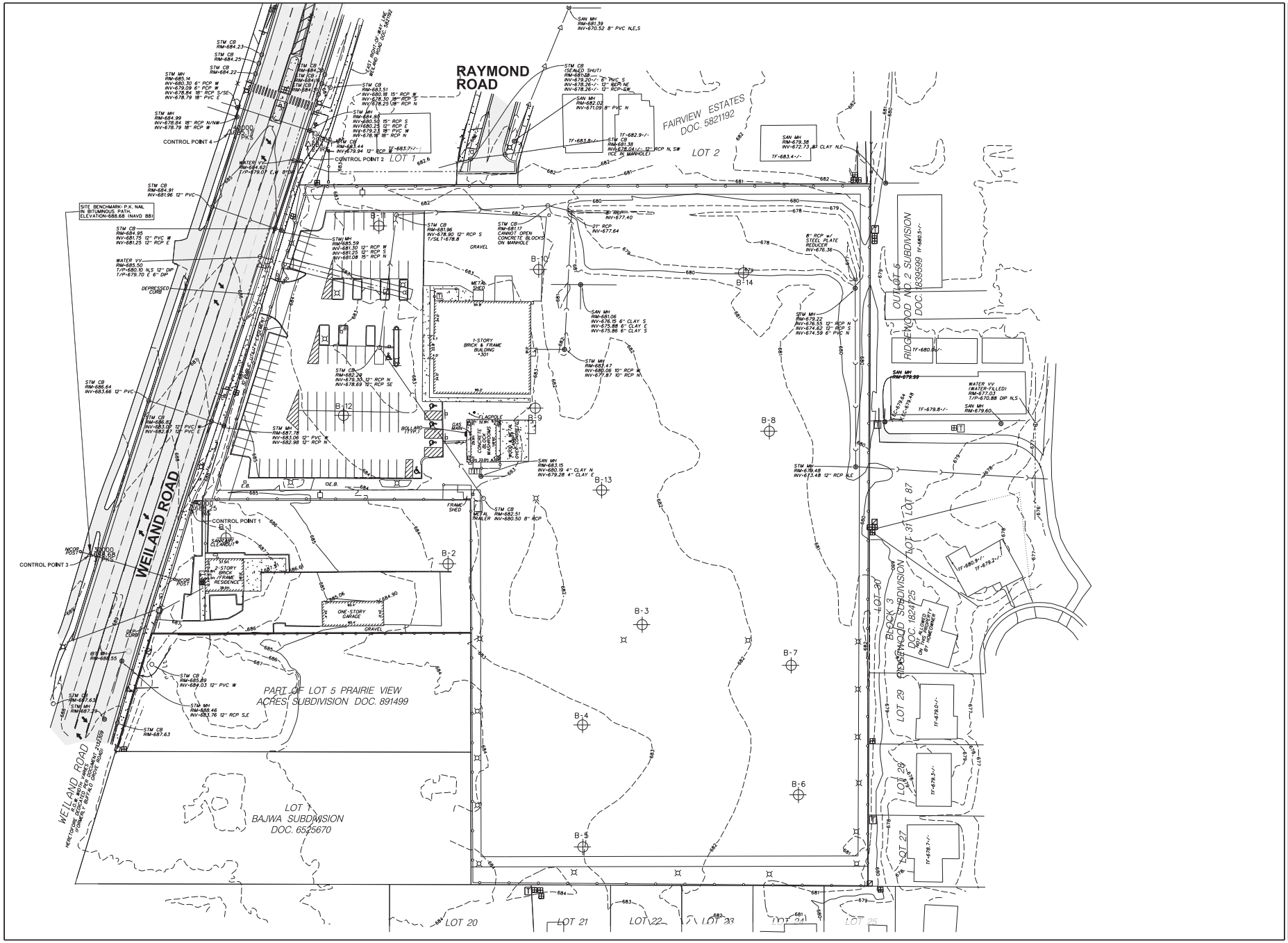
13. IF THE SCHEDULE REQUIREMENTS OF THE CONTRACTOR TO ARRANGE FOR THE RELOCATION OR BRACING OF EXISTING UTILITY POLES THAT MAY BE WITHIN THE WORKING LIMITS OF THE CONTRACT, IT IS EXPRESSLY UNDERSTOOD THAT ALL WORK AND COSTS CONNECTED WITH THESE UTILITY POLES, THEIR TEMPORARY RELOCATIONS, ETC., SHALL BE THE RESPONSIBILITY OF THE OWNER/DEVELOPER AND/OR CONTRACTOR.

14. ALL PAVEMENT, CURB AND GUTTER, DRIVEWAYS, SIDEWALKS, TREES, SHRUBS, BUSHES, LAWNS, FENCES, AND ALL OTHER STRUCTURES REQUIRED TO BE REMOVED, SHALL BE REPLACED AND/OR RESTORED AS DIRECTED BY THE OWNER TO FORMER ORIGINAL CONDITION. ALL RESTORATION NOT COVERED IN THE CONTRACT QUANTITIES OR SPECIFICATIONS SHALL BE CONSIDERED INCIDENTAL TO THE CONTRACT.

15. THE CONTRACTOR SHALL COMPLY WITH ALL STATE AND FEDERAL SAFETY REGULATIONS AS OUTLINED IN THE LATEST REVISIONS OF THE FEDERAL CONSTRUCTION SAFETY STANDARDS (SERIES 1926) AND WITH APPLICABLE PROVISIONS AND REGULATIONS OF THE OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION (OSHA)STANDARDS OF THE WILLIAMS STEIGER OCCUPATIONAL HEALTH STATE SAFETY ACT OF 1970(REVISED), THE CONTRACTOR, CONSULTANT AND OWNER SHALL EACH BE RESPONSIBLE FOR HIS OWN RESPECTIVE AGENTS AND EMPLOYEES.

16. CHANGES IN THE CONSULTANT'S ENGINEERING PLANS MUST BE APPROVED BY BOTH THE DESIGN CONSULTANT AND THE MUNICIPAL ENGINEERS. A WRITTEN REQUEST, ACCOMPANIED BY REVISED ENGINEERING PLANS, IS TO BE SUBMITTED TO BOTH AND APPROVED BY BOTH BEFORE CHANGES ARE STARTED.

17. DRAIN TILES MAY EXIST ON THE SUBJECT PROPERTY. THEIR LOCATIONS MAY BE KNOWN AND/OR UNKNOWN AND MAY EXTEND OFFSITE EITHER UPSTREAM OR DOWNSTREAM. ALL EXISTING ONSITE DRAINAGE DRAIN TILES SHALL BE ABANDONED BY TRENCH REMOVAL PRIOR TO OTHER DEVELOPMENT ACTIVITIES, IF ANY EXISTING DRAIN TILE (MAINLINE, SUBMAIN OR LATERAL) CONTINUE OFFSITE TO UPLAND WATERSHEDS, THE CONTRACTOR GRADING AND/OR UNDERGROUND SHALL NOTIFY CONSULTANT FOR DIRECTION AND MUST MAINTAIN DRAINAGE SERVICE DURING CONSTRUCTION UNTIL NEW STORM SEWER CAN BE INSTALLED FOR A PERMANENT CONNECTION OR BE REROUTED WITH NEW PIPE OF SIMILAR SIZE, MATERIAL, CAP



BUFFALO GROVE, ILLINOIS

PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1899 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4707
E-MAIL ADDRESS: pba@pearsonbrown.com

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HIGHBURY CLUB

DESIGNED BY: D.S.H.
DRAWN BY: A.Z.
CHECKED BY: A.K.A.
ORIGINAL ISSUE: 07/23/25

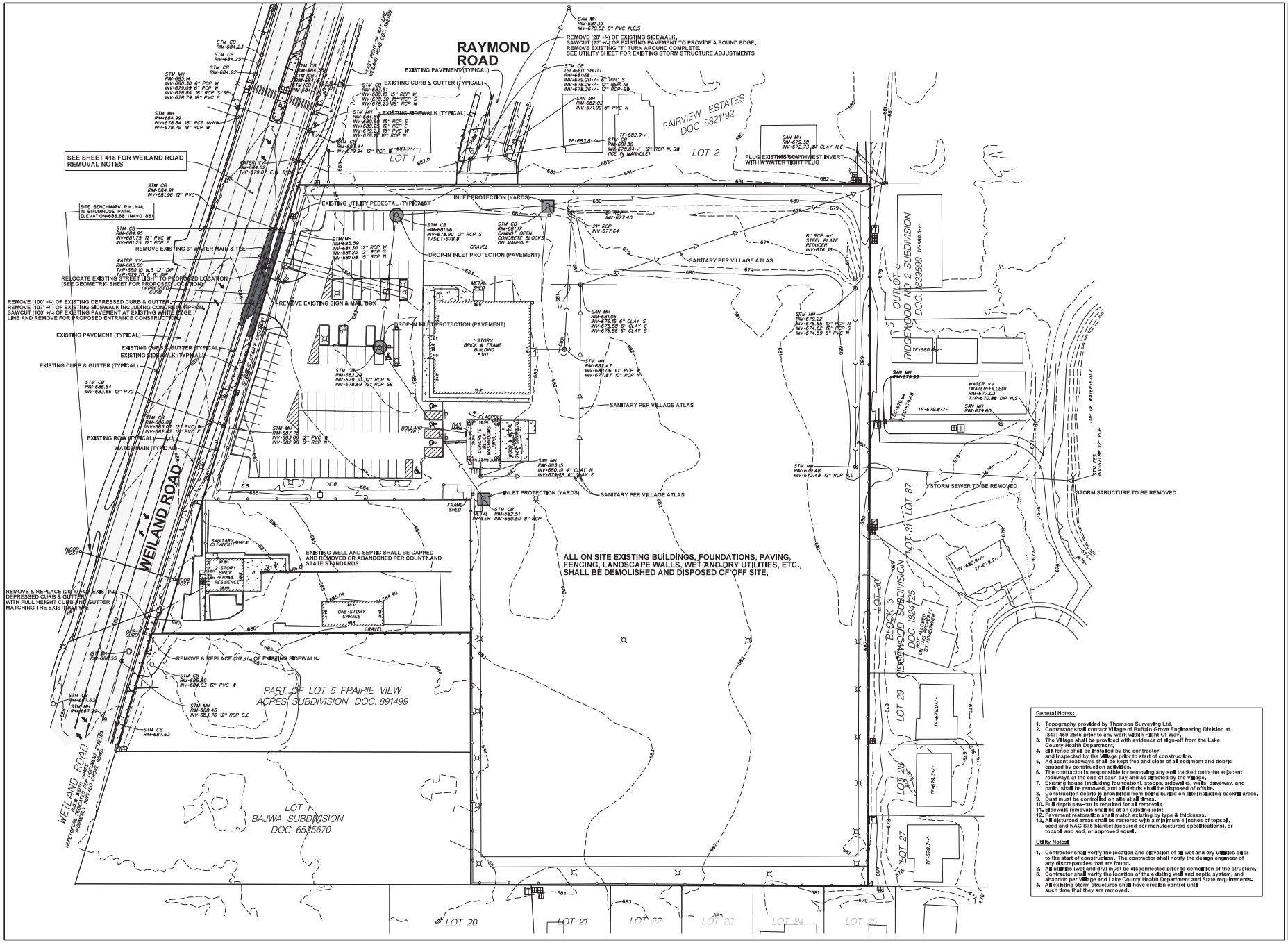
DATE	BY	DESCRIPTION
10/10/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS

REVISIONS

EXISTING CONDITIONS

SHEET NUMBER **3** OF 18 SHEETS

JOB No. 24190



General Notes:

1. Topography provided by Thomson Surveying Ltd.
2. Contractor shall contact Village of Buffalo Grove Engineering Division at (847) 459-2545 prior to any work within Right-Of-Way.
3. The Village shall be provided with evidence of sign-off from the Lake County Health Department.
4. Silt fence shall be installed by the contractor and inspected by the Village prior to start of construction.
5. Adjacent roadways shall be kept free and clear of all sediment and debris caused by construction activities.
6. The contractor is responsible for removing any soil tracked onto the adjacent roadways at the end of each day and as directed by the Village.
7. Existing house (including foundation), stoops, sidewalks, walls, driveway, and patio, shall be removed, and all debris shall be disposed of offsite.
8. Construction debris is prohibited from being buried on-site including backfill areas.
9. Dust must be controlled on site at all times.
10. Full depth saw-cut is required for all removals
11. Sidewalk removals shall be at an existing joint
12. Pavement restoration shall match existing by type & thickness.
13. All disturbed areas shall be restored with a minimum 4-inches of topsoil, seed and NAG S75 blanket (secured per manufacturers specifications), or topsoil and sod, or approved equal.

Utility Notes:

1. Contractor shall verify the location and elevation of all wet and dry utilities prior to the start of construction. The contractor shall notify the design engineer of any discrepancies that are found.
2. All utilities (wet and dry) must be disconnected prior to demolition of the structure.
3. Contractor shall verify the location of the existing well and septic system, and abandon per Village and Lake County Health Department and State requirements.
4. All existing storm structures shall have erosion control until such time that they are removed.

PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1859 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4789
E-MAIL ADDRESS: pba@pearsonbrown.com
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BUFFALO GROVE, ILLINOIS

HIGHBURY CLUB

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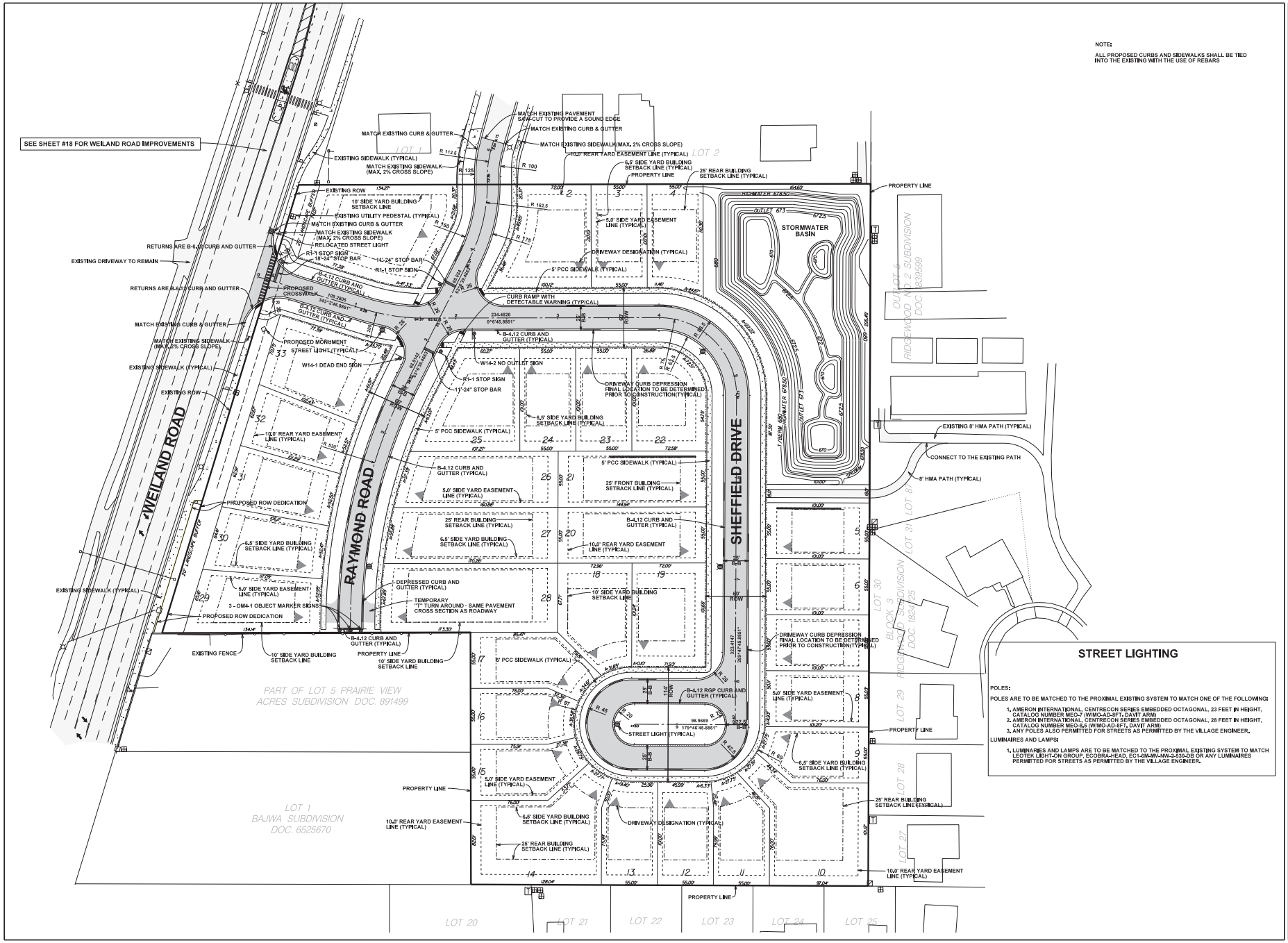
REVISIONS

DEMOLITION PLAN

SHEET NUMBER 4 OF 18 SHEETS

JOB No. 24190



NORTH

SCALE: 1" = 40'

PEARSON, BROWN & ASSOCIATES, INC.
BUFFALO GROVE, ILLINOIS
CONSULTING ENGINEERS
1859 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4797
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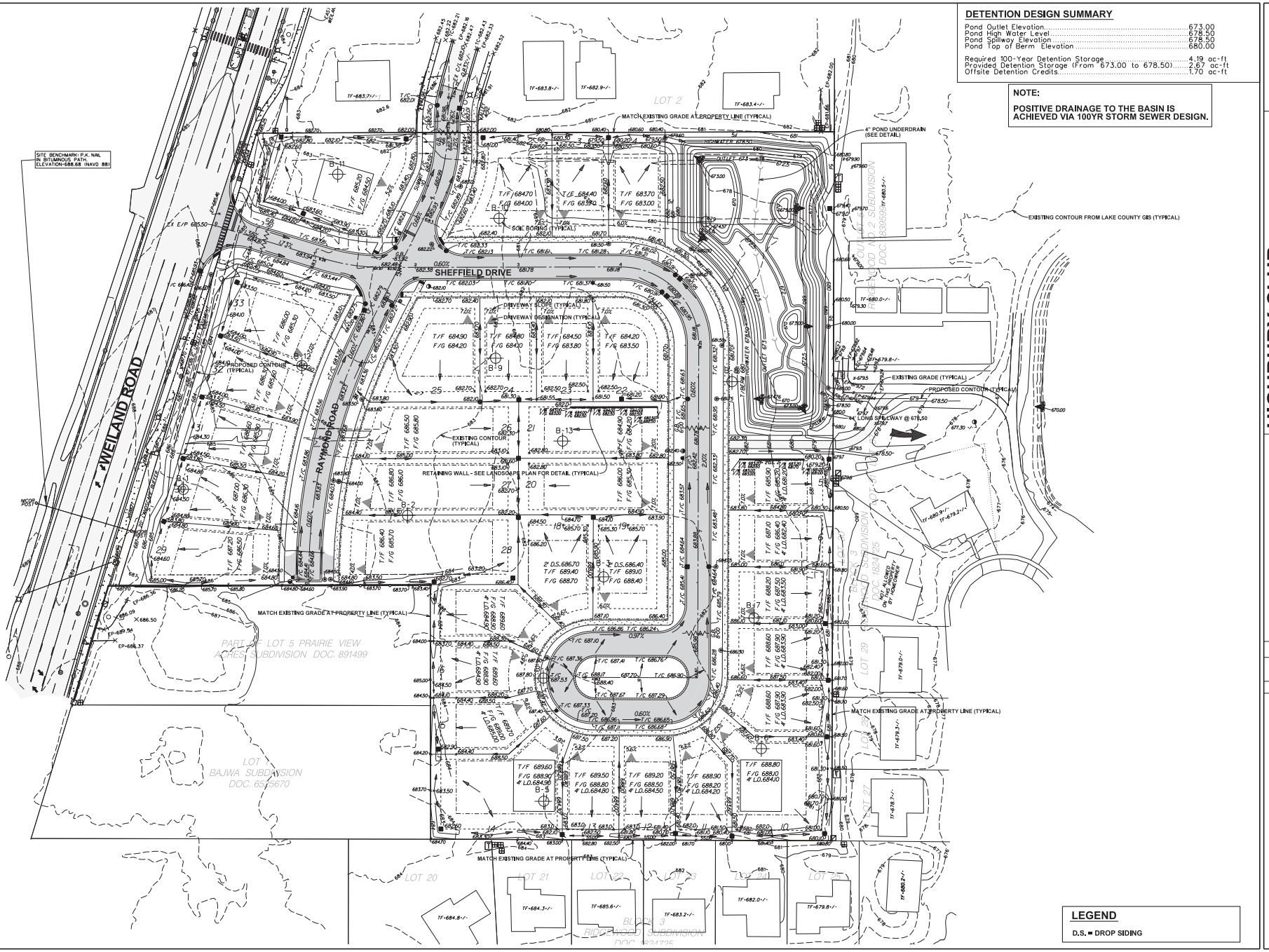
GEOMETRICS PLAN

SHEET NUMBER 5 OF 18 SHEETS

JOB No. 24190



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BUFFALO GROVE, ILLINOIS
CONSULTING ENGINEERS
1859 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4707
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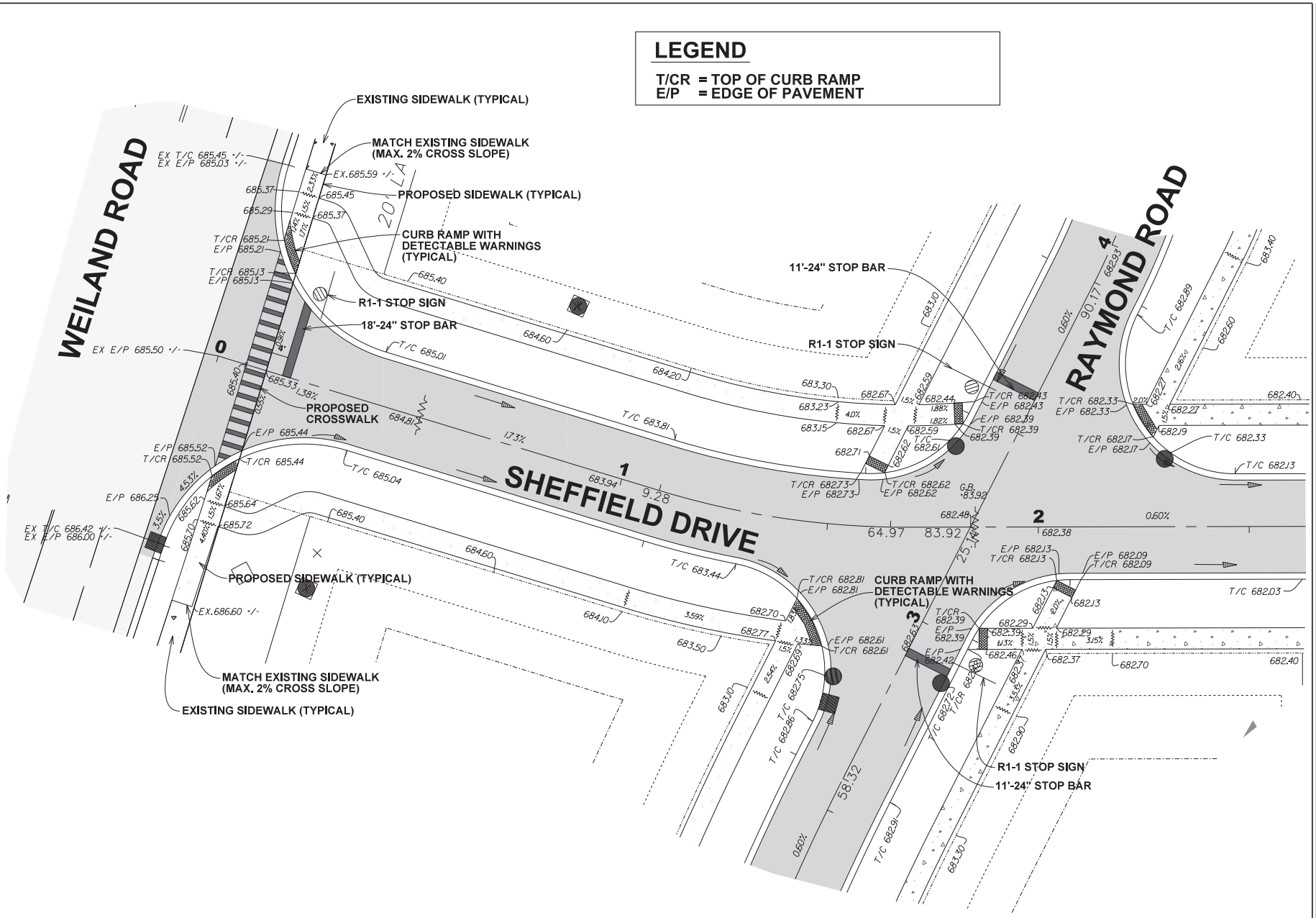
REVISIONS

GRADING PLAN

SHEET NUMBER
6
OF 18 SHEETS

JOB No. 24190



NORTH

SCALE: 1" = 10'

HIGHBURY CLUB

BUFFALO GROVE, ILLINOIS

PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1650 W. WINCHESTER ROAD • SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4827
E-MAIL ADDRESS: pba@pearsonbrown.com

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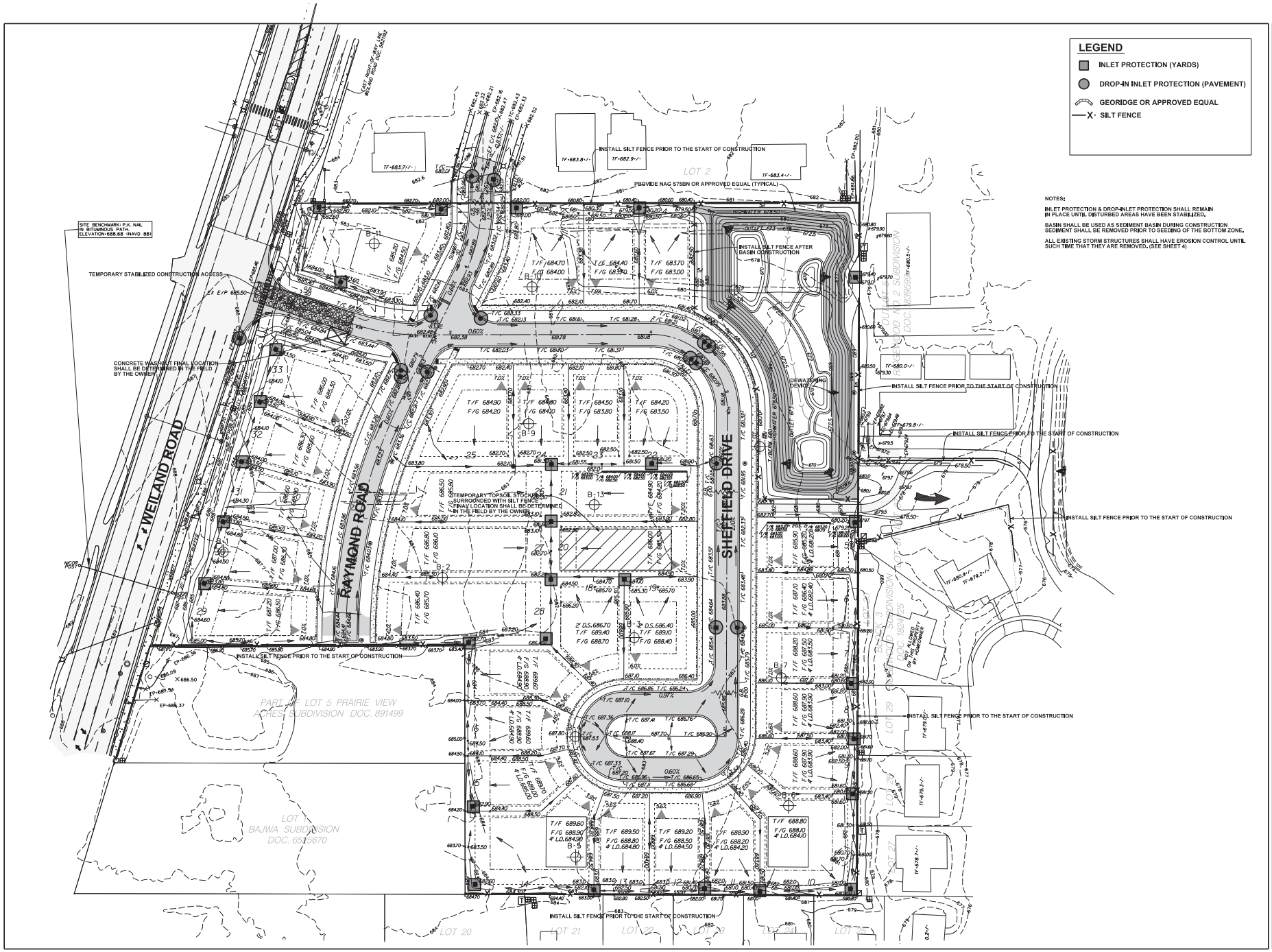
REVISIONS

ADA GRADING PLAN

SHEET NUMBER 7 OF 18 SHEETS

JOB No. 24190



PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1899 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4827
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BUFFALO GROVE, ILLINOIS

HIGHBURY CLUB

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DATE	BY	DESCRIPTION
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11/20/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS

REVISIONS

EROSION CONTROL PLAN

SHEET NUMBER
8
OF 18 SHEETS

JOB No. 24190

LAKE COUNTY STORMWATER MANAGEMENT COMMISSION
SOIL EROSION AND SEDIMENT CONTROL CONSTRUCTION NOTES

A. SEDIMENT CONTROL MEASURES SHALL BE INSTALLED PRIOR TO THE COMMENCEMENT OF HYDROLOGIC DISTURBANCE OF UPLAND AREAS.

B. FOR THOSE DEVELOPMENTS THAT REQUIRE A DESIGNATED EROSION CONTROL INSPECTOR (DECI), INSPECTIONS AND DOCUMENTATION SHALL BE PERFORMED, AT A MINIMUM:
- UPON COMPLETION OF SEDIMENT AND RUNOFF CONTROL MEASURES (INCLUDING PERIMETER CONTROLS AND DIVERSIONS), PRIOR TO PROCEEDING WITH ANY OTHER EARTH DISTURBANCE OR GRADING.
- AFTER EVERY SEVEN (7) CALENDAR DAYS OR STORM EVENT WITH GREATER THAN 0.5 INCH OF RAINFALL OR LIQUID EQUIVALENT PRECIPITATION.

C. SOIL DISTURBANCE SHALL BE CONFICTED IN SUCH A MANNER AS TO MINIMIZE EROSION. IF STRIPPING, CLEARING,GRADING, OR LANDSCAPING ARE TO BE DONE IN PHASES, THE PERMITTEE SHALL PLAN FOR APPROPRIATE SOIL EROSION AND SEDIMENT CONTROL MEASURES.

D. A STABILIZED MAT OF CRUSHED STONE MEETING IDOT GRADATION CA-1 UNDERLAIN WITH FILTER FABRIC AND IN ACCORDANCE WITH THE ILLINOIS URBAN MANUAL, OR OTHER APPROPRIATE MEASURE(S) AS APPROVED BY THE ENFORCEMENT OFFIIER, SHALL BE INSTALLED AT ANY POINT WHERE TRAFFIC WILL BE ENTERING OR LEAVING A CONSTRUCTION SITE. SEDIMENT OR SOILREACHING AN IMPROVED PUBLIC RIGHT-OF-WAY, STREET, ALLEY OR PARKING AREA SHALL BE REMOVED BY SCRAPING OR STREETCLEANING AS ACCUMULATIONS WARRANT AND TRANSPORTED TO A CONTROLLED SEDIMENT DISPOSAL AREA.

E. TEMPORARY DIVERSIONS SHALL BE CONSTRUCTED AS NECESSARY TO DIRECT ALL RUNOFF FROM HYDROLOGICALLY DISTURBED AREAS TO AN APPROPRIATE SEDIMENT TRAI OR BASIN.

F. DISTURBED AREAS SHALL BE STABILIZED WITH TEMPORARY OR PERMANENT MEASURES WITHIN SEVEN (7) CAENDAR DAYS FOLLOWING THE END OF ACTIVE HYDROLOGIC DISTURBANCE OR REDISTURBANCE.

G. ALL STOCKPILES SHALL HAVE APPROPRIATE MEASURES TO PREVENT EROSION. STOCKPILES SHALL NOT BE PLACED IN FLOOD PRONE AREAS OR WETLANDS AND DESIGNATED BUFFERS.

H. SLOPES STEEPER THAN 3H:1V SHALL BE STABILIZED WITH APPROPRIATE MEASURESAS APPROVED BY THE ENFORCEMENTOFFICER.

I. APPROPRIATE EROSION CONTROL BLANKET SHALL BE INSTALLED ON ALL INTERIOR DETENTION BASIN SIDE SLOPES BTWEEN THE NORMAL WATER LEVEL AND HIGH WATER LEVEL.

J. STORM SEWERS THAT ARE OR WILL BE FUNCTIONING DURING CONSTRUCTION SHALL BE PROTECTED BY AN APPROPRILTE SEDIMENT CONTROL MEASURE.

K. IF DEWATERING SERVICES ARE USED,ADJOINING PROPERTIES AND DISCHARGE LOCATIONS SHALL BE PROTECTED FROMEROSION AND SEDIMENTATION. DISCHARGES SHALL BE ROUTED THROUGH AN APPROVED ANIONIC POLYMER DEWATERING SYSTEMOR A SIMILAR MEASURE AS APPROVED BY THE ENFORCEMENT OFFICER. DEWATERING SYSTEMS SHOULD BE INSPECTED DAILY DURING OPERATIONAL PERIODS. THE ENFORCEMENT OFFICER, OR APPROVED REPRESENTATIVE, MUST BE PRESENT AT THE COMMENCEMENT OF DEWATERING ACTIVITIES.

L. IF INSTALLED SOIL EROSION AND SEDIMENT CONTROL MEASURES DO NOT MINIMIZE SEDIMENT LEAVING THE DEVELOPMENT SITE, ADDITIONAL MEASURES SUCH AS ANIONIC POLYMERS OR FILTRATION SYSTEMS MAY BE REQUIRED BY THE ENFORCEMENT OFFICER.

M. ALL TEMPORARY AND PERMANENT EROSION CONTROL MEASURES MUST BE MAINTAINED AND REPAIRED AS NEEDED. HI PROPERTY OWNER'S SHALL BE ULTIMATELY RESPONSIBLE FOR MAINTENANCE AND REPAIR.

N. ALL TEMPORARY SEDIMENT CONTRO, MEASURES SHALL BE REMOVED WITHIN 30 DAYS AFTER FINAL SITE STABILIZATIO IS ACHIEVED OR AFTER THE TEMPORARY MEASURES ARE NO LONGER NEEDED.

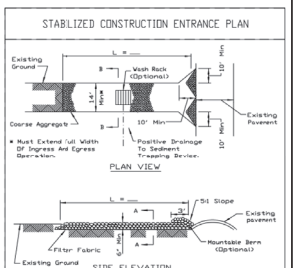
O. THE EROSION CONTROL MEASURES INDICATED ON THE PLANS ARE THE MINIMUM REQUIREMENTS. ADDITIONAL MEAURES MAY BE REQUIRED, AS DIRECTED BY THE ENGINEER, ENFORCEMENT OFFICER, OR OTHER GOVERNING AGENCY.

TYPICAL CONSTRUCTION SEQUENCING

1. INSTALLATION OF SOIL EROSION AND SEDIMENT CONTROL SEISC MEASURES
   - A. SELECTIVE VEGETATION REMOVAL FOR SILT FENCE INSTALLATION
   - B. SILT / CONSTRUCTION FENCE INSTALLATION
   - C. CONSTRUCTION FENCING AROUND AREAS NOT TO BE DISTURBED
   - D. STABILIZED CONSTRUCTION ENTRANCE
2. TREE REMOVAL WHERE NECESSARY (CLEAR & GRUB)
3. CONSTRUCT WATER QUALITY / RVR / SEDIMENT COLLECTION BASIN
4. STRIP TOPSOIL, STOCKPILE TOPSOIL AND GRADE SITE
5. TEMPORARILY STABILIZE TOPSOIL STOCKPILES (SEED AND SILT FENCE AROUND TOE OF SLOPE)
6. INSTALL STORM SEWER, SANITARY SEWER, WATER AND ASSOCIATED INLET & OUTLET PROTECTION
7. PERMANENTLY STABILIZE UPPER ZONES OF THE WATER QUALITY / RVR BASIN WITH SEED AND EROSION CONTROL BLANKET PER LANDSCAPE PLANS LOWER ZONE TO REMAIN OVER-EXCAVATED FOR SEDIMENT COLLECTION UNTIL CONTRIBUTING DRAINAGE AREAS ARE STABILIZED.
8. TEMPORARILY STABILIZE ALL AREAS INCLUDING LOTS THAT HAVE REACHED TEMPORARY GRADE
9. INSTALL ROADWAYS
10. PERMANENTLY STABILIZE ALL OUTLOT AREAS
11. INSTALL STRUCTURES AND GRADE INDIVIDUAL LOTS
12. PERMANENTLY STABILIZE LOTS
13. COMPLETE FINAL GRADING AND SEEDING/PLANTING OF WATER QUALITY / RVR BASIN.
14. REMOVE ALL TEMPORARY SE/SC MEASURES AFTER THE SITE IS STABILIZED WITH VEGETATION

* SOIL EROSION AND SEDIMENT CONTROL MAINTENANCE MUST OCCUR WEEKLY AND AFTER EVERY ONE-HALF INCH (1/2") OR GREATER RAINFALL EVENT

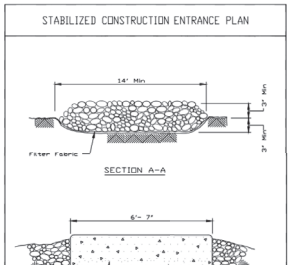
STABLIZED CONSTRUCTION ENTRANCE PLAN



NOTES:
1. Filter fabric shall meet the requirements of material specification 590 GEOTEXTILE, Table 1 or 2, Class I, II or IV and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class III compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

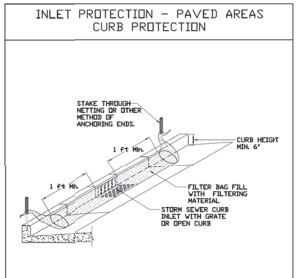
REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service — STANDARD SVC. NO. IL-630 — SHEET 1 OF 1 — DATE 8-18-14

STABILIZED CONSTRUCTION ENTRANCE PLAN



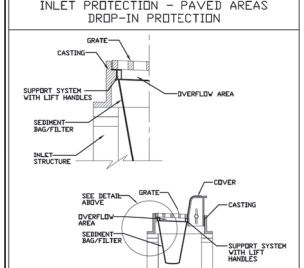
REFERENCE: Project, Designed, Checked, Approved — Date
NRCS Natural Resources Conservation Service — STANDARD SVC. NO. IL-630 — SHEET 2 OF 2 — DATE 8-18-14

INLET PROTECTION - PAVED AREAS CURB PROTECTION



REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD SVC NO. DUM-561C — SHEET 1 OF 1 — DATE 01-11-11

INLET PROTECTION - PAVED AREAS DROP-IN PROTECTION



REFERENCE: Project, Designed, Checked, Approved — Date
STANDARD SVC NO. DUM-561D — SHEET 1 OF 1 — DATE 01-11-11

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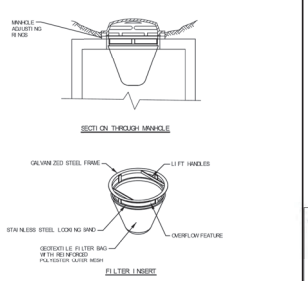
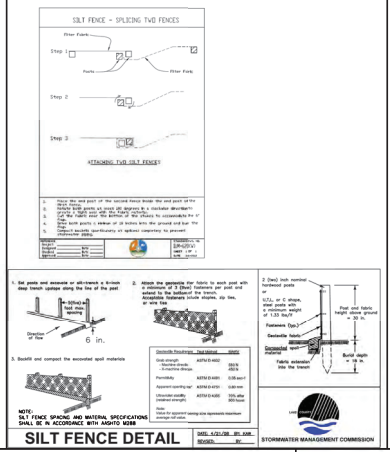
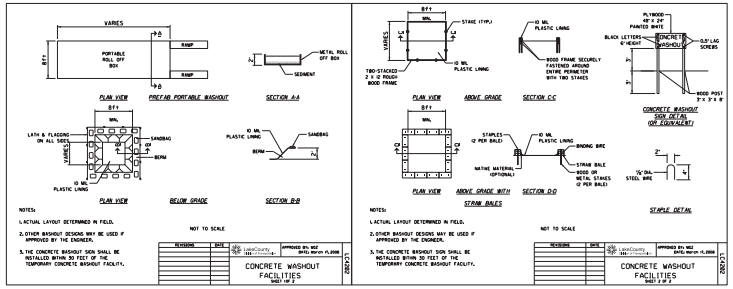


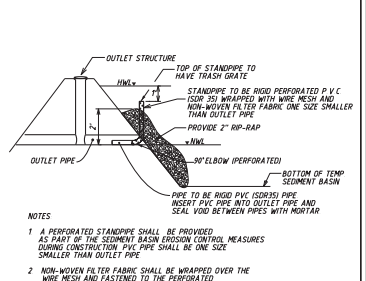
TEMPORARY SILTATION BASKET INSTALLATION BETWEEN INLET FRAME AND GRATE



SILT FENCE DETAIL

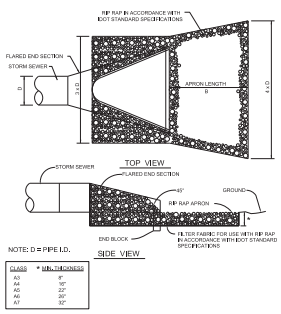
STORMWATER MANAGEMENT COMMISSION





NOTES
1. A PERFORATED STANDPIPE SHALL BE PROVIDED AS PART OF THE SEDIMENT BASIN EROSION CONTROL MEASURES DURING CONSTRUCTION. PVC PIPE SHALL BE ONE SIZE SMALLER THAN OUTLET PIPE
2. NON-WOVEN FILTER FABRIC SHALL BE WRAPPED OVER THE WIRE MESH AND FASTENED TO THE PERFORATED STANDPIPE WITH STRAPPING OR CONNECTING BANDS
3. WHEN THE SEDIMENT BASIN IS NO LONGER REQUIRED FOR SEDIMENT CONTROL, THE ENTIRE STANDPIPE ASSEMBLY SHALL BE REMOVED

DEWATERING DEVICE



NOTE: D = PIPE I.D.

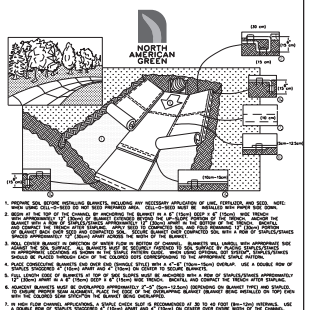
CLASS	* MIN. THICKNESS
A3	8"
A4	10"
A5	22"
A6	20"
A7	32"

PIPE DIAMETER (IN.)	STONE RIP-RAP							BEDDING	
	QUALITY DESIGNATION	GRADATION NUMBER	MINIMUM THICKNESS (IN.)	MINIMUM APRON LENGTH (FT.)	WEIGHT (LB.)	WEIGHT PERCENTAGE (%)	USE DENSITY (%)	GRADATION NUMBER	MINIMUM THICKNESS (IN.)
12	C	3	12"	4'	1-50	10	4.5	NOT	REQ'D.
15	C	3	14"	5'	1-50	10	4.5	NOT	REQ'D.
18	C	4	16"	6'	1-50	40	7	1	6"
24	B	4	20"	8'	1-150	40	7	1	6"
27 / 30	B	4	22"	10'	1-150	40	7	1	6"
36	B	5	24"	12'	3-400	90	10	1	8"
42 / 48	B	6	28"	16'	6-400	170	12	2	10"
60	B	6	36"	20'	6-400	170	12	2	10"
72	B	6	44"	24'	6-400	170	12	2	10"

NOTE:
1. FOR PIPE 72" AND LARGER A SPECIAL DESIGN OF RIP-RAP OR APRON IS REQUIRED.
2. GRADATION REFER TO IDOT SPECIFICATIONS AND STANDARDS.

STONE RIP RAP DETAIL

CHANNEL INSTALLATION



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING COIL-O-SEED DO NOT SEED PREPARED AREA. COIL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE CHANNEL BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. UNROLL BLANKETS DOWN CHANNEL IN DIRECTION OF FLOW. OVERLAP SUCCESSIVE BLANKETS 4" (10cm) OVER EACH OTHER WITH UPSTREAM BLANKET ON TOP. STAPLE BLANKETS IN A STAGGERED PATTERN AT 3' (1m) INTERVALS. USE 2 ROWS OF STAPLES/STAKES APPROXIMATELY 4" (10cm) APART IN THE BOTTOM OF THE CHANNEL. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL CENTER BLANKETS IN DIRECTION OF WATER FLOW IN BOTTOM OF CHANNEL. BLANKETS WILL OVERLAP WITH APPROXIMATELY 3" (8cm) OF BLANKET BEING OVERLAPPED BY THE ADJACENT BLANKET. USE A DOUBLE ROW OF STAPLES/STAKES APPROXIMATELY 4" (10cm) APART IN AN APPROXIMATELY STAGGERED PATTERN TO SECURE BLANKETS. WHEN USING OPTIONAL SPT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. LAY BLANKETS LOOSELY AND STAKE SUFFICIENTLY TO MAINTAIN DIRECT CONTACT WITH THE SOIL. DO NOT STRETCH. STAPLE/STAKE SEQUENTIALLY DOWN THE CHANNEL. USE A DOUBLE ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART ACROSS THE WIDTH OF THE BLANKET.
5. FULL LENGTH EDGE OF BLANKETS AT TOP OF SIDE SLOPES MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
6. ADJACENT BLANKETS MUST BE OVERLAPPED APPROXIMATELY 3"-4" (8cm-12.5cm) DEPENDING ON BLANKET TYPE) AND STAPLED. WHEN USING DOUBLE NORTH AMERICAN GREEN BLANKETS, PLACE THE FIRST BLANKET 3" (8cm) OVER THE SECOND BLANKET WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
7. IN HIGH FLOW CHANNEL APPLICATIONS, A DOUBLE CHECK SLOT IS RECOMMENDED AT 30 TO 40 FOOT (8m-12m) INTERVALS. USE A DOUBLE ROW OF STAPLES SPACED 4" (10cm) APART AND 4" (10cm) ON CENTER OVER ENTIRE WIDTH OF THE CHANNEL.
8. THE TERMINAL END OF THE BLANKETS MUST BE ANCHORED WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.

CRITICAL POINTS
A. OVERLAPS AND SEAMS
B. CHANNEL CENTER FLOW
C. CHANNEL SIDESLOPE AND SLOPE INTERFACE

NOTE:
1. HORIZONTAL STAPLE SPACING SHOULD BE ALTERED AS NECESSARY TO ALLOW STAPLES TO SECURE THE CRITICAL POINTS ALONG THE CHANNEL SURFACE.
2. IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY ANCHOR THE BLANKETS.

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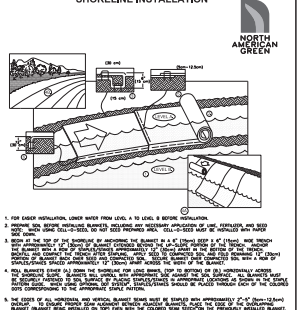
SHORELINE INSTALLATION



1. FOR EASIER INSTALLATION, LOWER WATER FROM LEVEL A TO LEVEL B BEFORE INSTALLATION.
2. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING COIL-O-SEED, DO NOT SEED PREPARED AREA. COIL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
3. BEGIN AT THE TOP OF THE SHORELINE BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. UNROLL BLANKETS ALONG SHORELINE IN DIRECTION OF WATER FLOW. OVERLAP SUCCESSIVE BLANKETS 4" (10cm) OVER EACH OTHER WITH UPSTREAM BLANKET ON TOP. STAPLE BLANKETS IN A STAGGERED PATTERN AT 3' (1m) INTERVALS. USE 2 ROWS OF STAPLES/STAKES APPROXIMATELY 4" (10cm) APART IN THE BOTTOM OF THE SHORELINE. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
4. ROLL BLANKETS (EVAP 0.) DOWN OR ACROSS SHORELINE. TOP TO BOTTOM OR (B.) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL OVERLAP WITH APPROXIMATELY 3" (8cm) OF BLANKET BEING OVERLAPPED BY THE ADJACENT BLANKET. USE A DOUBLE ROW OF STAPLES/STAKES APPROXIMATELY 4" (10cm) APART IN AN APPROXIMATELY STAGGERED PATTERN TO SECURE BLANKETS. WHEN USING OPTIONAL SPT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
5. THE EDGES OF ALL HORIZONTAL AND VERTICAL BLANKET SEAMS MUST BE STAPLED WITH APPROXIMATELY 2"-3" (5cm-12.5cm) OVERLAP. WHEN USING DOUBLE NORTH AMERICAN GREEN BLANKETS, PLACE THE FIRST BLANKET 3" (8cm) OVER THE SECOND BLANKET WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
6. TERMINATE BLANKETS AT TOP OF SLOPE BY PLACING END OVER END TRIANGLE STAPLE PATTERN WITH AN APPROXIMATE 3" (8cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE:
*IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

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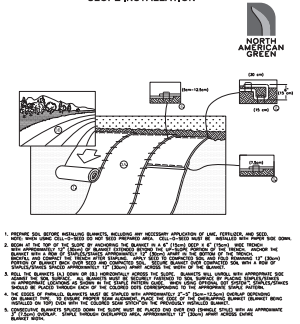
SLOPE INSTALLATION



1. PREPARE SOIL BEFORE INSTALLING BLANKETS, INCLUDING ANY NECESSARY APPLICATION OF LIME, FERTILIZER, AND SEED. NOTE: WHEN USING COIL-O-SEED DO NOT SEED PREPARED AREA. COIL-O-SEED MUST BE INSTALLED WITH PAPER SIDE DOWN.
2. BEGIN AT THE TOP OF THE SLOPE BY ANCHORING THE BLANKET IN A 6" (15cm) DEEP X 6" (15cm) WIDE TRENCH WITH APPROXIMATELY 12" (30cm) OF BLANKET EXTENDED BEYOND THE UP-SLOPE PORTION OF THE TRENCH. ANCHOR THE BLANKET WITH A ROW OF STAPLES/STAKES APPROXIMATELY 12" (30cm) APART IN THE BOTTOM OF THE TRENCH. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING. UNROLL BLANKETS DOWN SLOPE IN DIRECTION OF WATER FLOW. OVERLAP SUCCESSIVE BLANKETS 4" (10cm) OVER EACH OTHER WITH UPSTREAM BLANKET ON TOP. STAPLE BLANKETS IN A STAGGERED PATTERN AT 3' (1m) INTERVALS. USE 2 ROWS OF STAPLES/STAKES APPROXIMATELY 4" (10cm) APART IN THE BOTTOM OF THE SLOPE. BACKFILL AND COMPACT THE TRENCH AFTER STAPLING.
3. ROLL THE BLANKETS (L) DOWN OR (R) HORIZONTALLY ACROSS THE SLOPE. BLANKETS WILL OVERLAP WITH APPROXIMATELY 3" (8cm) OF BLANKET BEING OVERLAPPED BY THE ADJACENT BLANKET. USE A DOUBLE ROW OF STAPLES/STAKES APPROXIMATELY 4" (10cm) APART IN AN APPROXIMATELY STAGGERED PATTERN TO SECURE BLANKETS. WHEN USING OPTIONAL SPT SYSTEM, STAPLES/STAKES SHOULD BE PLACED THROUGH EACH OF THE COLORED DOTS CORRESPONDING TO THE APPROPRIATE STAPLE PATTERN.
4. THE EDGES OF ALL HORIZONTAL AND VERTICAL BLANKET SEAMS MUST BE STAPLED WITH APPROXIMATELY 2"-3" (5cm-12.5cm) OVERLAP. WHEN USING DOUBLE NORTH AMERICAN GREEN BLANKETS, PLACE THE FIRST BLANKET 3" (8cm) OVER THE SECOND BLANKET WITH THE COLORED SEAM STITCH ON THE PREVIOUSLY INSTALLED BLANKET.
5. TERMINATE BLANKETS AT/OVER EDGE THE SLOPE MUST BE PLACED END OVER END TRIANGLE STAPLE WITH AN APPROXIMATE 3" (8cm) OVERLAP. STAPLE THROUGH OVERLAPPED AREA, APPROXIMATELY 12" (30cm) APART ACROSS ENTIRE BLANKET WIDTH.

NOTE:
*IN LOOSE SOIL CONDITIONS, THE USE OF STAPLE OR STAKE LENGTHS GREATER THAN 6" (15cm) MAY BE NECESSARY TO PROPERLY SECURE THE BLANKETS.

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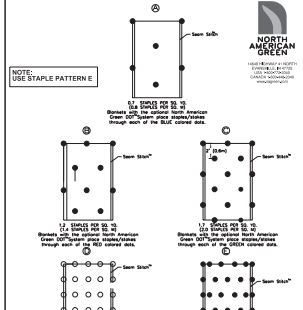
STAPLE PATTERN GUIDE



*Location of Seam Stitch will vary depending on North American Green product type: –Approx. 5" seam overlap for BioNet erosion control blankets

HIGHBURY CLUB
BUFFALO GROVE, ILLINOIS
PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD • SUITE 205
LIBERTYVILLE, IL • 60048
PHONE: (847) 367-4787
FAX: (847) 367-4792
E-MAIL ADDRESS: pbi@pearsonbrown.com

DESIGNED BY: D.S.H.
DRAWN BY: A.P.
CHECKED BY: A.K.S.
ORIGINAL ISSUE: 07/23/25

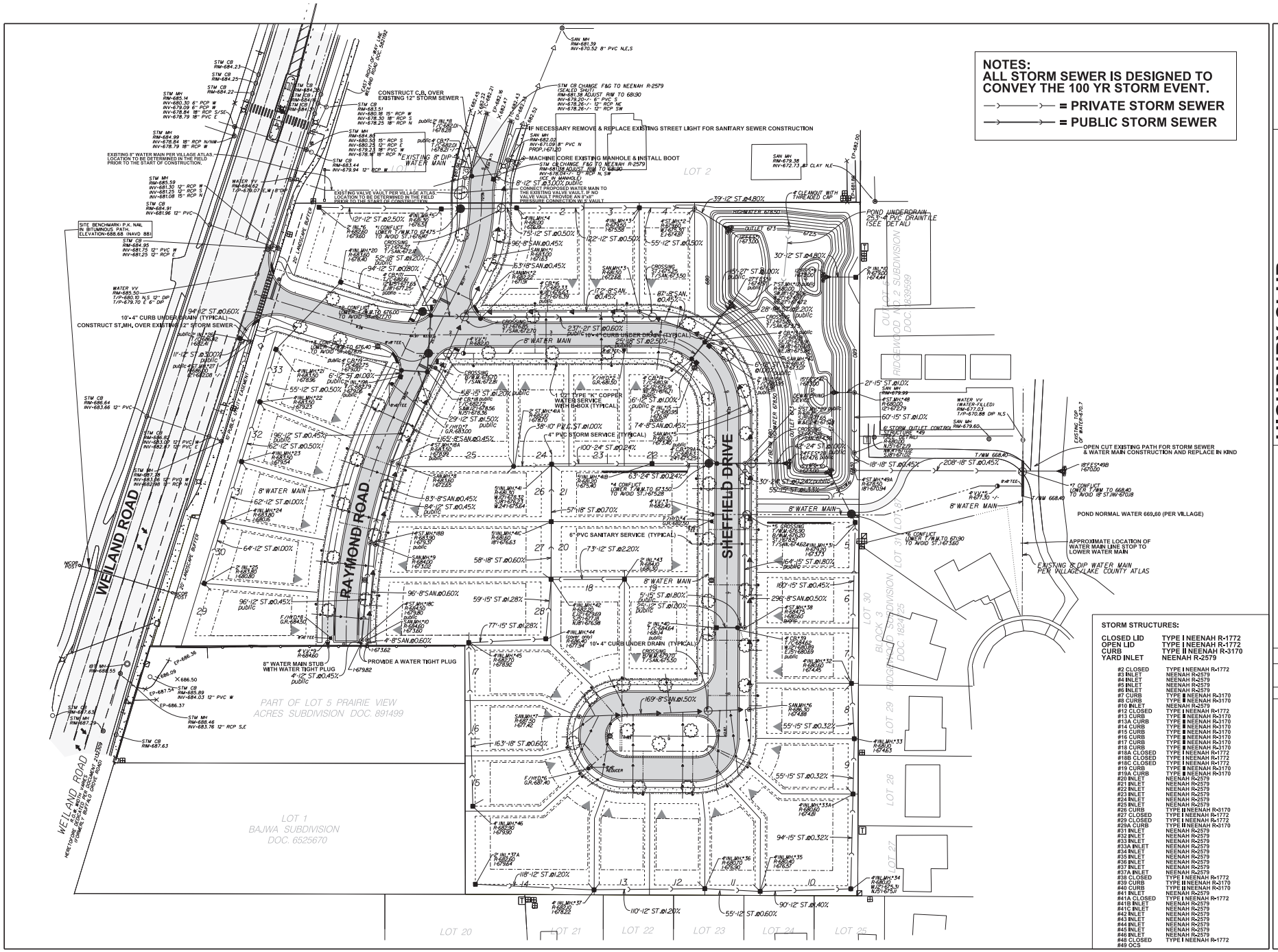
DATE	BY	DESCRIPTION

REVISIONS

EROSION CONTROL NOTES AND DETAILS

SHEET NUMBER 9 OF 18 SHEETS

JOB No. 24190



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CONSULTING ENGINEERS
1859 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4789
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CHECKED BY: A.K.S.
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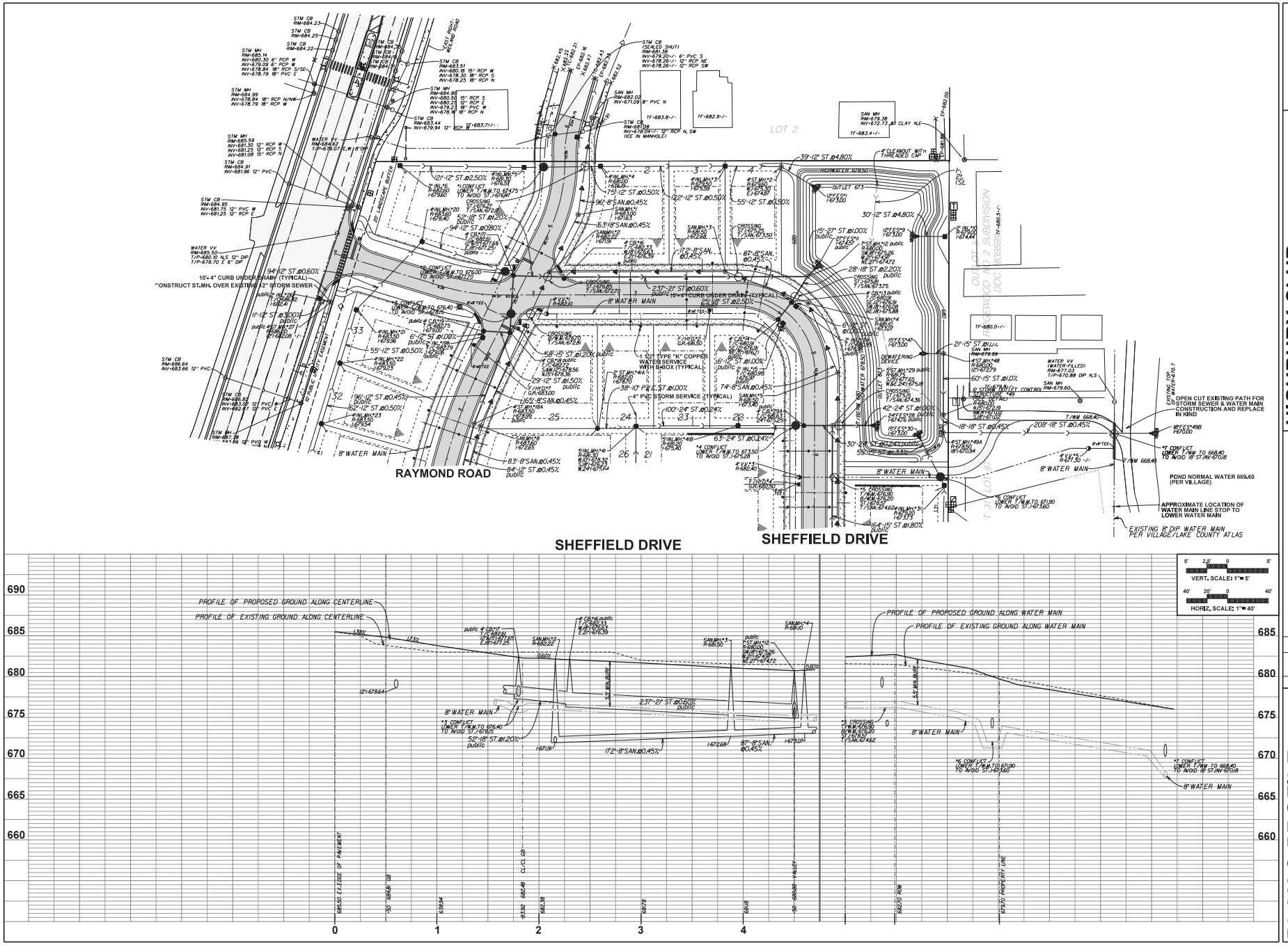
10/10/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS
11/20/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS

REVISIONS

UTILITY PLAN

SHEET NUMBER 10 OF 18 SHEETS

JOB No. 24190



HIGHBURY CLUB

PLAN & PROFILE

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BUFFALO GROVE, ILLINOIS
CONSULTING ENGINEERS
1859 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4707
FAX: (847) 367-4707
E-MAIL ADDRESS: pbs@pearsonbrown.com

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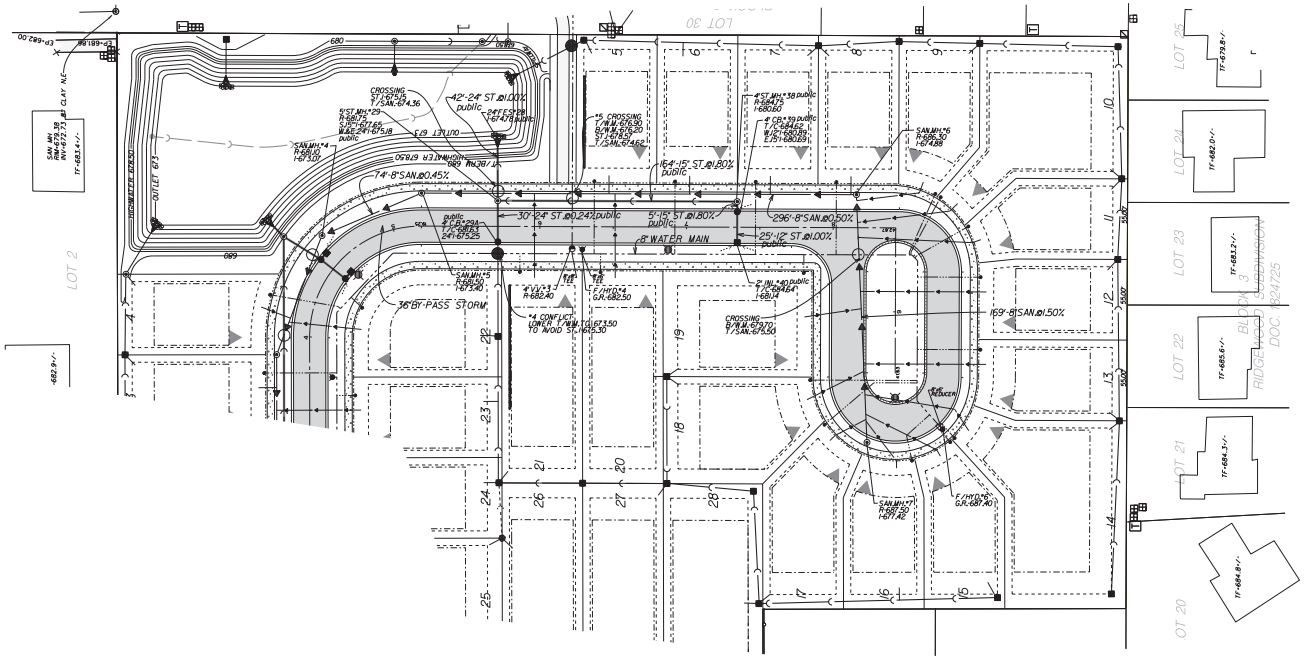
REVISIONS

SHEET NUMBER 11 OF 18 SHEETS

JOB NO. 24190


LOT 2
LOT 30
LOT 25
LOT 24
LOT 23
LOT 22
LOT 21
LOT 20
OUTLET #3
42'-24" ST.@1.00%
public
64'-15" ST.@1.80%
public
30'-24" ST.@0.24%public
5'-15" ST.@1.80%
public
8" WATER MAIN
25'-12" ST.@1.00%
public
74'-8"SAN.@0.45%
296'-8"SAN.@0.50%
169'-8"SAN.@1.50%
36"BY-PASS STORM
*4 CONFLICT
LOWER T/PIPE TO 673.50
TO AVOID ST.=675.30
*5 CROSSING
T/PIPE=676.90
B/PIPE=675.20
ST.=675.81
T/SAL=674.62
CROSSING
B/PIPE=674.70
T/SAN.=675.50
4" INV.=682.40
4" INV.=682.50
F.H.W.L.=682.50
G.F.=687.90
SAN.MH.#4
R=680.10
I=673.01
SAN.MH.#5
R=680.50
SAN.MH.#6
R=686.50
I=674.88
SAN.MH.#7
R=687.50
I=677.42
6'ST.MH.#29 public
R=680.75
I=675.65
W.&E.24'=675.20
4'ST.MH.#38
R=684.75
I=680.60
public
4'DS.MH.#39 public
T/I=684.65
W.&E.=680.25
T/SAL=680.25
SAN.MH.#15
R=680.50
I=673.40
TIE
TIE
F.H.W.L.=682.50
G.F.=687.90
2" INL.=40 public
T/S=684.64
I=680.14
SAN.MH.#17
R=687.50
I=677.42
CATCH BASIN
RIDGE HILL SUBDIVISION
DOC. #924725
BLOCK 3
TF-683.2+/-
TF-682.0+/-
TF-679.8+/-
TF-685.6+/-
TF-684.3+/-
TF-684.8+/-
-682.9+/-
EP-682.00
EP-681.00
SAN MH
R=679.38
INV=673.73
TF-683.4+/-
CLAY N.E.
CROSSING
T/=674.15
T/SAN.=674.36
6'ST.MH.#29
R=680.75
I=675.65
W.&E.24'=675.18
public
24"CP=676.28
I=674.78 public
SAN.MH.#4
R=680.10
I=673.01
MONUMENT
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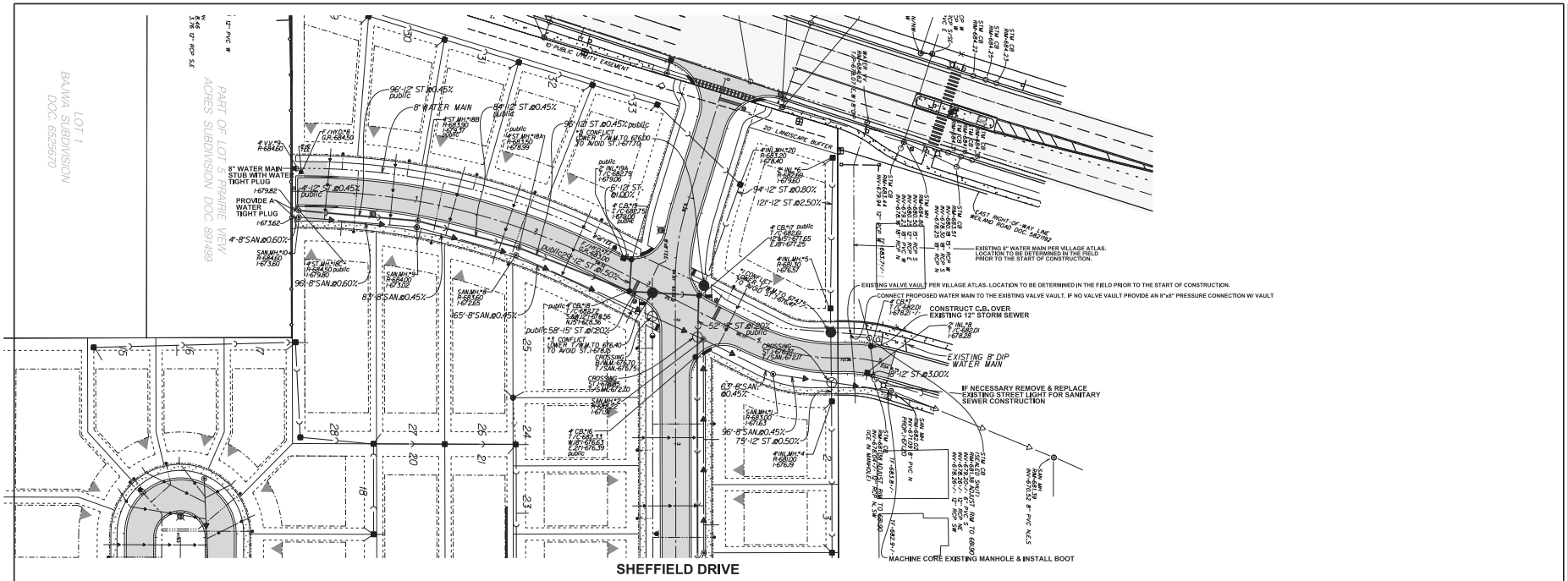

NORTH

PEARSON, BROWN & ASSOCIATES, INC.
BUFFALO GROVE, ILLINOIS
CONSULTING ENGINEERS
1859 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4797
E-MAIL ADDRESS: pbs@pearsonbrown.com

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DRAWN BY: A.Z.
CHECKED BY: A.K.A.
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REVISIONS

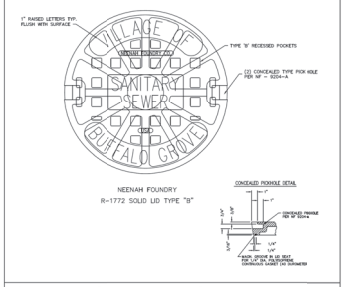
DATE	BY	DESCRIPTION
10/10/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS

PLAN & PROFILE

SHEET NUMBER 13 OF 18 SHEETS

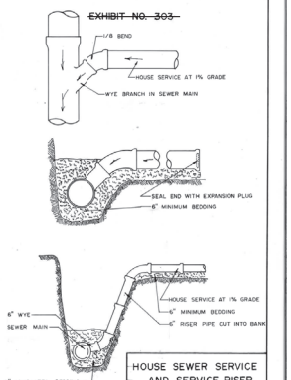
JOB No. 24190

EXHIBIT NO. 301



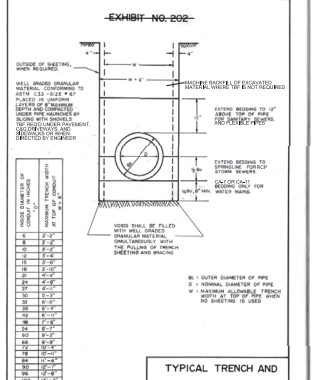
SANITARY SEWER MANHOLE LID DETAIL

EXHIBIT NO. 303



HOUSE SEWER SERVICE AND SERVICE RISER

EXHIBIT NO. 202



TYPICAL TRENCH AND BEDDING DETAIL

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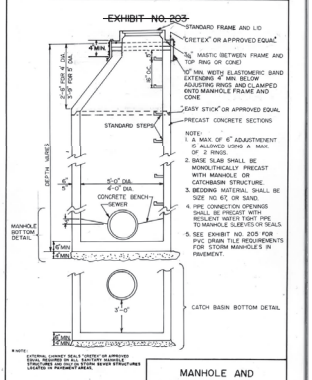

MANHOLE AND CATCHBASIN DETAIL

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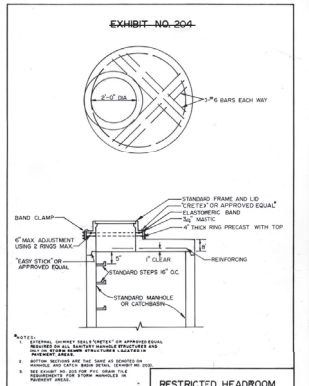
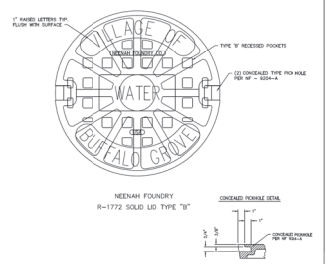


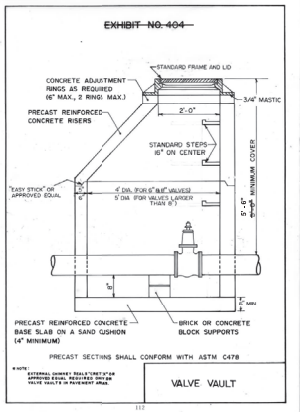
RESTRICTED HEADROOM MANHOLE DETAIL

EXHIBIT NO. 401



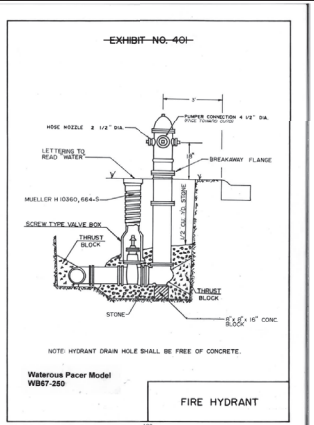
VALVE VAULT LID DETAIL

EXHIBIT NO. 404



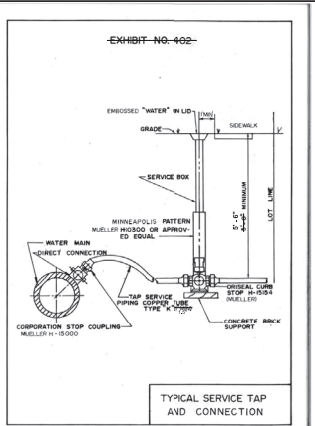
VALVE VAULT

EXHIBIT NO. 401



FIRE HYDRANT

EXHIBIT NO. 402



TYPICAL SERVICE TAP AND CONNECTION

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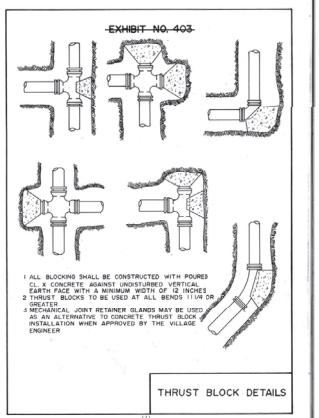
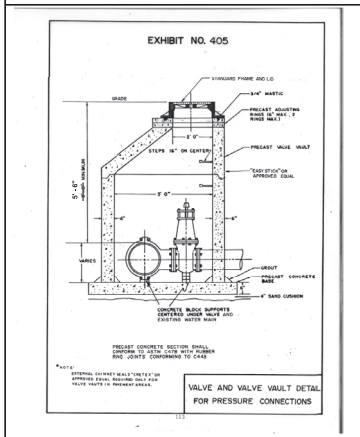


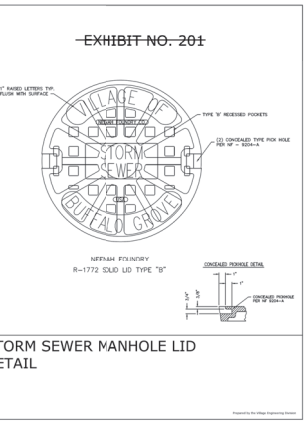
THRUST BLOCK DETAILS

EXHIBIT NO. 405



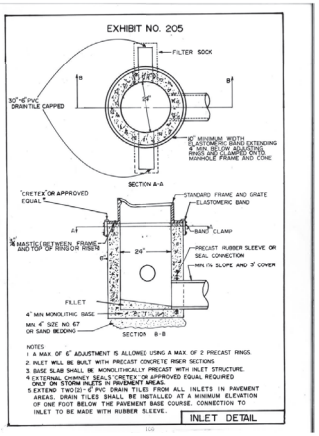
VALVE AND VALVE VAULT DETAIL FOR PRESSURE CONNECTIONS

EXHIBIT NO. 201



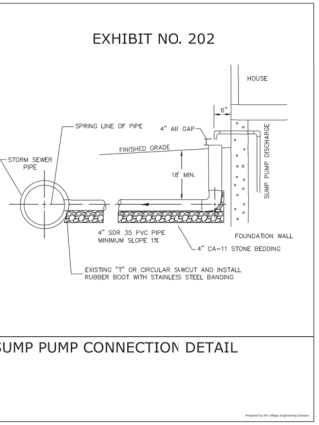
STORM SEWER MANHOLE LID DETAIL

EXHIBIT NO. 205

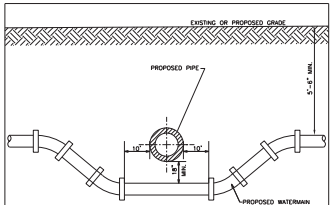


INLET DETAIL

EXHIBIT NO. 202



SUMP PUMP CONNECTION DETAIL



1. HORIZONTAL AND VERTICAL SEPARATION BETWEEN WATERMAINS AND SEWERS SHALL COMPLY WITH IEPA REQUIREMENTS.
2. CONTRACTOR MAY BEND WATERMAIN PIPE UNIFORMLY UNDER SEWERS WITHOUT USING FITTINGS, PROVIDED THAT JOINT DEFLECTION DOES NOT EXCEED 5 DEGREES PER JOINT FOR PIPES UNDER 14" IN DIAMETER.

WATER MAIN LOWERING DETAIL

HIGHBURY CLUB
BUFFALO GROVE, ILLINOIS

PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1850 W. WINCHESTER ROAD - SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4789
E-MAIL ADDRESS: pba@pearsonbrown.com

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DESIGNED BY: D.S.H.
DRAWN BY: A.Z.
CHECKED BY: A.K.S.
ORIGINAL ISSUE: 07/23/25

DATE	BY	DESCRIPTION
10/10/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS
11/20/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS

REVISIONS

DETAILS

SHEET NUMBER 14 OF 18 SHEETS

JOB NO. 24190

EXHIBIT NO.109
MATERIALS LIST

Date of revision: 9/23/10

Water Distribution Material Specifications:

Water main pipe	Ductile Iron Pipe. Pipe class thickness—AWWA C150, minimum thickness, Class 52. Pipe—AWWA C151. Pipe lining—AWWA C104. Fittings—AWWA C153. Joints—mechanical and push-on, AWWA C111. Wrap—4 mil. K-Lam conforming to AWWA C105 A21.5 and AWWA C600. No 90 degree bends allowed. All stainless steel trim.
Valves	American Flow Control, Series 2500 resilient wedge gate valve, All sizes two inch and larger shall be manufactured in accordance with AWWA C500, AWWA C504. Class AWWA C-504 Butterfly Valve for sections inch and above. Joint end—mechanical, AWWA C111. All stainless steel trim.
Valve Vault	All structures shall be monolithically precast with designed openings or mechanically cored in the field and shall have rubber boots conforming to ASTM C-923. Dog house vaults are excluded from these requirements when permitted by Village Engineer. Size: For six and eight inch diameter valves, valve vaults shall have a forty-eight inch inside diameter; for pressure connections and valves ten inches and larger in diameter, valve vaults shall have a sixty inch inside diameter. All valve vault cones must be eccentric cones with valve properly aligned.
Castings	Neenah No. R-1772, embossed per Exhibit No. 401.
Fire Hydrant	Waterous Pacer Model WB67-250, AWWA C502, painted fire engine red above ground, with resilient wedge auxiliary gate valve. Nozzles, two at two and one half inch, one at four and one half inch, with threads conforming to National Standard Fire Hose Coupling Screw Thread as adopted by the city. Break line flange located one inch above finished grade. Joint end, six inch, mechanical or push-on. Stainless steel trim below ground. Auxiliary horses and hydrants shall be a direct flange-to-flange connection.
Fire hydrant extension	Fire hydrant extensions and parts to be manufactured by Waterous only. All stainless steel trim.
Hydrant Valve Box / Valve sewn	Hydrant Valve Box Inlet 664-S. Lid embossed "WATER." Rubber valve box stabilizer required.
Service Pipe	Copper tube, two inches and smaller, ASTM B88, Type K (1" minimum). Flared joints for tubing less than two inches. Confirm to Water main section above. Service upgrade for existing water main requires a stainless steel tap repair clamp. Ford model FS1-CC, minimum length 15" long.
Corporation Stop	Mueller H15000, 1" minimum, AWWA C800. 1" Direct tap or 1 1/4" and larger shall use Ford FCTM2 stainless steel band, epoxy coated saddle.
Curb Stop	Copper service, Mueller H-15154. Ductile iron service, Resilient wedge copper clockwise to open, AWWA C800. Joint end—mechanical, AWWA C111
Curb box	Copper service, Mueller H-10302. Ductile iron service, conform to Hydrant Valve Box section above. Ductile iron service, 6" and larger, conform to Valve Vault section above.
Copper to Copper Fittings	Mueller Company Model #H-15400. An all flared coupling is required; no sweat joint or compression allowed.
Pressure Connections	Ford FTSS style tapping sleeve. American Flow Control Series 2500 tapping valve four inch minimum. All stainless steel trim.

Sanitary Sewer Material Specifications:

Sewer and Service Connection Pipe	Reinforced concrete pipe—circular reinforcement, minimum Class 3, ASTM C76, with epoxy lining. PVC solid wall (SDR-26H) pipe—ASTM D-3034 for six t fifteen inches in diameter.
Sewer and Service Connection Pipe Joints	Reinforced concrete pipe—ASTM C443. PVC solid wall (SDR-26H) pipe—ASTM D-3212 for six to eighteen inches in diameter.
Sewer and Service Connection Pipe Fittings	PVC solid wall (SDR-26H) pipe—ASTM D3034 for six to fifteen inches in diameter.
Casing Pipes	Steel pipe—ASTM A120. three-eighths inch minimum thickness.
Manholes	Sec For sewer eighteen inch diameter or less, manhole shall have a forty-eight inc inside diameter. For sewer twenty-one inch to thirty-six inch diameter, manhole shall have a sixty inch inside diameter. For sewer greater than thirty-six inch diameter, manhole shall have an offset riser pipe of forty-eight inch inside diameter. All structures shall be monolithically precast including boses andcovert flow lines.
Castings	Neenah No. R-1772, watts self-sealing lid and recessed pick hole, embossed per Exhibit No. 301.

Storm Sewer System Material Specifications:

Structures	Allstructures shall be precast with designed openings or mechanically cored in to field.
Castings	Closed Lid, Type 1—Neenah No. R-1772, embossed per Exhibit No. 201., Open Lid, Type 1—Neenah No. R-1772, Standard B4.12 in any other barrier cur, Type 11—Neenah No. R-3170 (open curb box) flox height must be 6" minimum with 5" tapers to match curb height. . Depressed barrier curb. Type 10—Neenah No. R-3280. Yard inlet—Neenah R-2570. convers grate.
Sewer Pipe Joints	Reinforced concrete pipe—ASTM C443 or CS61. PVC solid wall (SDR-26H) pipe—ASTM D-3212 for six to eighteen inches in diameter.
Sump pump service connection pipe/sub surface drain pipe	4" VC solid wall sewer pipe SDR-35. Blind connections must be cored in storm sewer and pipe connection shall be made with a rubber boot and stainless steel band. Sump pump per Exhibit No. 202 and underdrain per Exhibit No. 201

Material Specifications For All Utilities:

Bedding	CA11. Class B or better. All stone shall be crushed, rounded aggregate will notbe permitted. The stone shall be compacted to 90% modified proctor density as required by ASTM D1557 or AASHTO T-180. Recycled materials permitted from IDOT approved sources meeting the correct gradations.
Trench Backfill	CA11, Class B or better. This item shall meet the requirements of Class B CA-11 per the IDOT Standard Specifications for Road and Bridge Construction. Allstone shall be crushed, rounded aggregate will not be permitted. The stone shall be compacted to 90% modified proctor density as required by ASTM D1557 or AASHTO T-180. Jetting of trenches is not permitted. Recycled materials permitted from IDOT approved sources meeting the correct gradations.
Adjustments/etc	Nomore than two precast concrete adjusting rings with six inch maximum height adjustment shall be allowed, minimum one 2" ring installed on new structures. Only one HDPE ring with a max of 2" may be used within the pivnat tolerances. Only precast concrete or HDPE adjustment rings permitted. "1"x 1.5" mastic to be used between all frames, rings and structures. Mortar mwad rings, but none between.

Miscellaneous Material Specifications:

Detectable Warnings	Quick-connect pines or bolted plates by Neenah Enterprises, Inc. Color shall be brick red.
Concrete	In accordance with IDOT Standard Specifications for Road and Bridge Construction
Asphalt	In accordance with IDOT Standard Specifications for Road and Bridge Construction andChapter 16 50-070 of the Village of Buffalo Grove Municipal Code

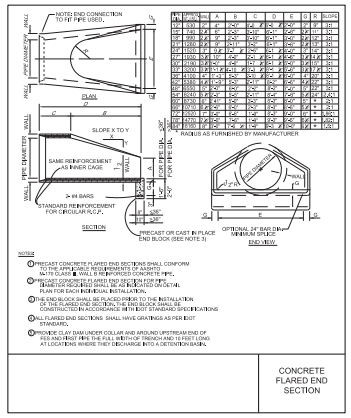
* The Village Engineer shall have the authority to approve the use of alternative materials than those specifically required by Exhibit 109 in the manner provided for in this Title. The Village Engineer may approve alternative materials that are not specifically required by this title when:

1. The materials or their components required by his title are no longer manufactured and available for purchaser, and
2. The alternative materials are generally consistent with requirements of this title, including but not limited to those standards relating to production, compositin, safety and aesthetica.

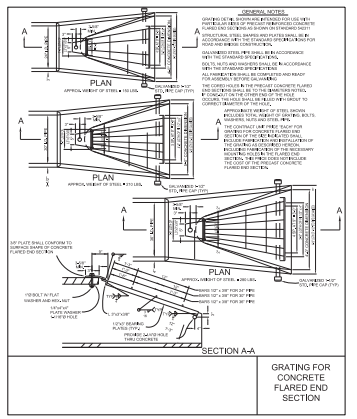
Testing Specifications:

(In addition to the requirements of IDOT's Standard Specifications for Road and Bridge Construction or the Standard Specifications for Water and Sewer Construction in Illinois)

Storm Sewer	Cleaning and televising, with reporting, as directed by the Village Engineer
Sanitary Sewer	Cleaning and televising, with reporting, as directed by the Village Engineer



CONCRETE FLARED END SECTION



GRATING FOR CONCRETE FLARED END SECTION

HORIZONTAL SEPARATION - WATER MAINS AND SEWERS

1. Water mains shall be located at least ten feet horizontally from any existing or proposed sewer, storm sewer, sanitary sewer, combined sewer or sewer service connection.

2. Water mains may be closer than ten feet to a sewer when the following conditions prevent lateral separation of ten feet:

(a) the water main invert is at least 18 inches above the crown of the sewer; and

(b) the water main is either in a separate trench or in the same trench on an undisturbed earth shelf located to one side of the sewer.

(c) where it is impossible to meet 1 or 2 above, both the water main and sewer must be constructed of ferrous or mechanical joint cast or ductile iron pipe, pressure-tested pressure pipe, prestressed concrete pipe or P.V.C. pipe equivalent to water main standards of construction when crossing a sewer trench and shall be tested to the maximum expected surcharge head before backfilling.

VERTICAL SEPARATION - WATER MAINS AND SEWERS

1. A water main shall be separated from a sewer so its invert is a minimum of 18 inches above the crown of the drain or sewer whenever water mains, storm sewers, sanitary sewers or sewer service connections cross each other. Special construction applies for that portion of the water main located within ten feet horizontally of any sewer or drain crossed. A length of water main pipe shall be located so both joints will be as farfrom all joints equidistant from the sewer or the drain.

2. Both the water main and sewer shall be constructed of slip on or mechanical joint cast or ductile iron pipe,prestressed concrete pipe or P.V.C. pipe equivalent to water main standards of construction when

(a) it is impossible to obtain proper vertical separation as described in (1) above; or

(b) the water main passes under a sewer or drain.

3. A vertical separation of 18 inches between invert of the sewer or drain and the crown of the water main shall be maintained where a water main crosses under a sewer. Support the sewer or drain lines to prevent settling and breaking the water main, as shown on the plans or as approved by the ENGINEER.

4. Construction shall extend on each side of the crossing until the perpendicular distance from the water main to the sewer or drain line is at least ten feet.

WATER SERVICE LINES

1. The horizontal and the vertical separation between water service lines and sewers, storm sewers, sanitary sewers or any drain or sewer service connection shall be the same as water main separation described above.

2. Water also described above shall be used for sewer service lines when minimum horizontalan verticalseparation cannot be maintained.

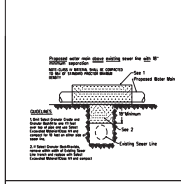
SPECIAL CONDITIONS

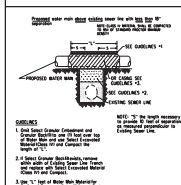
1. Alternate solutions shall be presented to IEPA when extreme environmental conditions or unusual circumstances prevent the above separation with above guidelines reasonably and economically impractical. Alternate solutions will be approved provided watertight construction structurally equivalent to approved water main material is employed.

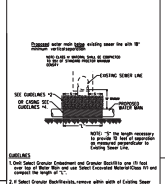
OTHER

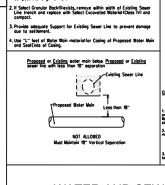
1. Water mains shall be separated from septic tanks, disposal fields, and seepage beds by a minimum of 25 feet.

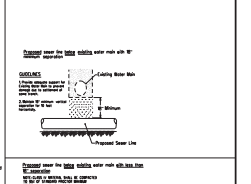
2. Water mains and water service lines shall be protected against entrance of hydrocarbons through diffusion through any material used in construction of the line.

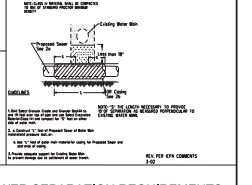




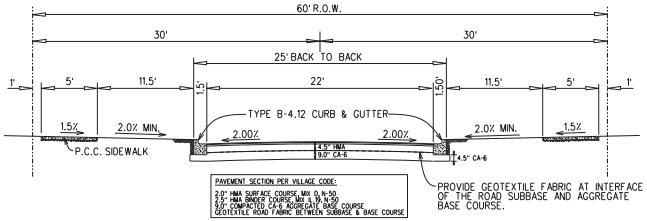








WATER AND SEWER SEPARATION REQUIREMENTS
(VERTICAL SEPARATION)

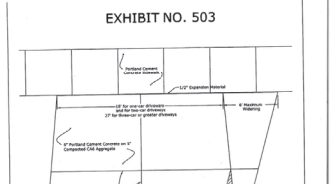


TYPICAL 60' R.O.W. & PAVEMENT SECTION

NOTE:

ALL PAVEMENT MARKING & STRIPING ON ASPHALT SHALL BE THERMOPLASTIC.

CROSS -WALK DETAIL



DRIVEWAY APRON DETAIL

Apron widening removal and replacement area

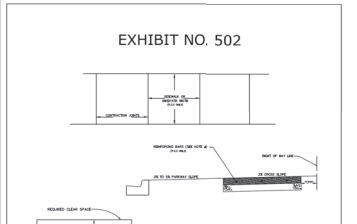
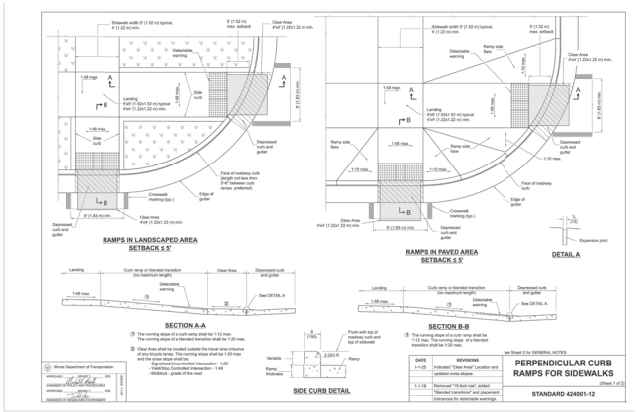
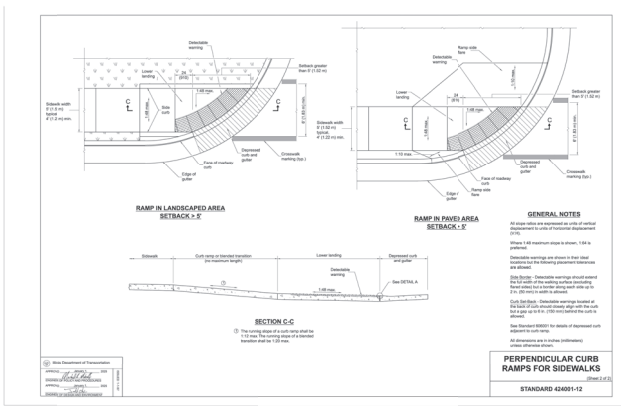
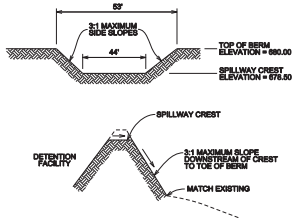


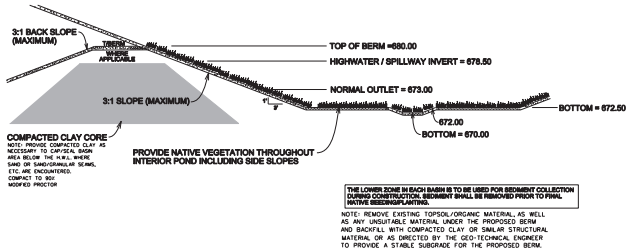
EXHIBIT NO. 502
CONSTRUCTION JOINTS
REINFORCING BARS (SEE NOTE 4)
RIGHT OF WAY LINE
2% TO 5% PARKWAY SLOPE
2% CROSS SLOPE
REQUIRED CLEAR SPACE
SIDEWALK
BINDER/CA
1.00" IN HEIGHT
1'-10½"
1'-0"
1'-0"
1'-0



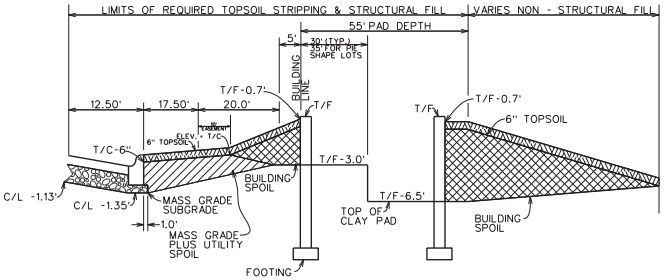




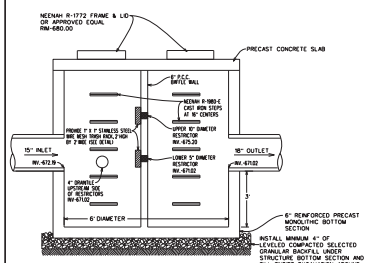
SPILLWAY CREST DETAIL



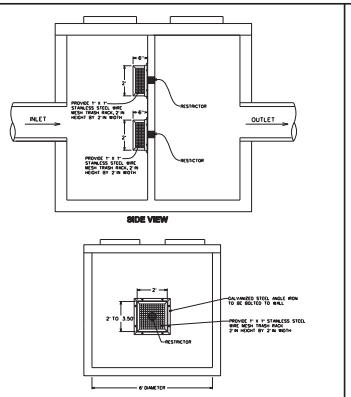
STORMWATER BASIN DETAIL - NATURALIZED



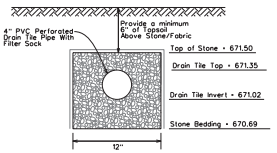
MASS GRADE SECTION (D-FACTOR)



OUTLET CONTROL STRUCTURE #49

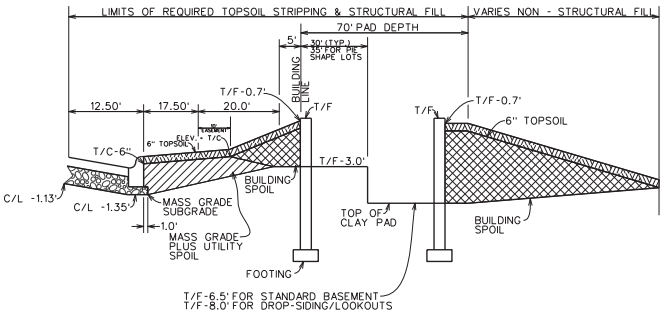


STEEL PLATE AND TRASH RACK INSTALLATION FOR OUTLET CONTROL STRUCTURE



NOTES:
1. Stone shallbe washed CA7/11
2. Provide non-woven needlepunch geotechnical filter fabric around sides and top of stone.

POND UNDERDRAIN DETAIL



MASS GRADE SECTION (D-FACTOR) FOR LOTS 5-19

HIGHBURY CLUB

BUFFALO GROVE, ILLINOIS

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1690 W. WINCHESTER ROAD - SUITE 206
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4797
E-MAIL ADDRESS: pbai@pearsonbrown.com

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DESIGNED BY: D.B.H.
DRAWN BY: A.Z.
CHECKED BY: A.K.F.
ORIGINAL ISSUE: 07/23/25

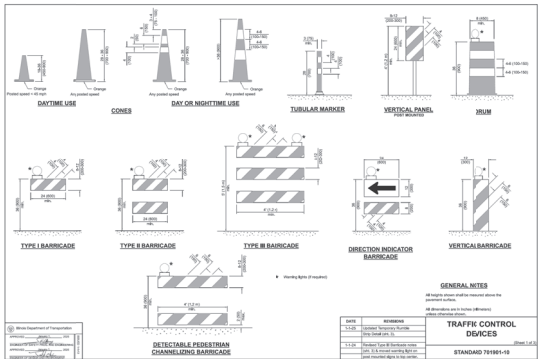
DATE	BY	DESCRIPTION
10/1/2025	AZ	REVISED PER VILLAGE REVIEW COMMENTS
11/3/2025	AZ	REVISED PER VILLAGE REVIEW COMMENTS

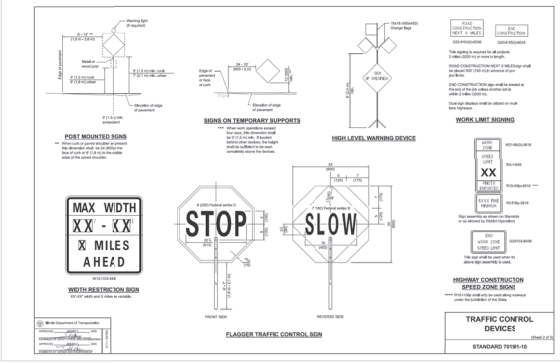
REVISIONS

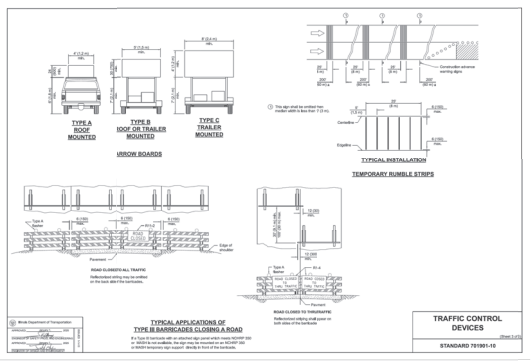
DETAILS

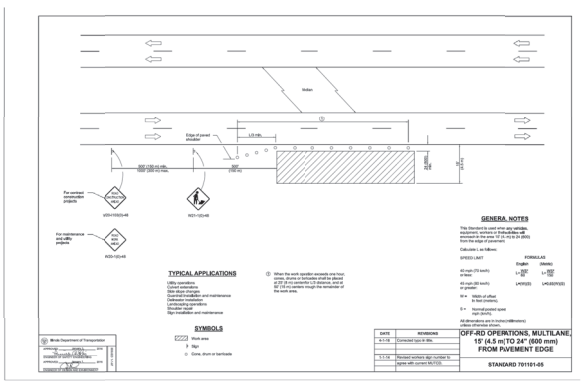
SHEET NUMBER 16 OF 18 SHEETS

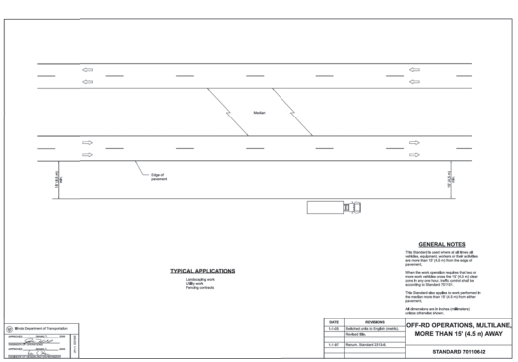
JOB No. 24190

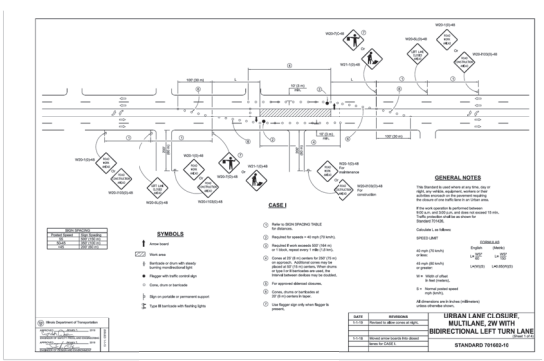


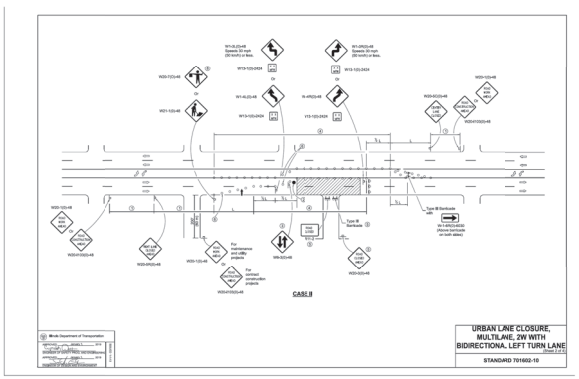


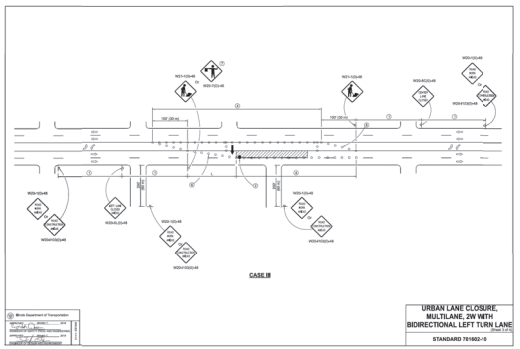


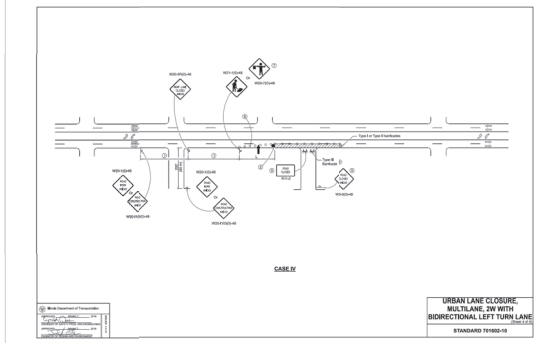












HIGHBURY CLUB

BUFFALO GROVE, ILLINOIS

PEARSON,BROWN & ASSOCIATES,INC.
CONSULTING ENGINEERS
1890 W. WINCHESTER ROAD • SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4797
E-MAIL ADDRESS: pbi@pearsonbrown.com

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DESIGNED BY: D.S.H.
DRAWN BY: A.Z.
CHECKED BY: A.K.S.
ORIGINAL ISSUE: 07/23/25

DATE	BY	DESCRIPTION
10/10/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS

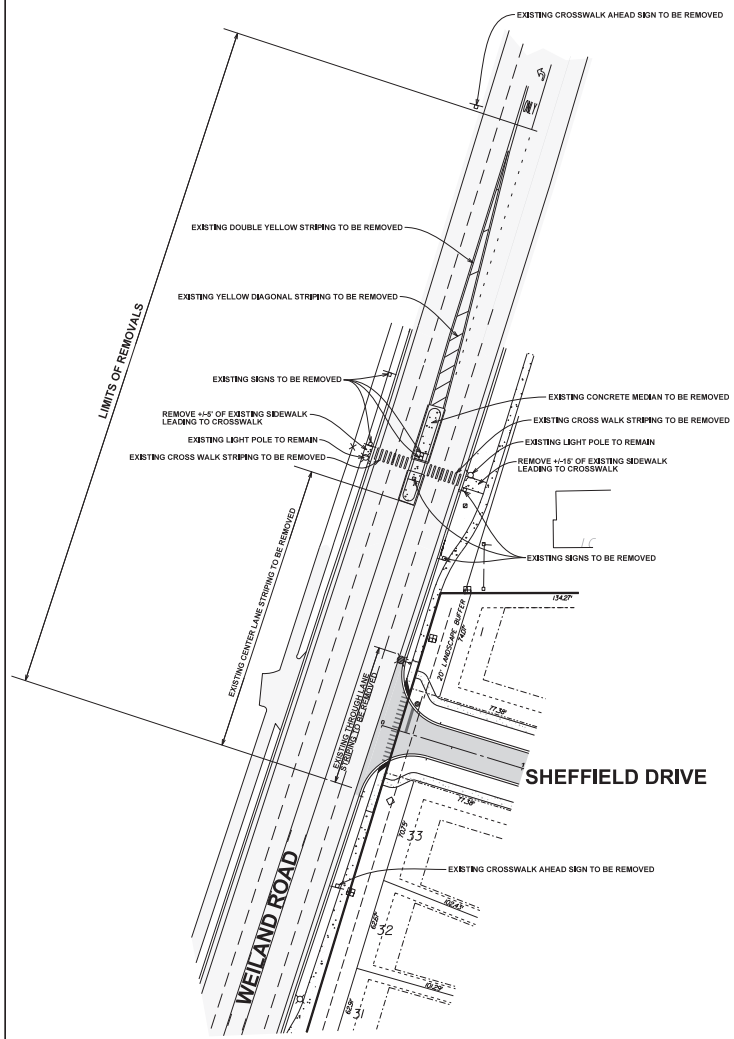
REVISIONS

DETAILS

SHEET NUMBER 17 OF 18 SHEETS

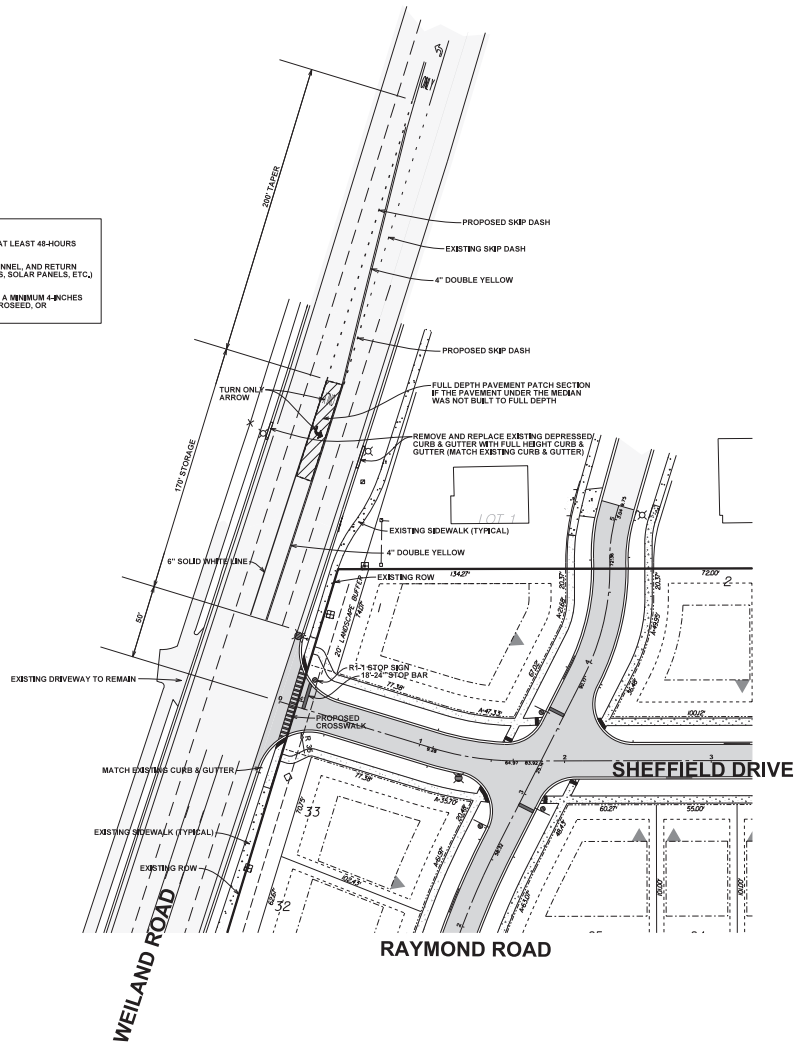
JOB No. 24190

NO EXISTING PAVEMENT MILLING & OVERLAY ON WEILAND ROAD



NOTES:

1. CONTRACTOR SHALL COORDINATE WITH VILLAGE AT LEAST 48-HOURS PRIOR TO ANY WORK WITHIN WEILAND RD R.O.W.
2. CONTRACTOR SHALL VERIFY WITH VILLAGE PERSONNEL, AND RETURN REMOVED RRFB EQUIPMENT (SIGNS, LIGHTS, POLES, SOLAR PANELS, ETC.) TO VILLAGE IF REQUESTED.
3. ALL DISTURBED AREAS SHALL BE RESTORED WITH A MINIMUM 4-INCHES OF TOPSOIL, SEED AND NAG S75 BLANKET, OR HYDROSEED, OR APPROVED EQUAL.



EXISTING CONDITIONS / DEMOLITION

PROPOSED CONDITIONS

NORTH

SCALE: 1" = 40'

HIGHBURY CLUB

BUFFALO GROVE, ILLINOIS

PEARSON, BROWN & ASSOCIATES, INC.
CONSULTING ENGINEERS
1650 W. WINCHESTER ROAD • SUITE 205
LIBERTYVILLE, IL. 60048
PHONE: (847) 367-4787
FAX: (847) 367-4707
E-MAIL ADDRESS: pba@pearsonbrown.com

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DRAWN BY: A.Z.
CHECKED BY: A.K.Z.
ORIGINAL ISSUE: 11/3/25

REVISIONS

DATE	BY	DESCRIPTION
11/20/25	AZ	REVISED PER VILLAGE REVIEW COMMENTS

WEILAND RD IMPROVEMENT PLAN

SHEET NUMBER 18 OF 18 SHEETS

JOB No. 24190

Final Landscape Plan

HIGHBURY CLUB

Buffalo Grove, Illinois

November 20, 2025

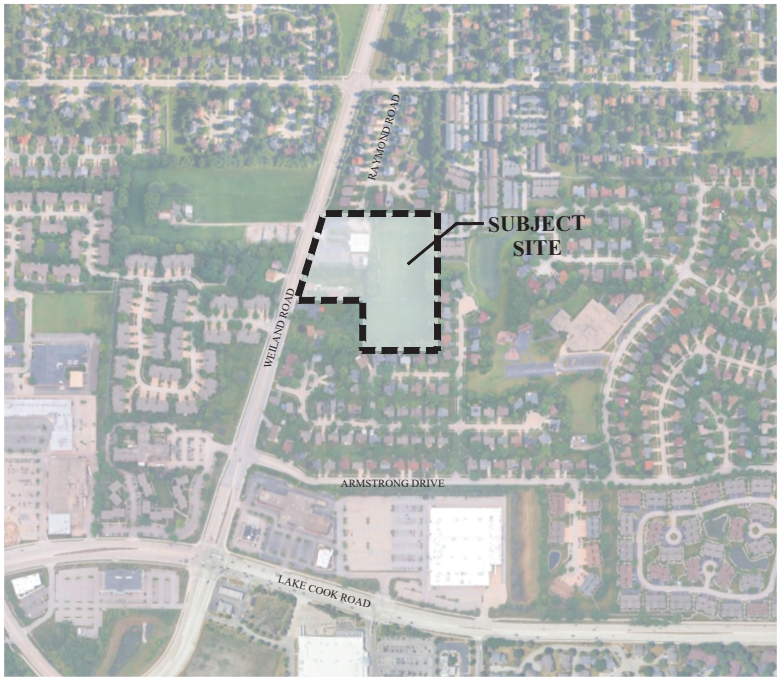
CONSULTANTS:

LANDSCAPE ARCHITECT:

GARY R. WEBER ASSOCIATES, INC
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187

CIVIL ENGINEER:

PEARSON, BROWN & ASSOCIATES, INC
1850 W. WINCHESTER ROAD, SUITE 205
LIBERTYVILLE, ILLINOIS 60048



LOCATION MAP
SCALE: 1"=300'

M/I HOMES

INDEX OF SHEETS

SHEET NO.	DESCRIPTION
L1.0	COVER SHEET
L1.1	LANDSCAPE PLAN
L1.2	LANDSCAPE DETAILS
L2.1	MONUMENT DETAILS
L3.1	TREE PRESERVATION PLAN
L4.1	MODEL SIGNAGE PLAN
L4.2	MODEL LANDSCAPE PLAN
L5.1	LANDSCAPE SPECIFICATIONS

L1.0

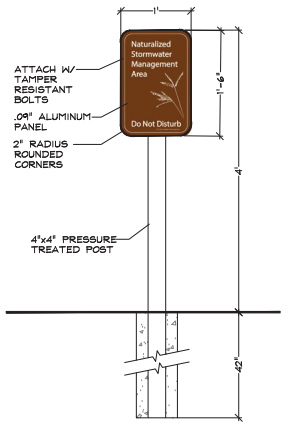
I:\Projects\MI24252\Acad\MI24252_D04_00FLP.dwg

PLANT LIST

Key	Qty	Botanical/Common Name	Size	Remarks
		REPLACEMENT SHADE TREES		
CO4	3	Celtis occidentalis COMMON HACKBERRY	4" Cal.	
LQ4	4	Liquidambar styraciflua 'Worplesdon' WORPLESDON SWEETGUM	4" Cal.	
QB4	5	Quercus bicolor SWAMP WHITE OAK	4" Cal.	
QI4	4	Quercus imbricaria SHINGLE OAK	4" Cal.	
		SHADE TREES		
CO	7	Celtis occidentalis COMMON HACKBERRY	2 1/2" Cal.	
GD	3	Gymnocladus dioicus 'Espresso-JFS' ESPRESSO KENTUCKY COFFEETREE	2 1/2" Cal.	
LQ	14	Liquidambar styraciflua 'Worplesdon' WORPLESDON SWEETGUM	2 1/2" Cal.	
QI	6	Quercus imbricaria SHINGLE OAK	2 1/2" Cal.	
TA	11	Tilia americana 'Redmond' REDMOND AMERICAN LINDEN	2 1/2" Cal.	
UM	12	Ulmus 'Morton Glossy' TRIUMPH ELM	2 1/2" Cal.	
		ORNAMENTAL TREES		
SR	4	Syringa reticulata 'Ivory Silk' IVORY SILK JAPANESE TREE LILAC	2" Cal.	Single Stem
		EVERGREEN TREES		
PA	11	Picea abies NORWAY SPRUCE	8' Ht.	
PG	4	Picea glauca var. densata BLACK HILLS SPRUCE	8' Ht.	
PO	9	Picea omorika SERBIAN SPRUCE	8' Ht.	
PS	8	Pinus strobus EASTERN WHITE PINE	8' Ht.	
		DECIDUOUS SHRUBS		
HP	8	Hydrangea paniculata 'SMHPLOF' LITTLE QUICK FIRE HYDRANGEA	24" Ht.	3' O.C.
VB	6	Viburnum dentatum 'Christam' BLUE MUFFIN VIBURNUM	24" Ht.	3' O.C.
		EVERGREEN SHRUBS		
BM	10	Buxus 'Green Mountain' GREEN MOUNTAIN BOXWOOD	30" Ht.	3' O.C.
		ORNAMENTAL GRASSES		
CK	22	Calamagrostis x acutiflora 'Karl Foerster' FEATHER REED GRASS	#1	30" O.C.
		PERENNIALS		
HH	55	Hemerocallis 'Happy Returns' HAPPY RETURNS DAYLILY	#1	18" O.C.
SE	20	Sedum 'Autumn Joy' AUTUMN JOY SEDUM	#1	18" O.C.
		MISC. MATERIALS		
	31	SHREDDED HARDWOOD MULCH	C.Y.	
	3,425	SOD	S.Y.	
	0.6	TURF SEED & EROSION CONTROL BLANKET	AC.	

SIGN NOTES:

1. SIGN BACKGROUND COLOR:
   C=40, M=70, Y=100, K=28
   SIGN FONT AND GRAPHIC COLOR: WHITE
2. FONT STYLE: MYRIAD PRO
   FONT SIZE: 116 PT.
3. SIGN ARTWORK SHALL BE PROVIDED BY GARY R. WEBER ASSOCIATES, INC.
4. CONTRACTOR TO SUBMIT SHOP DRAWING AND COLOR SAMPLE FOR THE STORMWATER MANAGEMENT AREA SIGN FOR REVIEW AND APPROVAL BY THE LANDSCAPE ARCHITECT PRIOR TO FABRICATION AND INSTALLATION.



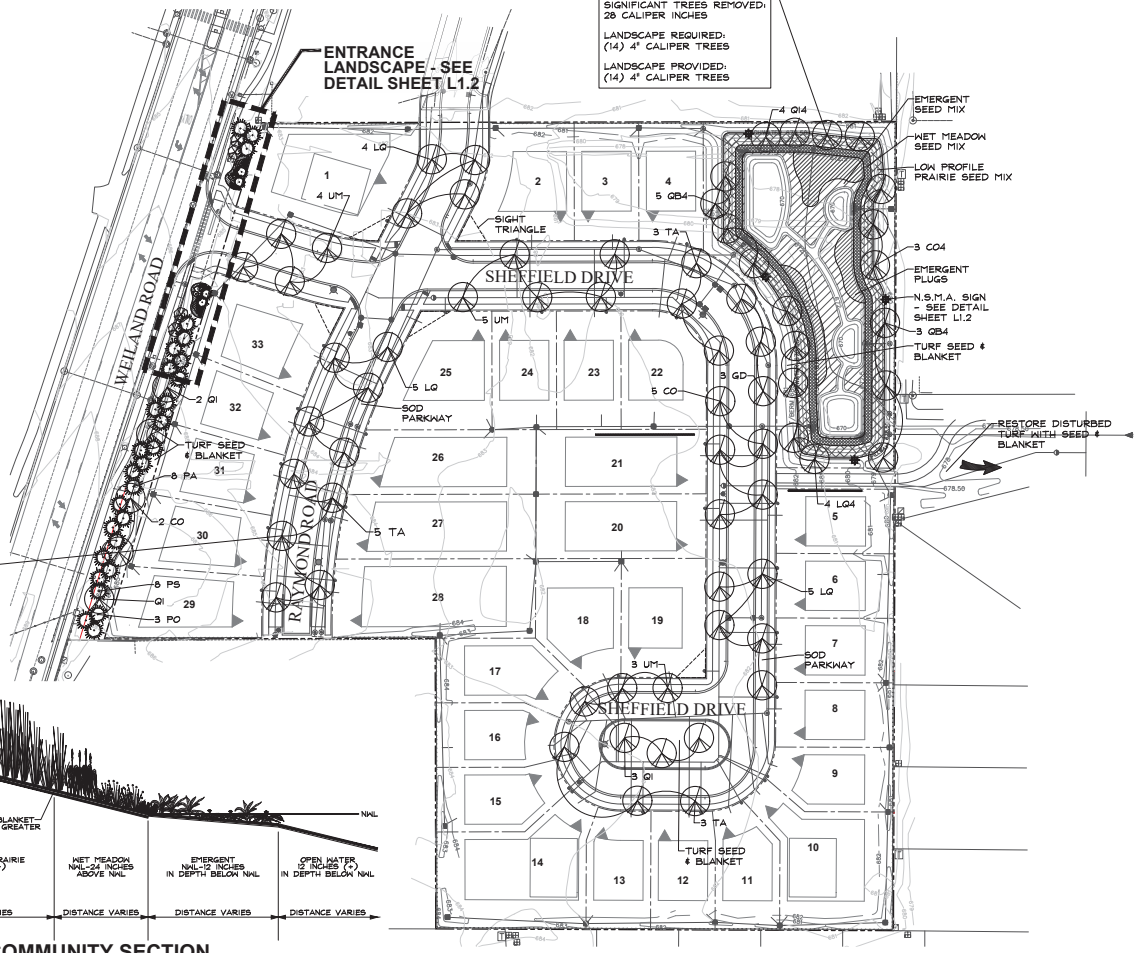
N.S.M.A. SIGN DETAIL

SCALE: NTS

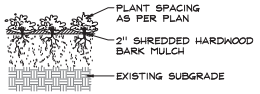
PARKWAY TREES:
CODE 16.50.120-1-1-E

LANDSCAPE REQUIRED:
ONE TREE MUST BE PLANTED BETWEEN 40 TO 50 L.F. OF STREET FRONTAGE

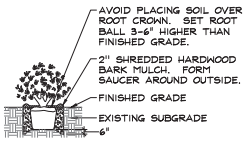
LANDSCAPE PROVIDED:
ONE TREE PLANTED BETWEEN 40 TO 50 L.F. OF STREET FRONTAGE WITH THE EXCEPTION OF DRIVEWAYS



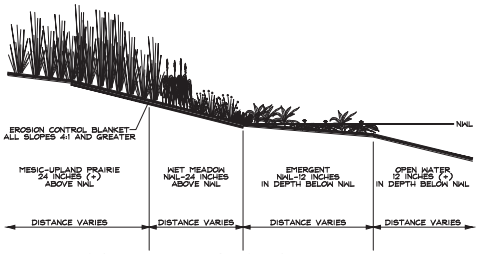
PLANTING DETAILS



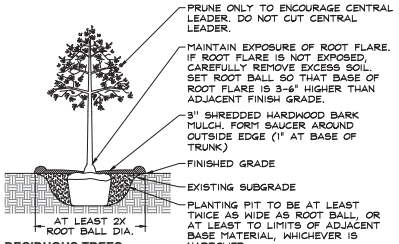
PERENNIALS AND GROUNDCOVERS
NOT TO SCALE



DECIDUOUS AND EVERGREEN SHRUBS
NOT TO SCALE



PLANT COMMUNITY SECTION



DECIDUOUS TREES
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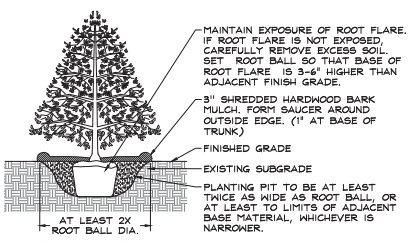

EVERGREEN TREES
NOT TO SCALE

GENERAL LANDSCAPE NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of grouth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.

0 25' 50' 100' 150'
SCALE: 1"=50'

NORTH

NATIVE LEGEND

Key	Qty	Description
	0.4 AC.	EMERGENT PLANTINGS
	0.1 AC.	WET MEADOW SEED MIX
	0.2 AC.	LOW PROFILE PRAIRIE SEED MIX
	4 EA.	N.S.M.A. SIGN

Know what's below. Call before you dig.

GARY R. WEBER ASSOCIATES, INC.
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WHEATON, ILLINOIS 60187
PHONE: 630.668.7197
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M/I HOMES
2135 CITY GATE LANE, SUITE 620
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CIVIL ENGINEER
PEARSON BROWN & ASSOC.
1850 W. WINCHESTER ROAD, SUITE 205
LIBERTYVILLE, IL 60048

HIGHBURY CLUB
BUFFALO GROVE, ILLINOIS

FINAL LANDSCAPE PLAN

04	11.20.2025
03	10.24.2025
02	10.10.2025
01	10.02.2025

REVISIONS

DATE	07.23.2025
PROJECT NO.	MI24252
DRAWN	MNW
CHECKED	DHS
SHEET NO.	L1.1

Wet Meadow Seed Mixture
Lower slopes of basin

Botanical Name	Common Name	lbs / AC
Grasses / Sedges		
Carex bebbii	Bebbs Oval Sedge	0.250
Carex bicknellii	Bicknells Sedge	0.125
Carex brevior	Plains Oval Sedge	0.250
Carex cristatella	Crested Oval Sedge	0.060
Carex molesta	Field Oval Sedge	0.250
Carex normalis	Spreading Oval Sedge	0.015
Carex scoparia	Pointed Broom Sedge	0.190
Carex stipata	Common Fox Sedge	0.060
Carex vulpinoidea	Brown Fox Sedge	0.250
Elymus virginicus	Virginia Wild Rye	3.000
Glyceria striata	Fowl Manna Grass	0.130
Juncus dudleyi	Dudleys Rush	0.020
Juncus torreyi	Torreys Rush	0.031
Panicum virgatum	Switch Grass	3.000
Scirpus atrovirens	Dark Green Bulrush	0.060
Scirpus cyperinus	Wool Grass	0.030
	Total Grasses / Sedges	**7.721**
Wildflowers/Broadleaves		
Asclepias incarnata	Swamp Milkweed	0.125
Bidens cernua	Nodding Bur Marigold	0.190
Boltonia asteroids	False Aster	0.031
Chamaecrista fasciculate	Partridge pea	0.188
Euthamia grammifolia	Grassleaved Goldenrod	0.300
Eupatorium perfoliatum	Common Boneset	0.015
Helenium autumnale	Sneezeweed	0.063
Iris virginica shrevei	Blue Flag Iris	1.000
Lobelia siphilitica	Great Blue Lobelia	0.031
Mimulus ringens	Monkey Flower	0.031
Symphyotrichium novae-angliae	New England Aster	0.250
Pycnanthemum virginianum	Common Mountain Mint	0.063
Rudbeckia fulgida var. sullvantii	Showy Black-Eyed Susan	0.250
Zizia aurea	Golden Alexanders	0.500
	Total Forbs	**3.037**
	Total Wet Meadow Seed Mix	**10.758**

Low Profile Prairie with Flowers Seed Mix
Upper basin slopes

Botanical Name	Common Name	lbs / AC
Grasses		
Boutelous curtipendula	Side Oats Grama	8.000
Panicum virgatum	Prairie Switch Grass	0.125
Elymus trachycaulus	Slender Wheatgrass	2.000
Elymus canadenesis	Prairie Wild Rye	1.000
Schizachyrium scoparium	Little Bluestem	6.000
	Total Grasses	**17.125**
Wildflowers/Broadleaves		
Allium cernuum	Nodding Wild Onion	0.190
Amorpha canscens	Lead Plant	0.125
Asclepia canadensis	Whorled Milkweed	0.063
Asclepias tuberosa	Butterflyweed	0.500
Astragalus canadensis	Canada Milk Vetch	0.063
Coreopsis palmata	Prairie Coreopsis	0.025
Echinacea pallida	Pale Purple Coneflower	1.000
Echinacea purpurea	Purple Coneflower	0.500
Eryngium yuccifolium	Rattlesnake Master	0.125
Lespedeza capitata	Round-Headed Bush Clover	0.125
Liatris aspera	Rough Blazing Star	0.250
Liatris pycnostachya	Prairie Blazing Star	0.188
Monarda fistulosa	Prairie Bergamot	0.063
Parthenium integrifolium	Wild Quinine	0.016
Penstemon digitalis	Foxglove Beard Tongue	0.125
Petalostemum candidum	White Prairie Clover	0.125
Petalostemum purpureum	Purple Prairie Clover	0.156
Potentilla argute	Prairie Cinquefoil	0.031
Pycnanthemum tenuifolium	Slender Mountain Mint	0.031
Ratibida pinnata	Yellow Coneflower	0.125
Rudbeckia fulgida var. sullivantii	Showy Black-Eyed Susan	0.500
Rudbeckia hirta	Black-Eyed Susan	0.500
Rudbeckia subtomentosa	Sweet Black-Eyed Susan	0.063
Symphyotrichum leave	Smooth Blue Aster	0.063
Tradescantia ohiensis	Common Spiderwort	0.063
Verbena stricta	Hoary Vervain	0.125
Zizia aurea	Golden Alexanders	0.500
	Total Forbs	**5.640**
	Total Low Profile Prairie Seed Mix	**22.765**

NATIVE SEED MIXTURES

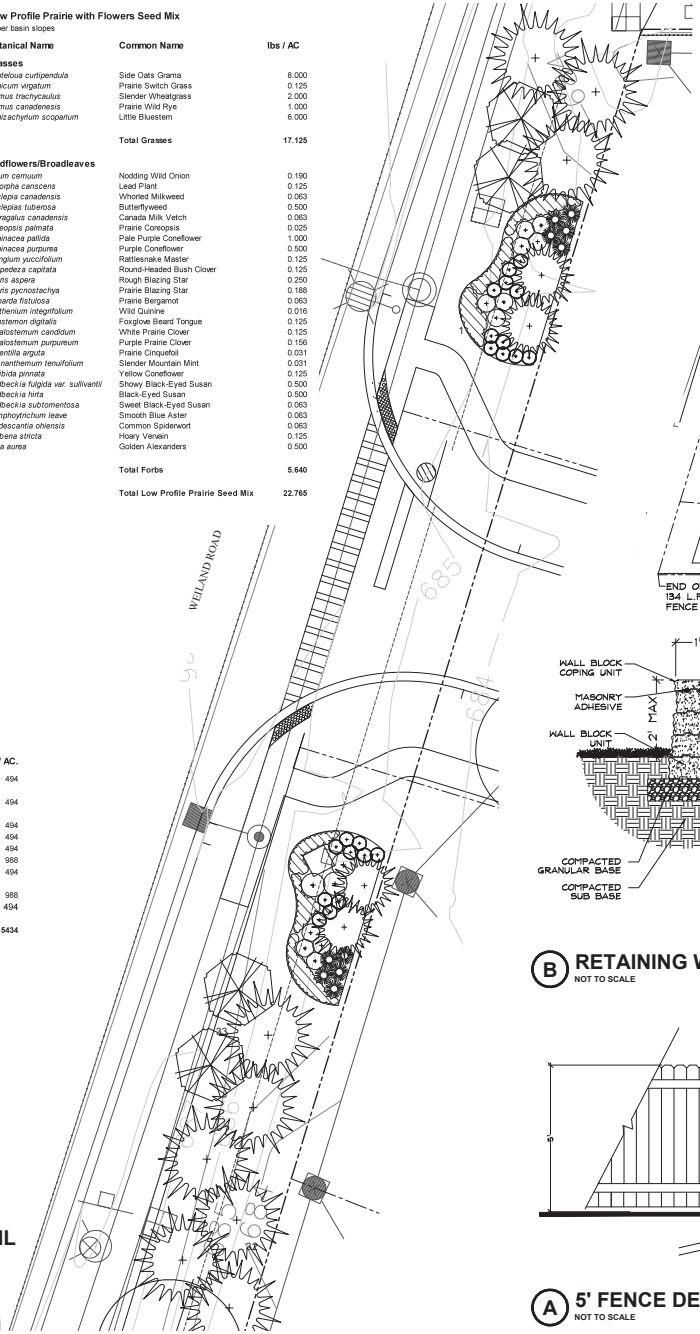
Temporary Cover Crop

Cover crops shall be installed in all planting areas containing dry mesic, mesic, and wet mesic soils to, stabilize soils, and combat weed pressure during the germination and establishment of the native seeding area.

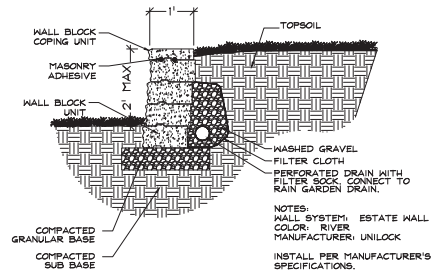
Botanical Name	Common Name	lbs / AC
Spring Cover Crop		
Avena sativa	Seed Oats	30.000
Fall or Dormant Cover Crop		
Tricticum aestivum	Regreen	10.000

Emergent Wetland Plant Mix
Stormwater basin bottoms in areas with 6" of water

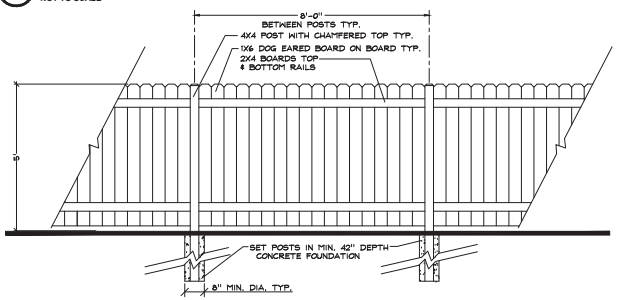
Botanical Name	Common Name	lbs / AC	Plugs / AC.
Acorus americanus	Sweet Flag	0.500	494
Alisma subcordatum	Water Plantain	1.250	
Iris virginica shrevei	Blue Flag	0.500	494
Juncus effusus	Common Rush	0.500	
Leersia oryzoides	Rice Cut Grass	1.250	494
Pontederia cordata	Pickerel Weed	0.250	494
Sagittaria latifolia	Common Arrowhead	1.250	494
Scirpus acutus	Hardstem Bulrush	0.500	988
Scirpus fluviatilis	River Bulrush	1.000	494
Scirpus pungens	Chairmaker's Rush	0.250	
Scirpus validus	Great Bulrush	0.500	988
Sparganium eurycarpum	Bur Reed	1.000	494
	Total Emergent Wetland Mix	**8.750**	**5434**



ENTRANCE PLANTING DETAIL
0 5' 10' 20' 30'
SCALE: 1"=10'
NORTH



B RETAINING WALL SECTION DETAIL
NOT TO SCALE



A 5' FENCE DETAIL
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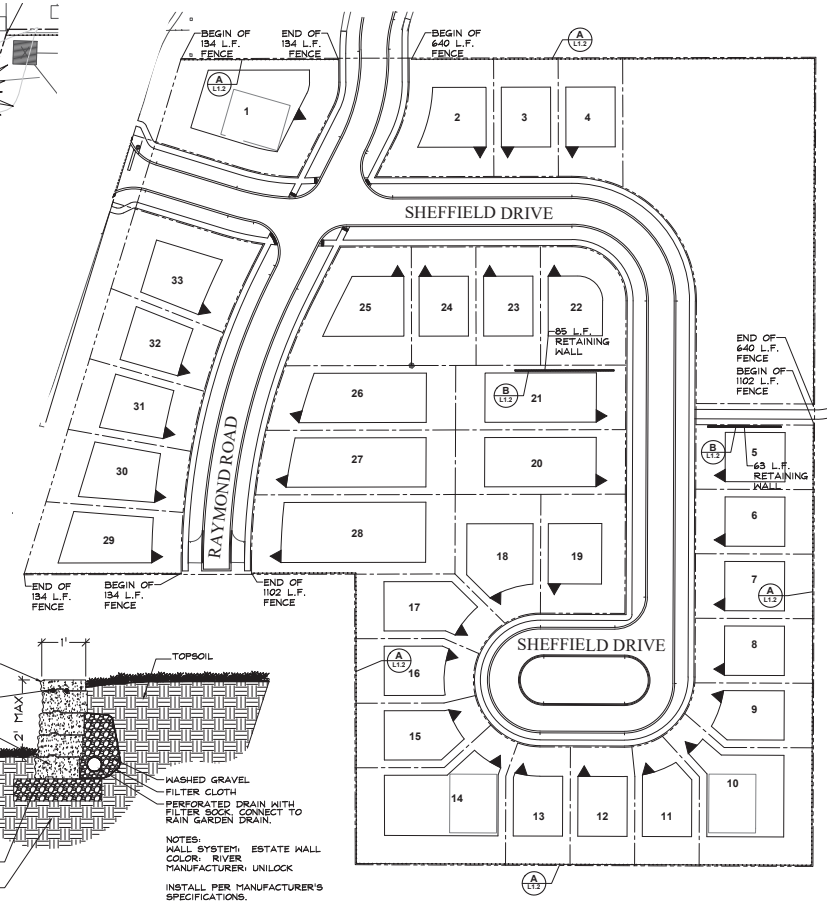

FENCE & WALL LAYOUT PLAN
0 25' 50' 100' 150'
SCALE: 1"=50'
NORTH

SITE FURNISHING SCHEDULE

	ITEM	QUANTITY	DETAILS
A L1.2	5' FENCE	2,010 L.F.	
B L1.2	RETAINING WALL	148 L.F.	

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BUFFALO GROVE, ILLINOIS

LANDSCAPE DETAILS

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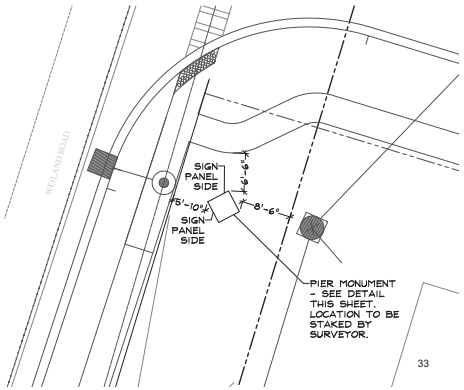
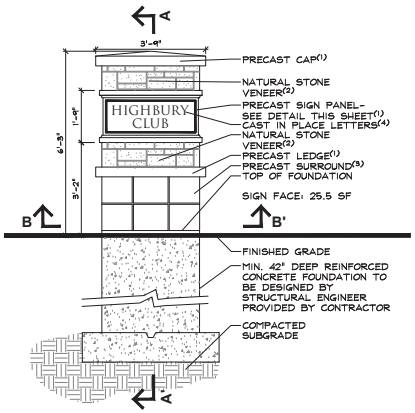
SHEET NO.	L1.2



ENTRANCE MONUMENT LAYOUT DETAIL

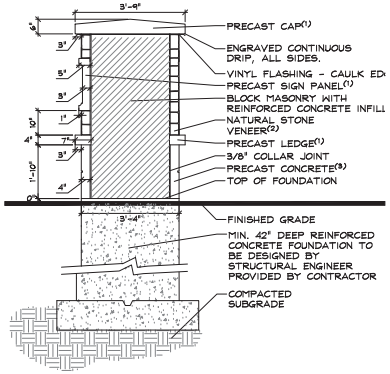
0 5' 10' 20'

SCALE: 1"=10' NORTH



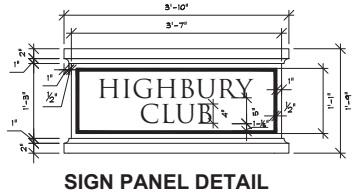
FRONT ELEVATION

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



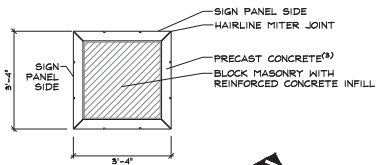
SECTION A-A'

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



SIGN PANEL DETAIL

SCALE: 3/4"=1'-0"



SECTION B-B'

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

MONUMENT NOTES:

(1) PRECAST CONCRETE
COLOR: LIMESTONE
FINISH: SMOOTH
SUBMIT SAMPLES TO DEVELOPER & LANDSCAPE ARCHITECT FOR APPROVAL.

(2) NATURAL STONE VENEER: BLACK FOREST CASTLE ROCK BY BUECHEL STONE OR APPROVED EQUAL
SUBMIT COLOR & GROUT SAMPLE TO DEVELOPER & LANDSCAPE ARCHITECT FOR APPROVAL.

(3) PRECAST CONCRETE
COLOR: LIMESTONE
FINISH: SCORED
SUBMIT COLOR SAMPLE TO DEVELOPER & LANDSCAPE ARCHITECT FOR APPROVAL.

(4) CAST IN PLACE LETTERS
FONT: TRAJAN PRO
COLOR: BLACK

MONUMENT SPECIFICATIONS

1.0 DESCRIPTION OF WORK

A. The work consists of all labor, materials, work and equipment necessary and required to complete monuments, fence and foundations as shown on drawings or specified herein, including, but not limited to:
1. Submission of color and material samples
2. Submission of shop drawings
3. Submission of construction schedule
4. Verification of existing conditions and underground utilities
5. Secure and pay for all permits, fees, inspections and schedule all inspections related to work, including J.U.L.I.E. locates.
6. Comply with all applicable codes

2.0 QUALITY ASSURANCE

A. Construction shall conform to @Building Code Requirements for Engineered Brick Masonry, BIA, latest edition.
B. All brick and stone shall be finest architectural grade free of cracks, chips, defects, etc.
C. Installation shall be by a company continuously and regularly employed in the installation of brick and stone monuments for a period of at least 5 consecutive years.
D. No masonry shall be laid when the temperature is expected to fall below 40 degrees F, unless suitable means, submitted in writing to the owner, are provided to heat materials and protect the work. Protect work from cold and frost and insure that mortar will harden without freezing. No additives shall be used, unless approved in writing by the owner.
E. All corners of monuments and piers are to be staked by engineer and verified by the contractor.

3.0 JOB CONDITIONS

A. Examine and evaluate grades, and soils. Provide soil testing and verify soils structural integrity. Observe the conditions under which work is to be performed and notify the owner of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in an acceptable manner.
B. Utilities: Review underground utility location maps and plans; Notify J.U.L.I.E.; demonstrate an awareness of utility locations; and certify acceptance of liability for the protection of utilities during course of work. Contractor shall be responsible for any damage to utilities or property.
C. All streets and curbs must be cleaned at the end of each working day.
D. All OSHA requirements for safety must be adhered to at all times.

4.0 GUARANTEES

A. Guarantee monuments 1 year from final acceptance on owner's representative on workmanship and materials.
B. Where failures have occurred resulting from the concrete not meeting the specified design strength, or workmanship, it shall be the responsibility of the subcontractors in connection with the supplier to take whatever corrective actions are necessary to eliminate the problem. In addition, it shall be their responsibility to make restitution for their resulting repair work created by the problem.

5.0 SUBMITTALS

A. Construction Schedule: After award of the Contract, the Contractor shall prepare and submit to the owner or an owner authorized representative an estimated construction progress schedule for the work, including sub-schedules of related activities which are essential to its progress, as well as lead-time for materials.
1. Show complete sequence of construction by activity, with dates for beginning and completion of each element of construction. Schedule to represent a continuous flow of construction activities so that there are no days of non-activity on site.
B. Product Samples: Submit samples of stone, architectural pre-cast, mortars and sealants, slate, light fixtures, tile, and ornamental fencing for the owner's design conformance review prior to delivery to site.
C. Product Data: Submit product data for stone, limestone, architectural pre-cast, mortars and joint sealants, slate, tile, light fixtures, and ornamental fencing.
D. Provide certificate of insurance per the owner's requirements.
E. Provide names and contact information for any subcontractors and suppliers.
F. Shop Drawings:
1. Prepare and submit to the Owner's Representative for design conformance review complete cutting and setting drawings for all masonry work:
2. Submit one (1) set prints with following items in detail:
a) Sizes
b) Sections
c) Dimensions and numbering of stone and brick.
d) Arrangements of joints and bond.
3. Show jointing as indicated on the contract drawings, unless modification is reviewed for design conformance by Owner's Representative prior to preparation of shop drawings.
4. Establish jointing in accordance with industry standards and practices where not indicated on contract drawings.

6.0 PRODUCT DELIVERY, STORAGE, AND HANDLING

A. Loading and Shipment:
1. Pack carefully for transportation, with exercise of all customary and reasonable precautions against damage in transit, all brick, and limestone to be used for the work.
2. Load and ship all brick and cut stone in a sequence mutually agreed upon by the General Contractor and the material supplier.
B. Unloading and Storage:
1. Receive and unload at site all brick and stone with necessary care in handling to avoid damage or soiling.
2. Store brick and stone clear of ground on non-staining skids. Wood containing tannin, chemical treatment, or excessive amounts of resin shall not be used.
3. Cover brick and stone with waterproof, clean canvas, or polyethylene for protection from construction or natural elements.

7.0 INSTALLATION

A. Mortar:
1. Cement: white, non-staining masonry cement, conforming to ASTM-C91.
2. Sand: Clean, sharp, and washed, capable of passing a No. 16 sieve, and in conformance with ASTM-C144. Carefully select sand for use in pointing mortar for color to match limestone. For pointing mortar, select a white sand.
3. Lime: Hydrated, conforming to ASTM-C207, Type S.
4. Water: Clear, non-alkaline, potable and free of oils, salts, and other harmful elements.
B. Foundation
Concrete mix air entrainment, compressive strength at twenty-eight (28) days, and slump are to be designed and specified by the contractor's structural engineer.
C. Mortar Beds:
1. Lay brick with full mortar coverage on horizontal and vertical joints in all courses.
2. Provide sufficient mortar on ends of brick to completely fill head joints.
3. Rack closure into place with head joints thrown against two adjacent bricks in place.
D. Mortar Joints: Horizontal and vertical face joints:
1. Nominal thickness: 3/8 inch.
2. Construct uniform joints.
3. Shove vertical joints tight.
4. Tool concave joints in exposed surfaces when thumbprint hard.
5. Width, depth, and tooling of all mortar joints shall be consistent and shall not vary more than 1/8.
6. Movement joints: Keep clean of all mortar and debris.
E. Flashing:
1. Install complete and continuous under stone copings and other projections.
2. Lap joints 6". Seal entire contact surface with mastic.
3. Provide a mortar wash at the base of the cavity, underneath the through-wall flashing, pitching out.
4. Cover flashing with mortar.
F. Weepholes
1. Provide 3/8" cotton rope weeps. Rope weeps shall extend thru the veneer face and inside the cavity, lying on top and along the bottom length of the flashing. Cut rope flush with wall face.
2. Maximum spacing rope weeps: 16 inches o.c., at wall base; 16 inches o.c. at lintels above openings.
3. Keep weepholes and area above flashing free of mortar droppings.

8.0 CLEAN UP AND PROTECTION

A. All material shall be washed with fiber brushes, soap powder, and clean water or Owner reviewed mechanical cleaning process.
B. Sand blasting, wire brushes, or acids shall not be used. Exceptions may be considered if reviewed by the Owner or an Owner authorized representative.
C. During work, store materials and equipment as directed by the owner.
D. Protect work and materials from damage due to operations by other trades and trespassers. Maintain protection during installation.

9.0 INSPECTION AND ACCEPTANCE

A. The Owner and or the Owner's representative reserves the right to inspect materials and workmanship at the site prior to, during construction, or at the time of inspection for compliance with these specifications.
B. Notify the Owner's representative when completed, for final design conformance review.

Know what's below. Call before you dig.

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630.668.7197
www.grwainc.com

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NAPERVILLE, ILLINOIS 60563

DRAWING
PEARSON BROWN & ASSOC.
1850 W. WINCHESTER ROAD, SUITE 205
LIBERTYVILLE, IL 60048

HIGHBURY CLUB

BUFFALO GROVE, ILLINOIS

MONUMENT DETAILS

REVISIONS	
04	11.20.2025
03	10.24.2025
02	10.10.2025
01	10.02.2025

DATE	07.23.2025
PROJECT NO.	MI24252
DRAWN	MNW
CHECKED	DHS
SHEET NO.	L2.1

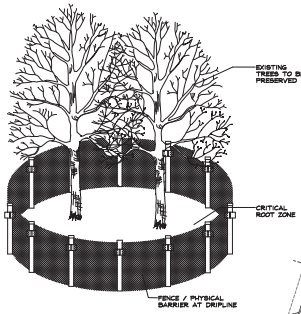
RATING AND SURVEY CRITERIA

1) Trees measured at 4.5 ft above the ground - DBH (diameter Breast Height)
2) All trees 4" DBH and above tagged. Dead trees were tagged for removal. Invasive shrubs were not tagged.
3) Health Rating:

Rating	Description	Criteria
1	Excellent	Less than 10% dead wood, typical growth for species, no observed defects
2	Good	Less than 20% dead wood, minor defects, sound structure, no decay
3	Fair	Less than 30% dead wood, minor crown die-back, minor trunk damage or cavities
4	Fair to Poor	Approximately 30-50% dead wood, lacking full crown, minor disease evidence, trunk damage
5	Poor	Over 50% dead wood, lacking full crown, disease or decay evident, structural damage/cavities
6	Dead	Less than 10% living wood, greater than 50% missing bark, adventitious growth only, decay

TOTAL TREE COUNT: 152

TAG NO.	SCIENTIFIC NAME	COMMON NAME	DBH (inches)	CONDITION	STRUCTURE	HEALTH	PROPOSED ACTION
1	*Morus alba*	White Mulberry	21	5 - Poor	V-shaped joint, Double Leader, Split Risk, Crown Lean		REMOVE
2	*Acer saccharinum*	Silver Maple	16	3 - Fair			REMOVE
3	*Acer saccharinum*	Silver Maple	16	4 - Fair/Poor	Crown Lean, Crowded	Trunk Scar	REMOVE
4	*Acer spp.*	Maple Cultivar	18	3 - Fair			REMOVE
5	*Morus alba*	White Mulberry	8,8,7,6	5 - Poor	V-shaped joint, Multi Leader, Split Risk	Trunk Damage	REMOVE
6	*Morus alba*	White Mulberry	10,9,6,5,5	5 - Poor	V-shaped joint, Multi Leader, Split Risk	Trunk Scar	REMOVE
7	*Morus alba*	White Mulberry	12,8	5 - Poor	V-shaped joint, Double Leader, Split Risk, Crown Lean		REMOVE
8	*Morus alba*	White Mulberry	10	5 - Poor	Crown Lean	30% dead wood, Cavity, Trunk Scar	REMOVE
9	*Morus alba*	White Mulberry	7	5 - Poor	Crown Lean, Crowded	Growing in Fence	REMOVE
10	*Morus alba*	White Mulberry	12,7	5 - Poor	U-shaped joint, Double Leader, Crown Lean	Trunk Scar, Growing in Fence	REMOVE
11	*Morus alba*	White Mulberry	8	5 - Poor		Trunk Damage, Growing in Fence	REMOVE
12	*Morus alba*	White Mulberry	10,10,8	5 - Poor	V-shaped joint, Multi Leader, Split Risk	Trunk Scar	REMOVE
13	*Acer saccharinum*	Silver Maple	40	4 - Fair/Poor	Crown Lean, Broken Limb	Trunk Scar	REMOVE
14	*Acer saccharinum*	Silver Maple	20	5 - Poor	Unbalanced, Crown Lean	Hollow, Cavity	REMOVE
15	*Acer saccharinum*	Silver Maple	12	4 - Fair/Poor	Crown Lean	Trunk Scar	REMOVE
16	*Acer saccharinum*	Silver Maple	40	5 - Poor	V-shaped joint, Double Leader, Split Risk, Crown Lean		REMOVE
17	*Acer saccharinum*	Silver Maple	20,16	5 - Poor	V-shaped joint, Double Leader, Broken Limb	Dead Leader	REMOVE
18	*Acer saccharinum*	Silver Maple	60	3 - Fair			REMOVE
19	*Acer saccharinum*	Silver Maple	16,16,14	5 - Poor	V-shaped joint, Multi Leader, Split Risk	Cavity, Trunk Scar	REMOVE
20	*Acer saccharinum*	Silver Maple	18	4 - Fair/Poor	Lean, Crown Lean, Crowded		REMOVE
21	*Morus alba*	White Mulberry	10	5 - Poor	Crown Lean, Crowded	Trunk Scar, Growing in Fence	REMOVE
22	*Acer saccharinum*	Silver Maple	24	4 - Fair/Poor	Broken Limb	Trunk Scar	REMOVE
23	*Acer saccharinum*	Silver Maple	28	4 - Fair/Poor		Cavity, Trunk Scar	REMOVE
24	*Acer saccharinum*	Silver Maple	32	5 - Poor	Lean, Unbalanced	Hollow, Cavity, Trunk Scar	REMOVE
25	*Acer saccharinum*	Silver Maple	22	4 - Fair/Poor	Crown Lean, Broken Limb	Trunk Scar	REMOVE
26	*Acer saccharinum*	Silver Maple	46	4 - Fair/Poor	Unbalanced, Crown Lean		REMOVE
27	*Acer saccharinum*	Silver Maple	12,12,10,8	5 - Poor	V-shaped joint, Multi Leader, Split Risk	Trunk Scar	REMOVE
28	*Acer saccharinum*	Silver Maple	12,12,7,5	5 - Poor	V-shaped joint, Multi Leader, Split Risk	Trunk Scar	REMOVE
29	*Morus alba*	White Mulberry	26	5 - Poor	Double Leader, Split Risk, Fused Leaders	20% dead wood	REMOVE
30	*Ulmus americana*	American Elm	4	5 - Poor	Unbalanced	Vines, Growing in Fence	REMOVE
31	*Ulmus americana*	American Elm	15	5 - Poor		Vines, Growing in Fence	REMOVE
32	*Morus alba*	White Mulberry	4	5 - Poor	Crown Lean, Crowded	Growing in Fence	REMOVE
33	*Acer negundo*	Box Elder	10	4 - Fair/Poor	Unbalanced	20% dead wood, Vines	REMOVE
34	*Ulmus americana*	American Elm	8	5 - Poor		Vines, Growing in Fence	REMOVE
35	*Morus alba*	White Mulberry	12	3 - Fair	Crown Lean		REMOVE
36	*Morus alba*	White Mulberry	12	5 - Poor	Unbalanced, Crown Lean	Growing in Fence	REMOVE
37	*Morus alba*	White Mulberry	10	4 - Fair/Poor	Lean, Crown Lean		REMOVE
38	*Ulmus americana*	American Elm	12	5 - Poor	Crown Lean	Growing in Fence	REMOVE
39	*Morus alba*	White Mulberry	10	4 - Fair/Poor	Unbalanced	20% dead wood, Trunk Scar	REMOVE
40	*Morus alba*	White Mulberry	14	4 - Fair/Poor		20% dead wood	REMOVE
3001	*Acer spp.*	Maple Cultivar	12	5 - Poor	Broken Leader	Cavity	REMOVE
3002	*Acer spp.*	Maple Cultivar	9	5 - Poor	Broken Leader	Cavity, Trunk Scar	REMOVE
3003	*Acer saccharinum*	Silver Maple	11	5 - Poor	Broken Leader	>50% dead wood, Hollow, Cavity	REMOVE
3004	*Acer spp.*	Maple Cultivar	10	5 - Poor	Broken Limb, Broken Leader	Hollow, Cavity	REMOVE
3005	*Acer spp.*	Maple Cultivar	11	5 - Poor	Broken Limb, Broken Leader, Horizontal Growth	Trunk Scar	REMOVE
3006	*Acer spp.*	Maple Cultivar	12	5 - Poor	Broken Leader	Cavity, Trunk Scar	REMOVE
3007	*Picea pungens*	Colorado Spruce	15,45	3 - Fair		10% dead wood	REMOVE
3008	*Acer spp.*	Maple Cultivar	12	3 - Fair		Trunk Scar	REMOVE
3009	*Acer saccharinum*	Silver Maple	17	3 - Fair	Unbalanced	10% dead wood	REMOVE
3010	*Acer spp.*	Maple Cultivar	11	3 - Fair			REMOVE
3010	*Acer saccharinum*	Silver Maple	11	4 - Fair/Poor	Broken Limb	Trunk Scar	REMOVE
3011	*Ulmus pumila*	Siberian Elm	18,12,12	4 - Fair/Poor	V-shaped joint, Multi Leader	10% dead wood, Trunk Scar	REMOVE
3012	*Acer saccharinum*	Silver Maple	20	5 - Poor	V-shaped joint, Double Leader, Split Risk, Crown Lean		REMOVE
3013	*Acer saccharinum*	Silver Maple	15	5 - Poor	Unbalanced, Broken Leader	20% dead wood, Hollow, Cavity	REMOVE
3014	*Acer saccharinum*	Silver Maple	10	4 - Fair/Poor	Lean	Trunk Scar, Vines	REMOVE
3015	*Morus alba*	White Mulberry	13,10,8	5 - Poor	V-shaped joint, Multi Leader, Split Risk	20% dead wood, Trunk Damage	REMOVE
3016	*Acer saccharinum*	Silver Maple	17	4 - Fair/Poor	Unbalanced, Broken Limb	Dead Limbs, Trunk Scar	REMOVE
3017	*Morus alba*	White Mulberry	14,13	5 - Poor	V-shaped joint, Double Leader, Split Risk, Lean, Crown Lean	20% dead wood, Trunk Scar	REMOVE
3018	*Acer saccharinum*	Silver Maple	10	5 - Poor	Lean, Crown Lean	Trunk Damage, Growing in Fence	REMOVE
3019	*Acer saccharinum*	Silver Maple	13	4 - Fair/Poor	Unbalanced	Trunk Scar	REMOVE
3020	*Acer saccharinum*	Silver Maple	19	4 - Fair/Poor	Unbalanced	10% dead wood, Trunk Scar	REMOVE
3021	*Quercus rubra*	Red Oak	30	2 - Good	Unbalanced	10% dead wood	REMOVE
3022	*Morus alba*	White Mulberry	9,8	5 - Poor	V-shaped joint, Double Leader, Split Risk, Crown Lean	Trunk Scar	REMOVE
3023	*Morus alba*	White Mulberry	9,7,7	5 - Poor	V-shaped joint, Multi Leader, Split Risk, Crown Lean		REMOVE
3024	*Picea pungens*	Colorado Spruce	12,40	3 - Fair		10% dead wood	REMOVE
3025	*Morus alba*	White Mulberry	8,6	5 - Poor	V-shaped joint, Multi Leader, Split Risk	Trunk Scar	REMOVE
3026	*Fraxinus pennsylvanica*	Ash	8,6,6	5 - Poor	V-shaped joint, Multi Leader, Split Risk, Crown Lean	Trunk Scar	REMOVE
3027	*Acer saccharinum*	Silver Maple	6,4	4 - Fair/Poor	Lean, Crown Lean, Crowded		REMOVE
3028	*Picea pungens*	Colorado Spruce	14,35	3 - Fair		10% dead wood	REMOVE
3029	*Picea pungens*	Colorado Spruce	16,30	4 - Fair/Poor	Lean	40% dead wood	REMOVE
3030	-	Unknown	7,6	- Dead			REMOVE
3031	*Picea pungens*	Colorado Spruce	14,40	5 - Poor		50% dead wood	REMOVE
3032	*Picea pungens*	Colorado Spruce	14,40	5 - Poor		40% dead wood	REMOVE
3033	*Picea pungens*	Colorado Spruce	14,40	4 - Fair/Poor		30% dead wood	REMOVE
3034	*Picea pungens*	Colorado Spruce	11,25	4 - Fair/Poor		30% dead wood	REMOVE
3035	*Picea pungens*	Colorado Spruce	15,40	4 - Fair/Poor		20% dead wood	REMOVE
3036	*Picea pungens*	Colorado Spruce	9,20	5 - Poor	Strong lean	10% dead wood	REMOVE
3037	*Picea pungens*	Colorado Spruce	13,20	4 - Fair/Poor	Lean	20% dead wood	REMOVE
3038	*Picea pungens*	Colorado Spruce	12,35	4 - Fair/Poor	Lean	20% dead wood	REMOVE
3039	*Picea pungens*	Colorado Spruce	9,25	4 - Fair/Poor		20% dead wood	REMOVE
3040	*Picea pungens*	Colorado Spruce	11,20	5 - Poor	Strong lean	10% dead wood	REMOVE
3041	*Picea pungens*	Colorado Spruce	8,15	5 - Poor	Horizontal Growth	10% dead wood	REMOVE
3042	*Picea pungens*	Colorado Spruce	7,15	5 - Poor	Horizontal Growth	10% dead wood	REMOVE
3043	*Picea pungens*	Colorado Spruce	7,25	4 - Fair/Poor	Lean	10% dead wood	REMOVE
3044	*Picea pungens*	Colorado Spruce	8,20	4 - Fair/Poor	Lean	20% dead wood	REMOVE
3045	*Pinus strobus*	White Pine	6,15	3 - Fair		10% dead wood	REMOVE
3046	*Picea pungens*	Colorado Spruce	12,40	5 - Poor		40% dead wood	REMOVE
3047	*Picea pungens*	Colorado Spruce	13,35	6 - Dead			REMOVE
3048	*Juglans nigra*	Ash, Black Walnut	14	4 - Fair/Poor	Lean, Unbalanced		REMOVE
3049	*Picea pungens*	Colorado Spruce	9,30	5 - Poor		50% dead wood	REMOVE
3050	*Picea pungens*	Colorado Spruce	11,35	5 - Poor		50% dead wood	REMOVE
3051	*Picea pungens*	Colorado Spruce	14,40	4 - Fair/Poor		20% dead wood	REMOVE
3052	*Picea pungens*	Colorado Spruce	9,15	4 - Fair/Poor		20% dead wood	REMOVE
3053	*Populus deltoides*	Eastern Cottonwood	36	3 - Fair	U-shaped joint, Double Leader		REMOVE
3054	*Populus deltoides*	Eastern Cottonwood	21	5 - Poor	Broken Leader	Growing in Fence	REMOVE
3055	*Prunus serotina*	Black Cherry	22	5 - Poor	Lean, Broken Limb	20% dead wood, Trunk Damage, G	REMOVE
3056	*Acer saccharinum*	Silver Maple	64	4 - Fair/Poor	Lean, Unbalanced, Crown Lean		REMOVE
3057	*Acer saccharinum*	Silver Maple	46	4 - Fair/Poor		10% dead wood, Cavity, Trunk Scar	REMOVE
3058	*Acer saccharinum*	Silver Maple	42	5 - Poor	Unbalanced	Wood rot, Cavity	REMOVE
3059	*Quercus alba*	White Oak	28	2 - Good		10% dead wood	REMOVE
3060	*Acer saccharinum*	Silver Maple	22	4 - Fair/Poor	Lean, Unbalanced, Broken Limb	10% dead wood	REMOVE
3061	*Acer saccharinum*	Silver Maple	50	4 - Fair/Poor		Cavity, Trunk Scar	REMOVE
3062	*Acer saccharinum*	Silver Maple	36	3 - Fair			REMOVE
3063	*Acer saccharinum*	Silver Maple	33	4 - Fair/Poor	Broken Limb	10% dead wood, Trunk Scar	REMOVE
3064	*Acer saccharinum*	Silver Maple	33	4 - Fair/Poor	Unbalanced, Crown Lean		REMOVE
3065	*Acer saccharinum*	Silver Maple	18	5 - Poor	Lean, Crown Lean	Wood rot, Cavity	REMOVE

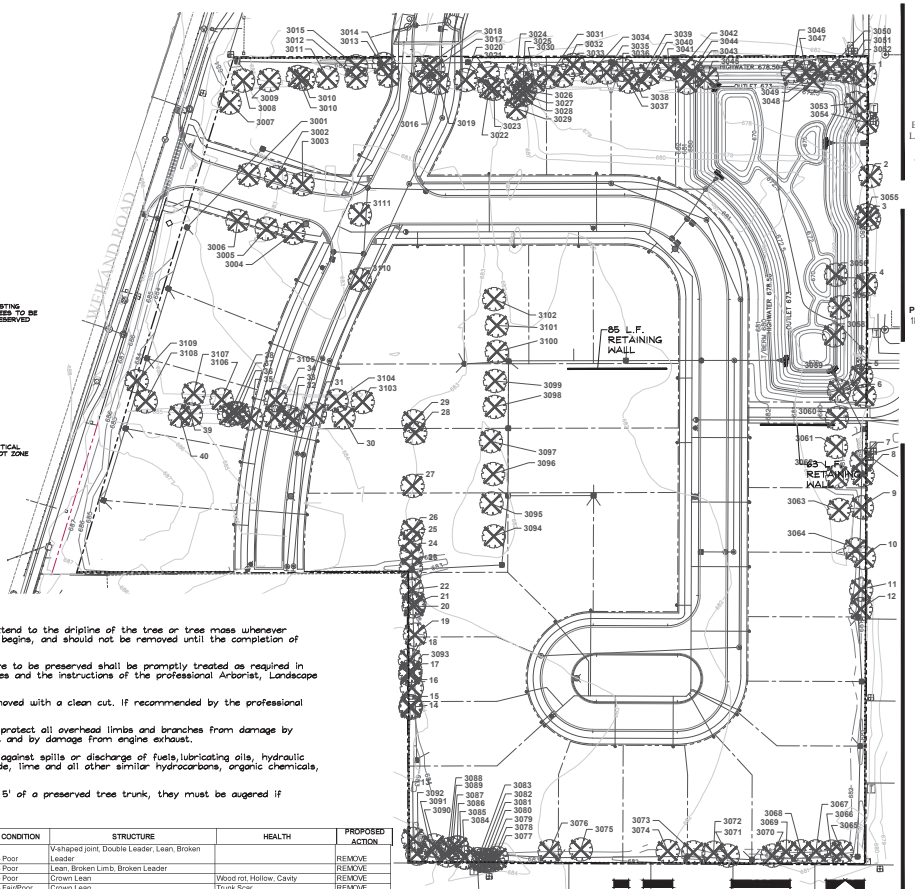


TREE PRESERVATION DETAIL

(NOT TO SCALE)
SEE NOTES

TREE PRESERVATION NOTES

1. 48" high snow fence or wood barriers shall extend to the dripline of the tree or tree mass whenever possible, shall be installed before construction begins, and should not be removed until the completion of construction.
2. All accidental damage to existing trees that are to be preserved shall be promptly treated as required in accordance with recognized horticultural practices and the instructions of the professional Arborist, Landscape Architect or Horticulturist.
3. Broken or badly bruised branches shall be removed with a clean cut. If recommended by the professional Arborist, Landscape Architect or Horticulturist.
4. Care shall be exercised by the contractors to protect all overhead limbs and branches from damage by contact with material, machinery or equipment and by damage from engine exhaust.
5. Contractors shall protect trees and vegetation against spills or discharge of fuels,lubricating oils, hydraulic fluids, anti-freeze and coolants, calcium chloride, lime and all other similar hydrocarbons, organic chemicals, and other materials which can be harmful.
6. When underground utilities are proposed within 5' of a preserved tree trunk, they must be augered if possible.



TAG NO.	SCIENTIFIC NAME	COMMON NAME	DBH (inches)	CONDITION	STRUCTURE	HEALTH	PROPOSED ACTION
3066	*Acer saccharinum*	Silver Maple	18,12	5 - Poor	V-shaped joint, Double Leader, Lean, Broken Leader		REMOVE
3067	*Acer saccharinum*	Silver Maple	40	5 - Poor	Lean, Broken Limb, Broken Leader		REMOVE
3068	*Acer saccharinum*	Silver Maple	25	5 - Poor	Crown Lean	Wood rot, Hollow, Cavity	REMOVE
3069	*Acer saccharinum*	Silver Maple	29	4 - Fair/Poor	Crown Lean	Trunk Scar	REMOVE
3070	*Acer saccharinum*	Silver Maple	15,15	3 - Fair	U-shaped joint, Double Leader		REMOVE
3071	*Acer saccharinum*	Silver Maple	11	3 - Fair	Unbalanced, Crown Lean		REMOVE
3072	*Acer saccharinum*	Silver Maple	15,14	4 - Fair/Poor	V-shaped joint, Double Leader	Trunk Scar	REMOVE
3073	*Acer saccharinum*	Silver Maple	15	4 - Fair/Poor	Unbalanced	Trunk Scar	REMOVE
3074	*Acer saccharinum*	Silver Maple	42	4 - Fair/Poor	Unbalanced, Crown Lean	Cavity, Trunk Scar	REMOVE
3075	*Acer saccharinum*	Silver Maple	47	4 - Fair/Poor	U-shaped joint, Double Leader, Lean	Cavity	REMOVE
3076	*Acer saccharinum*	Silver Maple	39	4 - Fair/Poor	Unbalanced	Trunk Scar	REMOVE
3077	*Thuja occidentalis*	Arborvitae	5,4	4 - Fair/Poor	V-shaped joint, Double Leader	Trunk Scar	REMOVE
3078	*Thuja occidentalis*	Arborvitae	6,5,5	4 - Fair/Poor	Multi Leader, Crowded		REMOVE
3079	*Thuja occidentalis*	Arborvitae	5,4	4 - Fair/Poor	V-shaped joint, Double Leader	Trunk Scar	REMOVE
3080	*Thuja occidentalis*	Arborvitae	5,5	4 - Fair/Poor	U-shaped joint, Double Leader, Crowded		REMOVE
3081	*Thuja occidentalis*	Arborvitae	5,5	4 - Fair/Poor	U-shaped joint, Double Leader, Crowded		REMOVE
3082	*Thuja occidentalis*	Arborvitae	4,2	5 - Poor	V-shaped joint, Double Leader, Crowded	>50% dead wood	REMOVE
3083	*Thuja occidentalis*	Arborvitae	4,3,2	4 - Fair/Poor	V-shaped joint, Multi Leader, Crowded		REMOVE
3084	*Thuja occidentalis*	Arborvitae	5,3,2	4 - Fair/Poor	V-shaped joint, Double Leader, Crowded		REMOVE
3085	*Thuja occidentalis*	Arborvitae	4,4	4 - Fair/Poor	V-shaped joint, Double Leader, Crowded		REMOVE
3086	*Acer saccharinum*	Silver Maple	23	3 - Fair	Unbalanced		REMOVE
3087	*Thuja occidentalis*	Arborvitae	4,2	4 - Fair/Poor	V-shaped joint, Double Leader, Crowded		REMOVE
3088	*Thuja occidentalis*	Arborvitae	7	4 - Fair/Poor		30% dead wood	REMOVE
3089	*Acer saccharinum*	Silver Maple	25	4 - Fair/Poor	Lean, Unbalanced	Trunk Scar	REMOVE
3090	*Acer saccharinum*	Silver Maple	21	3 - Fair			REMOVE
3091	*Thuja occidentalis*	Arborvitae	6,3	4 - Fair/Poor	V-shaped joint, Double Leader, Crowded		REMOVE
3092	*Thuja occidentalis*	Arborvitae	4,4	4 - Fair/Poor	U-shaped joint, Double Leader		REMOVE
3093	*Fraxinus pennsylvanica*	Ash	6	5 - Poor	Unbalanced	Trunk Damage, Growing in Fence	REMOVE
3094	*Acer saccharinum*	Silver Maple	29	3 - Fair		Trunk Scar	REMOVE
3095	*Acer saccharinum*	Silver Maple	26	3 - Fair			REMOVE
3096	*Acer saccharinum*	Silver Maple	27	3 - Fair			REMOVE
3097	*Acer saccharinum*	Silver Maple	24	3 - Fair	Broken Limb		REMOVE
3098	*Acer saccharinum*	Silver Maple	25	3 - Fair			REMOVE
3099	*Acer saccharinum*	Silver Maple	31	3 - Fair			REMOVE
3100	*Acer saccharinum*	Silver Maple	17	3 - Fair	Crown Lean		REMOVE
3101	*Acer saccharinum*	Silver Maple	25	3 - Fair			REMOVE
3102	*Acer saccharinum*	Silver Maple	21	4 - Fair/Poor	Lean, Unbalanced	Trunk Scar	REMOVE
3103	*Acer saccharinum*	Silver Maple	30	4 - Fair/Poor	U-shaped joint, Double Leader, Lean, Crown Lean	Trunk Scar	REMOVE
3104	*Acer saccharinum*	Silver Maple	20	5 - Poor	Unbalanced, Crown Lean	Trunk Damage, Trunk Scar	REMOVE
3105	*Acer saccharinum*	Silver Maple	21	4 - Fair/Poor	Lean, Broken Limb		REMOVE
3106	*Acer saccharinum*	Silver Maple	17	5 - Poor		Hollow, Cavity	REMOVE
3107	*Acer saccharinum*	Silver Maple	23	4 - Fair/Poor	Unbalanced	Trunk Scar	REMOVE
3108	*Acer saccharinum*	Silver Maple	15	4 - Fair/Poor	Unbalanced	Cavity	REMOVE
3109	*Picea pungens*	Colorado Spruce	16,45	3 - Fair		10% dead wood	REMOVE
3110	*Pyrus spp.*	Pear	8	3 - Fair	Unbalanced	10% dead wood	REMOVE
3111	*Pyrus spp.*	Pear	6	3 - Fair	Unbalanced		REMOVE

LEGEND

TREE TO BE PRESERVED

TREE TO BE REMOVED

TREE REPLACEMENT REQUIREMENT:
SIGNIFICANT TREES REMOVED: 28 CALIPER INCHES
4" CALIPER REPLACEMENT TREES: 14 TREES

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402 W. LIBERTY DRIVE
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PHONE: 630.668.7197
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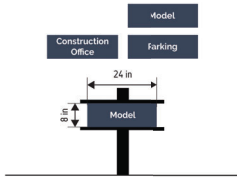
TREE PRESERVATION PLAN

04	11.20.2025
03	10.24.2025
02	10.10.2025
01	10.02.2025

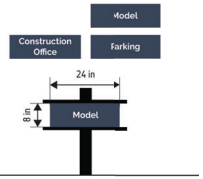
REVISIONS

DATE	07.23.2025
PROJECT NO.	MI24252
DRAWN	MNW
CHECKED	DHS
SHEET NO.	L3.1

P PARKING SIGN
NOT TO SCALE

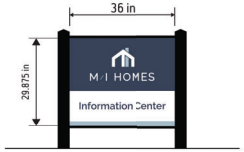


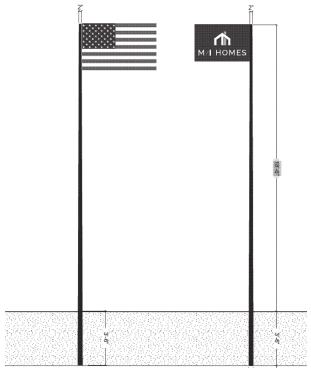
MP MODEL PLACARD SIGN
NOT TO SCALE



SP SALES PLACARD SIGN
NOT TO SCALE

T TALL MARKETING SIGN
NOT TO SCALE

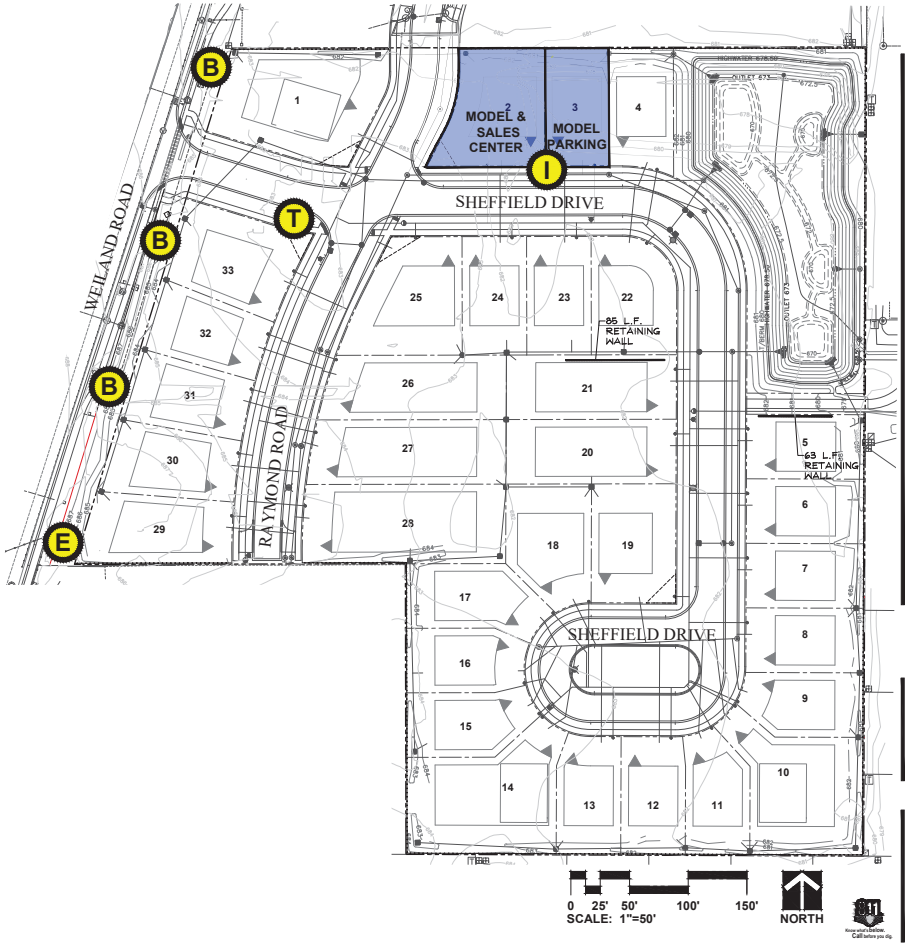




I MODEL INFO CENTER SIGN W/ 2 FLAGPOLES
NOT TO SCALE

E ENTRANCE MARKETING SIGN
NOT TO SCALE

B MARKETING TRAIL 'BURMA SHAVE' SIGN
NOT TO SCALE



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HIGHBURY CLUB
BUFFALO GROVE, ILLINOIS

MODEL SIGNAGE PLAN

REVISIONS	
04	11.20.2025
03	10.24.2025
02	10.10.2025
01	10.02.2025

DATE	07.23.2025
PROJECT NO.	MI24252
DRAWN	MNW
CHECKED	DHS
SHEET NO.	L4.1

MODEL PLANT LIST

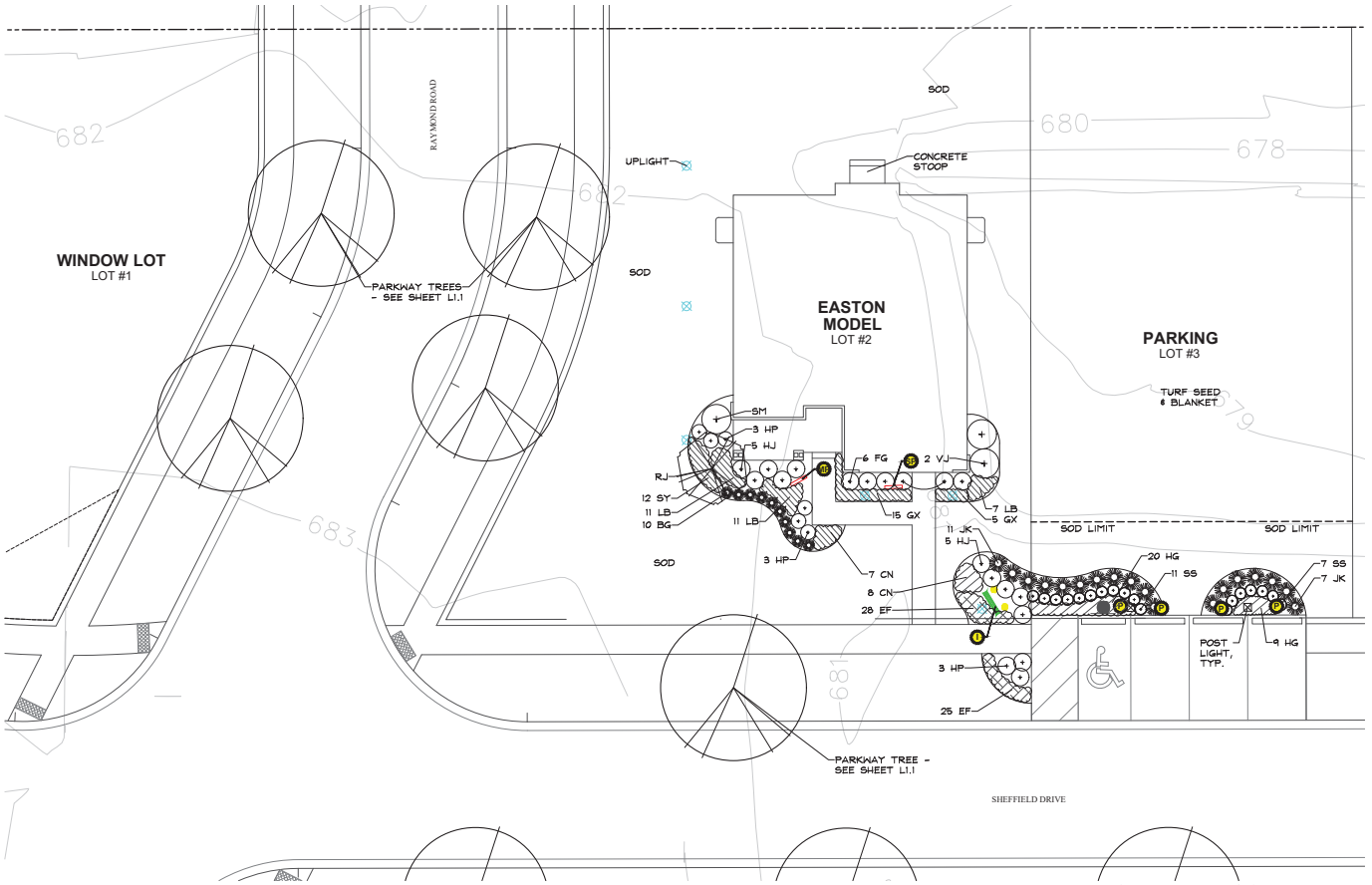
Key	Qty	Botanical/Common Name	Size	Remarks
		ORNAMENTAL TREES		
RJ	1	Malus 'Jewelcole' RED JEWEL CRABAPPLE	8' Ht.	Multi-Stem
		DECIDUOUS SHRUBS		
FG	6	Fothergilla gardenii DWARF FOTHERGILLA	30" Tall	3' O.C.
HJ	10	Hydrangea paniculata 'Jane' LITTLE LIME HYDRANGEA	36" Tall	4' O.C.
HP	9	Hydrangea paniculata 'SMHPLGF' LITTLE QUICK FIRE HYDRANGEA	30" Tall	3' O.C.
SM	1	Syringa meyeri 'Palibin' DWARF KOREAN LILAC	36" Tall	4' O.C.
VJ	2	Viburnum x juddii JUDD VIBURNUM	36" Tall	4' O.C.
		EVERGREEN SHRUBS		
BG	10	Buxus 'Green Gem' GREEN GEM BOXWOOD	24" Wide	2' O.C.
JK	18	Juniperus chinensis 'Daub's Frosted' DAUB'S FROSTED JUNIPER	30" Wide	4' O.C.
		PERENNIALS AND ORNAMENTAL GRASSES		
CN	15	Calamintha nepeta ssp. nepeta LESSER CALAMINT	#1	18" O.C.
GX	20	Geranium sanguineum 'Max Frei' MAX FREI BLOODY CRANESBILL	#1	18" O.C.
HG	29	Hemerocallis 'Going Bananas' GOING BANANAS DAYLILY	#1	18" O.C.
LB	29	Leucanthemum superbum 'Banana Cream II' BANANA CREAM II SHASTA DAISY	#1	18" O.C.
SY	12	Salvia nemerosa 'May Night' MAY NIGHT SALVIA	#1	18" O.C.
SS	18	Schizachyrium scoparium 'Prairie Blues' PRAIRIE BLUES LITTLE BLUESTEM	#1	24" O.C.
		GROUNDCOVERS		
EF	53	Euonymus fortunei var. 'Coloratus' PURPLE WINTERCREEPER	#1	12" O.C.
		MISC. MATERIALS		
	6.4	SHREDDED HARDWOOD MULCH	C.Y.	
	450	SOD	S.Y.	
	0.11	TURF SEED & BLANKET	AC.	
	9	UPLIGHTS	EA.	
	2	POST LIGHT	EA.	

LEGEND

- (I) INFO CENTER SIGN W/2 FLAGPOLES — NOT TO SCALE
- (P) PARKING SIGN — NOT TO SCALE
- (MP) MODEL PLACARD SIGN — NOT TO SCALE
- (SP) SALES PLACARD SIGN — NOT TO SCALE
- UPLIGHT
- COACHLIGHT

GENERAL NOTES

1. Contractor shall verify underground utility lines and is responsible for any damage.
2. Contractor shall verify all existing conditions in the field prior to construction and shall notify landscape architect of any variance.
3. Material quantities shown are for contractors convenience only. The Contractor must verify all material and supply sufficient materials to complete the job per plan.
4. The landscape architect reserves the right to inspect trees and shrubs either at place of growth or at site before planting, for compliance with requirements of variety, size and quality.
5. Work shall conform to American Standard for Nursery Stock, State of Illinois Horticultural Standards, and Local Municipal requirements.
6. Contractor shall secure and pay for all permits, fees, and inspections necessary for the proper execution of this work and comply with all codes applicable to this work.
7. See General Conditions and Specifications for landscape work for additional requirements.
8. Irrigation will be installed to cover the whole lot.



MODEL LANDSCAPE PLAN

SCALE: 1"=10'

0 5' 10' 20' 30'

NORTH

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BUFFALO GROVE, ILLINOIS

MODEL LANDSCAPE PLAN

04	11.20.2025
03	10.24.2025
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01	10.02.2025

REVISIONS

DATE	07.23.2025
PROJECT NO.	MI24252
DRAWN	MNW
CHECKED	DHS
SHEET NO.	L4.2

Know what's below. Call before you dig.

LANDSCAPE WORK PART 1 - GENERAL

1.1 DESCRIPTION OF WORK

The work shall consist of furnishing, transporting and installing all seeds, plants and other materials required for:

1. The establishment of trees, shrubs, perennial, annual and lawn areas as shown on Landscape Plan;
2. The provision of post-planting management as specified herein;
3. Any remedial operations necessary in conformance with the plans as specified in this document;
5. Permits which may be required.

1.2 QUALITY ASSURANCE

A. Work shall conform to State of Illinois Horticultural Standards and local municipal requirements.

B. Quality Control Procedures:

1. Ship landscape materials with certificates of inspection as required by governmental authorities. Comply with governing regulations applicable to landscape materials.

2. Do not make substitutions. If specified landscape material is not obtainable, submit to Landscape Architect proof of non-availability and proposal for use of equivalent material.

3. Analysis and Standards: Package standard products with manufacturers certified analysis.

1.3 SUBMITTALS

A. Planting Schedule

Submit three (3) copies of the proposed planting schedule showing dates for each type of planting

B. Maintenance Instruction - Landscape Work

Submit two (2) copies of typewritten instructions recommending procedures to be established by the Owner for the maintenance of landscape work for one full year. Submit prior to expiration of required maintenance periods.

Instructions shall include: watering, fertilizing, spraying, mulching and pruning for plant material and trimming groundcover. Instructions for watering, fertilizing and mowing grass areas shall be provided ten (10) days prior to request for inspection for final acceptance. Landscape Architect shall receive copies of all instructions when issued.

C. Submit two (2) copies of soil test of existing topsoil with recommendations for soil additive requirement to Landscape Architect for review and written approval.

D. Submit two (2) samples of shredded hardwood bark mulch, erosion control blankets, and all other products and materials as specified on plans to Landscape Architect for review and written approval.

E. Nursery packing lists indicating the species and quantities of material installed must be provided to the Owner and/or Municipality upon request.

1.4 JOB CONDITIONS

A. Examine and evaluate grades, soils and water levels. Observe the conditions under which work is to be performed and notify Landscape Architect of unsatisfactory conditions. Do not proceed with the work until unsatisfactory conditions have been corrected in an acceptable manner.

B. Utilities: Review underground utility location maps and plans; notify local utility location service; demonstrate an awareness of utility locations; and certify acceptance of liability for the protection of utilities during course of work. Contractor shall be responsible for any damage to utilities or property.

C. Excavation: When conditions detrimental to plant growth are encountered such as rubble fill, adverse drainage conditions or obstructions, notify Landscape Architect before planting.

1.5 GUARANTEES

A. Guarantee seeded and sodded areas through the specified maintenance period and until final acceptance.

B. Guarantee trees, shrubs, and perennials for a period of one year after date of acceptance against defects including death and unsatisfactory growth, except for defects resulting from neglect by Owner, abuse or damage by others or unusual phenomena or incidents which are beyond Landscape Installer's control.

C. Native Planting Area Performance Criteria

1st Full Growing Season: 90% of cover crop shall be established. There shall be no bare areas greater than two (2) square feet in seeded areas. At least 25% of vegetation coverage shall be native, non-invasive species. At least 50% of the emergent species, if planted as plugs shall be alive and apparent.

2nd Full Growing Season: All areas with the exception of emergent zones shall exhibit full vegetative cover. At least 50% of the vegetation coverage shall be native, non-invasive species.

3rd Full Growing Season: At least 75% of vegetation coverage shall be native, non-invasive species. Non-native species shall constitute no more than 25% relative aerial coverage of the planted area.

Invasive species for this project shall include the following: Ambrosia artemisiifolia & trifida (Common & Giant Ragweed), Cirsium arvense (Canada Thistle), Dipsacus laciniatus (Cut-leaved Teasel), Dipsacus sylvestris (Common Teasel), Lythrum salicaria (Purple Loosestrife), Melilotus sp. (Sweet Clover), Phalaris arundinacea (Reed Canary Grass), Phragmites australis (Giant Reed), Fallopia japonica (Japanese Knotweed), Rhamnus cathartica & frangula (Common & Glossy Buckthorn), Typha sp. (Broadleaf, Narrowleaf, and Hybrid Cattail).

LANDSCAPE WORK PART 2 - PLANT MATERIALS

2.1 LAWN SOD

Provide strongly rooted sod, not less than two (2) years old and free of weeds and undesirable native grasses. Provide only sod capable of growth and development when planted (viable, not dormant) and in strips not more than 18" wide x 4' long. Provide sod composed of a 5-way blend of Kentucky Bluegrass such as: Midnight, Allure, Viva, Washington, Liberty.

2.2 LAWN SEED MIXTURE

Grass Seed: Provide fresh, clean, new crop seed complying with the tolerance for purity and germination established by the Official Seed Analysts of North America. Provide seed of the grass species, proportions and maximum percentage of weed seed, as specified.

A. Lawn Seed Mixture - 5 lbs./1,000 sq. ft.
50% Kentucky Bluegrass 98/85
15% Cutter Perennial Ryegrass
10% Spartan Hard Fescue
10% Edge Perennial Ryegrass
10% Express Perennial Ryegrass
5% Pennlawn Creeping Red Fescue

2.3 NATIVE PLANTING MIXTURES

Provide fresh, clean, new crop of the species and proportions as specified. Native seed and live plant material shall be obtained from a reputable supplier (approved by Landscape Architect) that has collected from sources east of the Mississippi River within the same EPA Level III Ecoregion as the project site (Central Corn Belt Plains). Any material sourced from outside this ecoregion must be approved by the Landscape Architect prior to installation.

For each species, the amount of seed indicated on the specifications shall mean the total amount of pure live seed (PLS) per acre. Seed tags and PLS testing information shall be provided to the Landscape Architect prior to seeding.

It is the sole responsibility of the Native Landscape Contractor to provide approved seed that meets industry-standard PLS requirements.

2.4 GROUNDCOVERS, PERENNIALS AND ANNUALS

Provide plants established and well-rooted in removable containers or integral peat pots and with not less than the minimum number and length of runners required by ANSI Z60.1 for the pot size shown or listed.

2.5 TREES AND SHRUBS

A. Name and Variety: Provide nursery grown plant material true to name and variety.

B. Quality: Provide trees, shrubs and other plants complying with the recommendations and requirements of ANSI Z60.1 "Standard for Nursery Stock" and as further specified.

C. Deciduous Trees: Provide trees of height and caliper listed or shown and with branching configuration recommended by ANSI Z60.1 for type and species required. Provide single stem trees except where special forms are shown or listed. Provide balled and burlapped (B&B) deciduous trees.

D. Deciduous Shrubs: Provide shrubs of the height shown or listed and with not less than the minimum number of canes required by ANSI Z60.1 for the type and height of shrub required. Provide balled and burlapped (B&B) deciduous shrubs.

E. Coniferous Evergreen: Provide evergreens of the sizes shown or listed. Dimensions indicate minimum spread for spreading and semi-spreading type evergreens and height for other types. Provide quality evergreens with well-balanced form complying with requirements for other size relationships to the primary dimension shown. Provide balled and burlapped (B&B) evergreen trees and containerized shrubs.

F. Inspection: All plants shall be subject to inspection and review at the place of growth or upon delivery and conformity to specification requirements as to quality, right of inspection and rejection upon delivery at the site or during the progress of the work for size and condition of balls or roots, diseases, insects and latent defects or injuries. Rejected plants shall be removed immediately from the site.

2.6 PLANTING SOIL MIXTURE

Provide planting soil mixture consisting of clean uncompacted topsoil (stockpiled at site) for all planting pits, perennial, annual and groundcover areas. Topsoil shall be conditioned based on any recommendations resulting from the soil test in 1.3.C.

2.7 EROSION CONTROL

A. Lawn Seed Areas Erosion Control Blanket: North American Green DS75, or equivalent approved equal.

B. Native Areas Erosion Control Blanket: North American Green S150, or equivalent approved equal.

C. Shoreline and Sloped Berm Areas Erosion Control Blanket: North American Green SC150, or approved equal. To be installed per manufacturer's recommendations.

D. Refer to latest Engineering & Erosion Control Plans for any areas to receive permanent or long-term blanket installation.

2.8 MULCH

Provide mulch consisting of shredded hardwood. Provide sample to Landscape Architect for approval prior to ordering materials.

LANDSCAPE WORK PART 3 - EXECUTION

3.1 PLANTING SCHEDULE

At least thirty (30) days prior to the beginning of work in each area, submit a planting schedule for approval by the Landscape Architect.

3.2 PLANTINGS

A. Sodding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site, do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments as needed; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Sodded areas shall receive an application of commercial fertilizer at the rate of 10 lbs. per 1,000 sq. ft. and shall have an analysis of 16-8-8.

4. Lay sod within 24 hours from time of stripping.

5. Lay sod to form a solid mass with tightly fitted joints. Butt ends and sides of sod strips; do not overlap. Stagger strips to offset joints in adjacent courses. Work from boards to avoid damage to subgrade or sod. Tamp or roll lightly to ensure contact with subgrade. Work sifted soil into minor cracks between pieces of sod; remove excess to avoid smothering of adjacent grass.

6. Water sod thoroughly with a fine spray immediately after planting.

B. Seeding New Lawns

1. Remove existing grass, vegetation and turf. Dispose of such material legally off-site. Do not turn over into soil being prepared for lawns.

2. Till to a depth of not less than 6"; apply soil amendments; remove high areas and fill in depressions; till soil to a homogenous mixture of fine texture, remove lumps, clods, stones over 1" diameter, roots and other extraneous matter. Dispose of such material legally off-site.

3. Seeded lawn areas shall receive an application of commercial fertilizer at the rate of 5 lbs. per 1,000 sq. ft. and shall be 6-24-24. Fertilizer shall be uniformly spread and mixed into the soil to a depth of 1" inches.

4. Do not use wet seed or seed which is moldy or otherwise damaged in transit or storage.

5. Sow seed using a spreader or seeding machine. Do not seed when wind velocity exceeds five (5) miles per hour. Distribute seed evenly over entire area by sowing equal quantity in two directions at right angles to each other.

6. Sow not less than specified rate.

7. Rake lawn seed lightly into top 1" of soil, roll lightly and water with a fine spray.

C. Seeding Native Areas

1. The period for planting prairie seed shall be from April 1 to May 15 or November 1 to just before the first frost. Seeding outside of these timeframes must be approved by the landscape architect. Native seed planted outside of specified timeframes must have at least 60 days of growth prior to frost. Dormant seeding in winter is possible if soil conditions allow.

2. The General Contractor and Native Landscape Contractor shall be responsible for performing all work necessary to achieve and maintain an acceptable seedbed prior to seeding. All areas must be properly prepared before seeding begins. Equipment having low unit pressure ground contact shall be utilized within the planting areas.

3. If present, compacted soils shall be disked or raked prior to seeding. Remedial measures for the access area may, at the direction of the Wetland Consultant, involve ripping from 12 to 18 inches of the soil horizon prior to disking.

4. Prior to seeding, planting areas shall have at least twelve inches of clean un-compacted topsoil. Clumps, clods, stones over 2" diameter, roots and other extraneous matter shall be removed and disposed of legally off-site.

5. Granular mycorrhizal inoculants shall be installed with the seed mix at a rate of 40lbs/ acre. Inoculant can be banded under seed, worked into seed or added into spray tanks. Native areas shall not receive fertilizer.

6. Contractor shall be solely responsible for the proper handling and storage of the seed according to the best seed handling and storage practices, including fungicide treatments and stratification considerations. Owner shall make no compensation for damage to the seed because of improper storage, cleaning, threshing, or screening operations.

7. Except where site conditions preclude their use, seeding shall be performed using a Truax drill, Truax Trillion seeder, or comparable equipment designed specifically for installation of native seed. For areas where site conditions preclude the use of specialized equipment, seed may be installed through hand broadcasting and followed by light raking. Hand broadcast seed shall be spread at twice the specified rate. Other methods of seed installation may be used with prior approval from the Landscape Architect.

8. Prior to starting work, all seeding equipment shall be calibrated and adjusted to sow seeds at the proper seeding rate. In general, the optimum seeding depth is 0.25 inch below the soil surface. Areas where the seed has not been incorporated into the soil to the proper depths will not be accepted, and no compensation for materials or labor for the rejected work will be made by the Owner.

9. Seeding and soil tracking/firming shall not be done during periods of rain, severe drought, high winds, excessive moisture, frozen ground, or other conditions that preclude satisfactory results.

10. Wet mesic and emergent areas shall be planted, and seed allowed to germinate (if possible), prior to flooding with significant amounts of water. Any areas of significant permanent water located within the planting area will receive live plugs in lieu of seed.

11. After the seeding operation is completed, install erosion control blanket per manufacturer's specifications.

12. Emergent plugs shall be planted in natural groupings within designed areas containing saturated soils or shallow inundation. Plants within groupings shall be planted at 2 foot centers.

13. Emergent plugs shall not be planted less than the specified rate and shall be protected with goose exclosures surrounding all natural groupings of plugs.

E. Groundcover and Perennial Beds

Groundcover, perennials, and annuals shall be planted in continuous beds of planting soil mixture a minimum of 8" deep. Install per spacing indicated on plan.

F. Trees and Shrubs

1. Set balled and burlapped (B&B) stock plumb and in center of pit or trench with top of ball at an elevation that will keep the root flare exposed upon backfill and mulching. Remove burlap from top and sides of balls; retain on bottoms. When set, place additional topsoil backfill around base and sides of ball and work each layer to settle backfill and eliminate voids and air pockets. When excavation is approximately 2/3 full, water thoroughly before placing remainder of backfill. Repeat watering until no more is absorbed. Water again after placing final layer of backfill.

2. Dish top of backfill to allow for mulching. Provide additional backfill berm around edge of excavations to form shallow saucer to collect water.

3. Mulch pits, trenches and planted areas. Provide not less than 2" thickness of mulch and work into top of backfill and finish level with adjacent finish grades. Maintain exposed root flare at all times.

4. Prune only injured or dead branches from flowering trees, if any. Protect central leader of tree during shipping and pruning operations. Prune shrubs to retain natural character in accordance with standard horticultural practices.

5. Remove and replace excessively pruned or ill-formed stock resulting from improper pruning.

6. The Contractor shall be wholly responsible for assuring that all trees are planted in a vertical and plumb position and remain so throughout the life of this contract and guarantee period. Trees may or may not be staked and guyed depending upon the individual preference of the Contractor; however, any bracing procedure(s) must be approved by the Owner prior to its installation.

3.3 INITIAL MAINTENANCE

A. Begin maintenance immediately after planting, continuing until final acceptance. A minimum of thirty (30) days.

B. Maintain planted and seeded areas by watering, refilling/regrading, replanting and implementing erosion control as required to establish vegetation free of eroded or bare areas.

C. Native Planting areas are to be mowed only once per spring during the initial three year establishment period.

3.4 NATIVE LANDSCAPED AREAS CONTINUED MONITORING & MAINTENANCE

A. Monitoring

The Owner shall notify the Municipality upon completion of plantings. The Owner's Environmental Specialist shall inspect the plantings and provide the Municipality with a copy of the planting locations, species, and quantities for verification.

The Owner's Environmental Specialist shall inspect the plantings at least twice per year during the three-year term of the Establishment and Maintenance Cash Bond or Letter of Credit, to determine compliance with the minimum annual performance criteria (See 1.5C Guarantees). A monitoring report will be provided to the Municipality by January 31st following each inspection.

B. Maintenance:

First Season

With the exception of the emergent area, native seeding areas should be mowed to a height of 6" to control annual nonnative and invasive species early in the growing season. Mowing, including weed whipping, should be conducted during prior to weed seed production. Mowing height and timing may need to be adjusted per target species. Small quantities of undesirable plant species, shall be controlled by hand pulling prior to the development and maturity of the plant. Hand removal shall include the removal of all above-ground and below-ground stems, roots and flower masses prior to development of seeds. Herbicide should be applied as necessary by a trained and licensed operator that is competent in the identification of native and nonnative herbaceous plants. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Second Season

Control of undesirable plant species during the second growing season shall consist primarily of precise herbicide application. Mowing and weed whipping shall be conducted as needed during the early growing season and as needed to a height of 6 to 8 inches to prevent annual weeds from producing seed. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Third Year:

Seasonal mowing and herbicide will continue as above but should be reduced over time. Debris and litter shall be removed from the native areas and storm structures shall be inspected and maintained as necessary.

Long Term Wetland and Prairie Management/Maintenance

A final compliance report and Long-Term Operation and Maintenance Plan shall be submitted by the Developer/Owner's Environmental Specialist no less than 60 days prior to the expiration of any landscape Cash Bond or Letter of Credit posted for the native areas. Final acceptance and release shall be determined by the County/Municipality upon inspection of the site to verify compliance.

The Long-Term Operation and Maintenance Plan shall be written to include guidelines and schedules for burning, mowing, application of herbicide, debris/litter removal and inspection schedule for storm structures and sediment removal.

3.5 CLEAN UP AND PROTECTION

A. During landscape work, store materials and equipment where directed. Keep pavements clean and work areas and adjoining areas in an orderly condition.

B. Protect landscape work and materials from damage due to landscape operations, operations by other trades and trespassers. Maintain protection during installation and maintenance periods. Treat, repair or replace damaged landscape work as directed by Landscape Architect.

3.6 INSPECTION AND ACCEPTANCE

A. The Landscape Architect reserves the right to inspect seeds, plants, trees and shrubs either at place of growth or at site before planting for compliance with requirements for name, variety, size, quantity, quality and mix proportion.

B. Supply written affidavit certifying composition of seed mixtures and integrity of plant materials with respect to species, variety and source.

C. Notify the Landscape Architect within five (5) days after completing initial and/or supplemental plantings in each area.

D. When the landscape work is completed, including maintenance, the Landscape Architect will, upon request, make a final inspection to determine acceptability. After final acceptance, the Owner will be responsible for maintenance.

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
402 W. LIBERTY DRIVE
WHEATON, ILLINOIS 60187
PHONE: 630.668.7197
www.grwainc.com

CLIENT
M/I HOMES
2135 CITY GATE LANE, SUITE 620
NAPERVILLE, ILLINOIS 60563

CIVIL ENGINEER
PEARSON BROWN & ASSOC.
1850 W. WINCHESTER ROAD, SUITE 205
LIBERTYVILLE, IL 60048

HIGHBURY CLUB
BUFFALO GROVE, ILLINOIS

LANDSCAPE SPECIFICATIONS

04	11.20.2025
03	10.24.2025
02	10.10.2025
01	10.02.2025

REVISIONS

DATE	07.23.2025
PROJECT NO.	MI24252
DRAWN	MNW
CHECKED	DHS
SHEET NO.	L5.1

Know what's below. Call before you dig.

M/I Homes of Chicago LLC		
Exterior Color Collections (Sadie Ridge - Hardie)		
Collection # 4		
Material:	Color/Style:	Manufacturer:
Lap - Siding	Pearl Gray	Hardie
Vertical - Siding	Gray Slate	Hardie
Roof	Moire Black	Certainteed
Roof - Metal	Black	ACM
Brick	Iron Vineyard	Glen-Gery
Stone	Oakfield Machine Cut	Eden Valders Stone
Exterior Trim (Default)		
Material:	Color/Style:	Manufacturer:
Front Door	Inkwell SW6992	Sherwin Williams
Exterior Trim	Artic White	Hardie
Soffit Fascia	White	ACM or Equal
Gutters	White	ACM or Equal
Garage Door	White	Wayne Dalton
Windows	White	MI Windows

Elevation B

Barclay

2360 s.f.

M/I HOMES

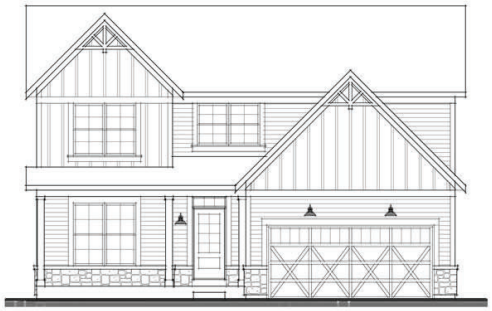
Welcome to Better

M/I Homes of Chicago

Elevation A

Eelvation B

Elevation C



Elevation D

Elevation E

Barclay

2360 s.f.

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Left Elevation

Right Elevation

Rear Elevation

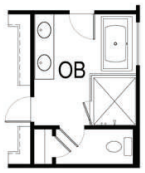
Barclay

2360 s.f.

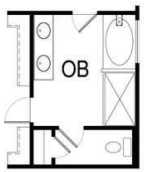
M/I HOMES

Welcome to Better

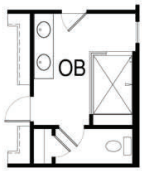
M/I Homes of Chicago



Owners Bath
Free-standng Tub



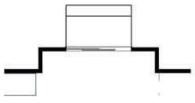
Owners Luxury
Bath



Owners Bath
Walk-in Shower

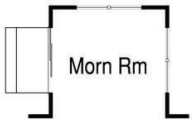
Fireplace

Dining Bay



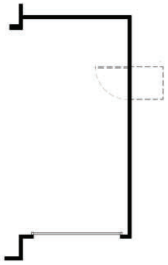
Breakfast Bay

Garage Storage

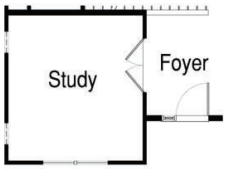


Morning Room

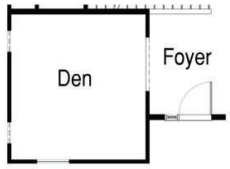
Bedroom 4



3-Car Garage

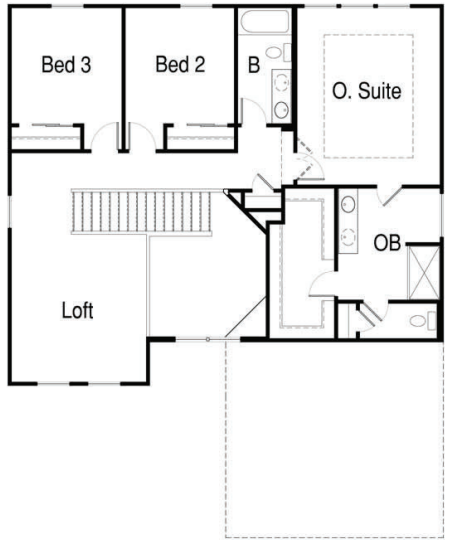


Study

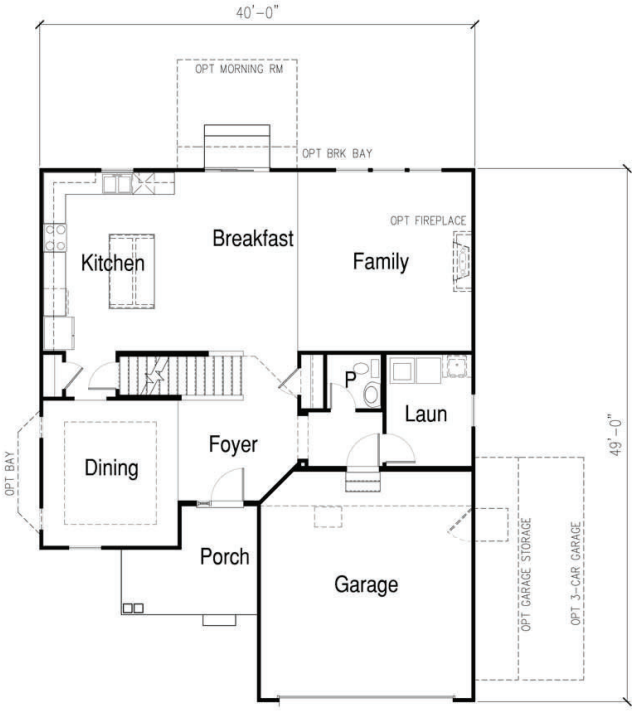


Den

Plan Options



Upper Floor Plan



Main Floor Plan

Barclay

2360 s.f.

M/I HOMES
Welcome to Better
M/I Homes of Chicago

M/I Homes of Chicago LLC		
Exterior Color Collections (Sadie Ridge - Hardie)		
Collection # 8		
Material:	Color/Style:	Manufacturer:
Lap - Siding	Evening Blue	Hardie
Vertical - Siding	Evening Blue	Hardie
Roof	Moire Black	Certainteed
Roof - Metal	Black	ACM
Brick	Bourban Trail	Meridian
Stone	Oakfield Machine Cut	Eden Valders Stone
Designer Package Exterior Trim Upgrade Option:		
Material:	Color/Style:	Manufacturer:
Exterior Trim	Gray Slate	Hardie
Front Porch Columns	Gray Slate	Sherwin Williams (Match)
Soffit Fascia	Black	ACM or Equal
Gutters	Black	ACM or Equal
Garage Door (Painted)	Inkwell SW6992	Sherwin Williams
Windows	Black	MI Windows

Elevation A

Dunbar

2500 s.f.

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Elevation A

Eelvation B

Elevation C

Elevation D

Elevation E

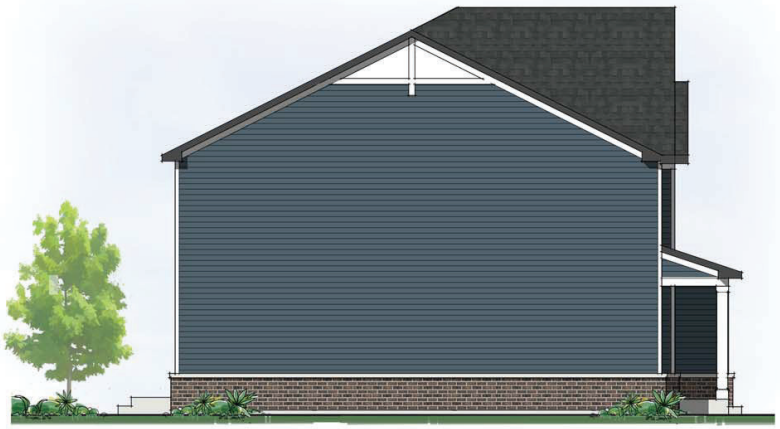
Dunbar

2500 s.f.

M/I HOMES

Welcome to Better

M/I Homes of Chicago



Left Elevation

Right Elevation

Rear Elevation

Dunbar

2500 s.f.

M/I HOMES

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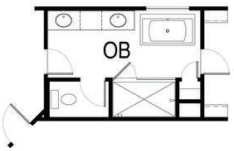
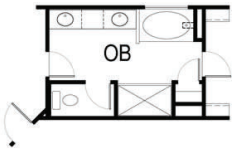
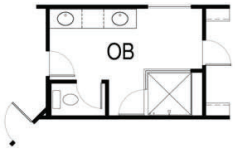


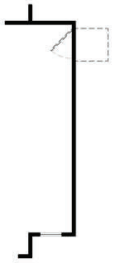
Owners Bath
Free-standng Tub



Owners Luxury
Bath

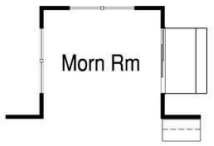


Owners Bath
Walk-in Shower



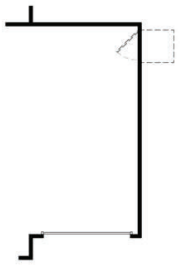
Garage Storage

Breakfast Bay

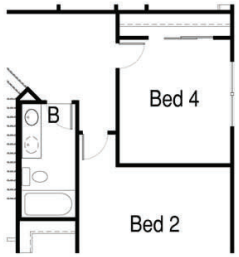


Morning Room

Fireplace



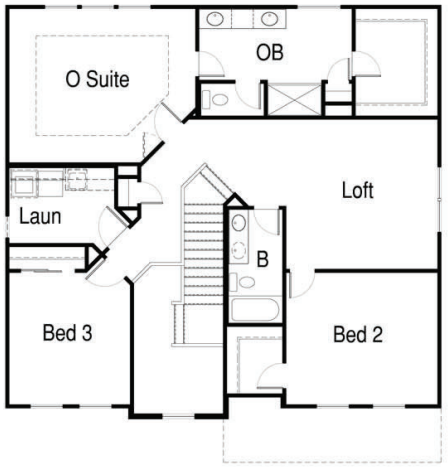
3-Car Garage



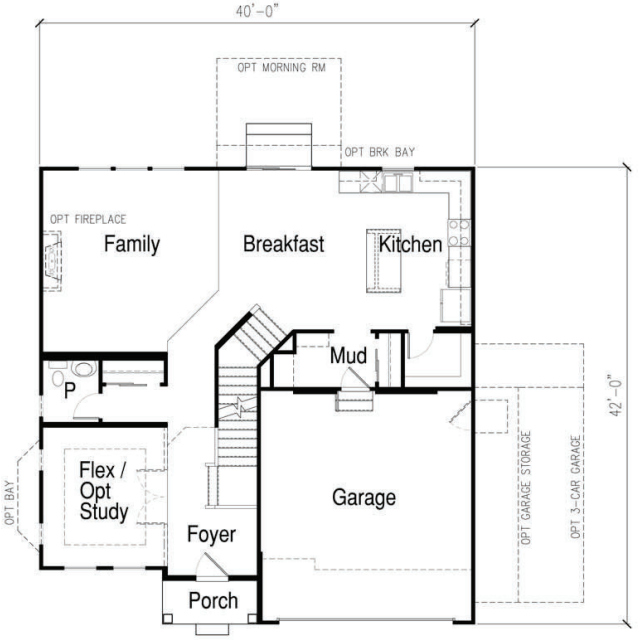
Bedroom 4

Flex Bay

Plan Options



Upper Floor Plan



Main Floor Plan

Dunbar

2500 s.f.

M/I HOMES
Welcome to Better
M/I Homes of Chicago

M/I Homes of Chicago LLC		
Exterior Color Collections (Sadie Ridge - Hardie)		
Collection # 14 **Rustic** Farmhouse ONLY		
Material:	Color/Style:	Manufacturer:
Lap - Siding	Pearl Gray	Hardie
Vertical - Siding	Pearl Gray	Hardie
Roof	Moire Black	Certainteed
Roof - Metal	Black	ACM
Brick	Bourbon Trail	Glen-Gary
Stone	Oakfield Machine Cut	Eden Valders Stone
Designer Package Exterior Trim Upgrade Option:		
Material:	Color/Style:	Manufacturer:
Exterior Trim	Artic White	Hardie
Front Porch Columns	SW 7006 Extra White	Sherwin Williams (Match)
Soffit Fascia	Black	ACM or Equal
Gutters	Black	ACM or Equal
Garage Door (Painted)	Inkwell SW6992	Sherwin Williams
Windows	Black	MI Windows

Elevation E

Easton

2732 s.f.

M/I HOMES

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Elevation A

Eelvation B

Elevation C

Elevation D

Elevation E

Easton

2732 s.f.

M/I HOMES

Welcome to Better

M/I Homes of Chicago

Left Elevation

Right Elevation

Rear Elevation

Easton

2732 s.f.

M/I HOMES

Welcome to Better

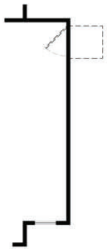
M/I Homes of Chicago

Owners Bath
Free-standng Tub

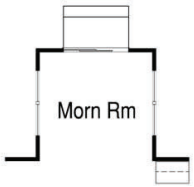
Owners Luxury
Bath

Owners Bath
Walk-in Shower

Breakfast Bay

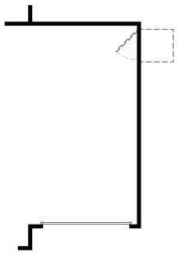


Garage Storage

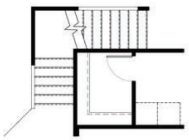


Morning Room

Fireplace



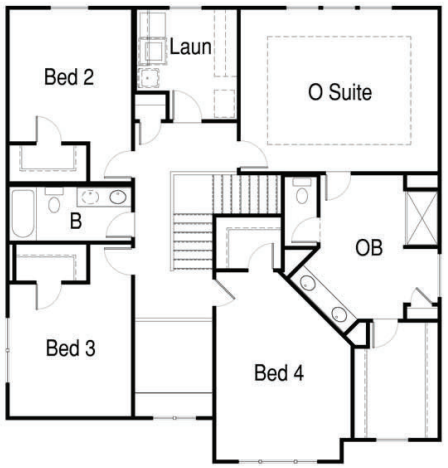
3-Car Garage



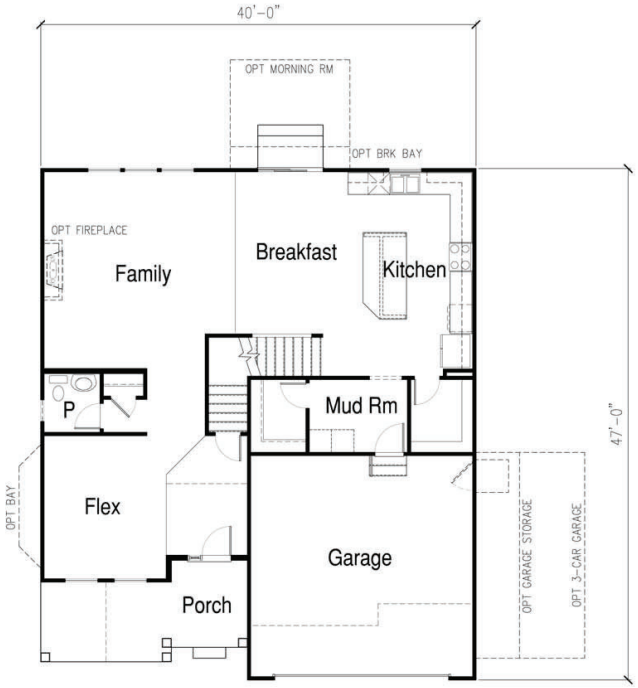
Open Stairs

Flex Bay

Plan Options



Upper Floor Plan



Main Floor Plan

Easton

2732 s.f.

M/I HOMES
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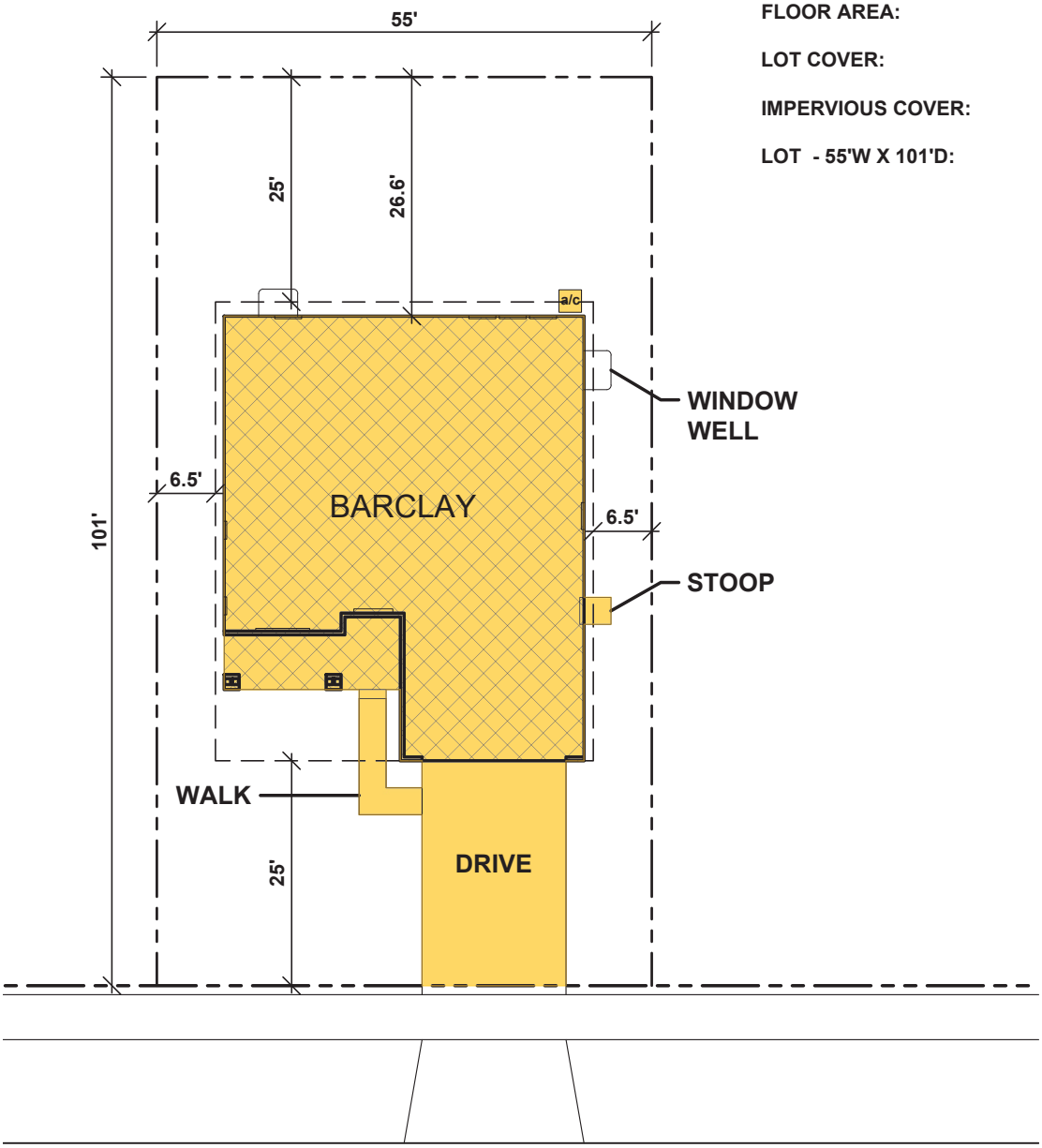
M/I Homes of Chicago

COVERAGE DATA

BARCLAY	AREA	COVERAGE
FLOOR AREA:	2,360 S.F.	RATIO: 0.42 (0.60 MAX.)
LOT COVER:	1,822 S.F.	32.80%
IMPERVIOUS COVER:	2,291 S.F.	41.24% (40% MAX.)
LOT - 55'W X 101'D:	5,555 S.F.	



LOT COVERAGE

IMPERVIOUS AREA

0 10' 20'

SCALE: 1"=20'

NORTH

LOT COVERAGE DEFINITION:

THE AREA OF A ZONING LOT OCCUPIED BY THE PRINCIPAL BUILDING OR BUILDINGS AND ACCESSORY BUILDINGS.

FLOOR AREA DEFINITION:

THE FLOOR AREA OF THE BUILDING OR BUILDINGS ON THAT ZONING LOT DIVIDED BY THE NET AREA OF SUCH ZONING LOT. THE "FLOOR AREA RATIO" REQUIREMENTS, AS SET FORTH UNDER EACH ZONING DISTRICT, SHALL DETERMINE THE MAXIMUM FLOOR AREA ALLOWABLE FOR THE BUILDINGS (GROSS FLOOR SPACE OF BOTH PRINCIPAL AND ACCESSORY BUILDINGS) IN DIRECT RATIO TO THE NET AREA OF THE ZONING LOT. THE "FLOOR AREA" OF A BUILDING IS DEFINED AS TOTAL GROSS FLOOR SPACE. ANY SPACE DEVOTED TO OFF-STREET PARKING OR LOADING SHALL NOT BE INCLUDED IN THE FLOOR AREA.

IMPERVIOUS COVERAGE DEFINITION:

"IMPERVIOUS AREA" MEANS THE AREA WITHIN A PARCEL THAT PREVENTS OR SIGNIFICANTLY IMPEDES THE INFILTRATION OF STORMWATER INTO THE SOIL. IMPERVIOUS AREAS SHALL INCLUDE, BUT ARE NOT LIMITED TO BUILDINGS, ROOFED STRUCTURES, PAVED AREAS, WALKWAYS, DRIVEWAYS, PARKING LOTS, PATIOS, DECKS, SWIMMING POOLS, AND SIMILAR NON-POROUS AREAS.

LOT COVERAGE EXHIBIT
HIGHBURY CLUB - BARCLAY
BUFFALO GROVE, ILLINOIS

11/07/2025

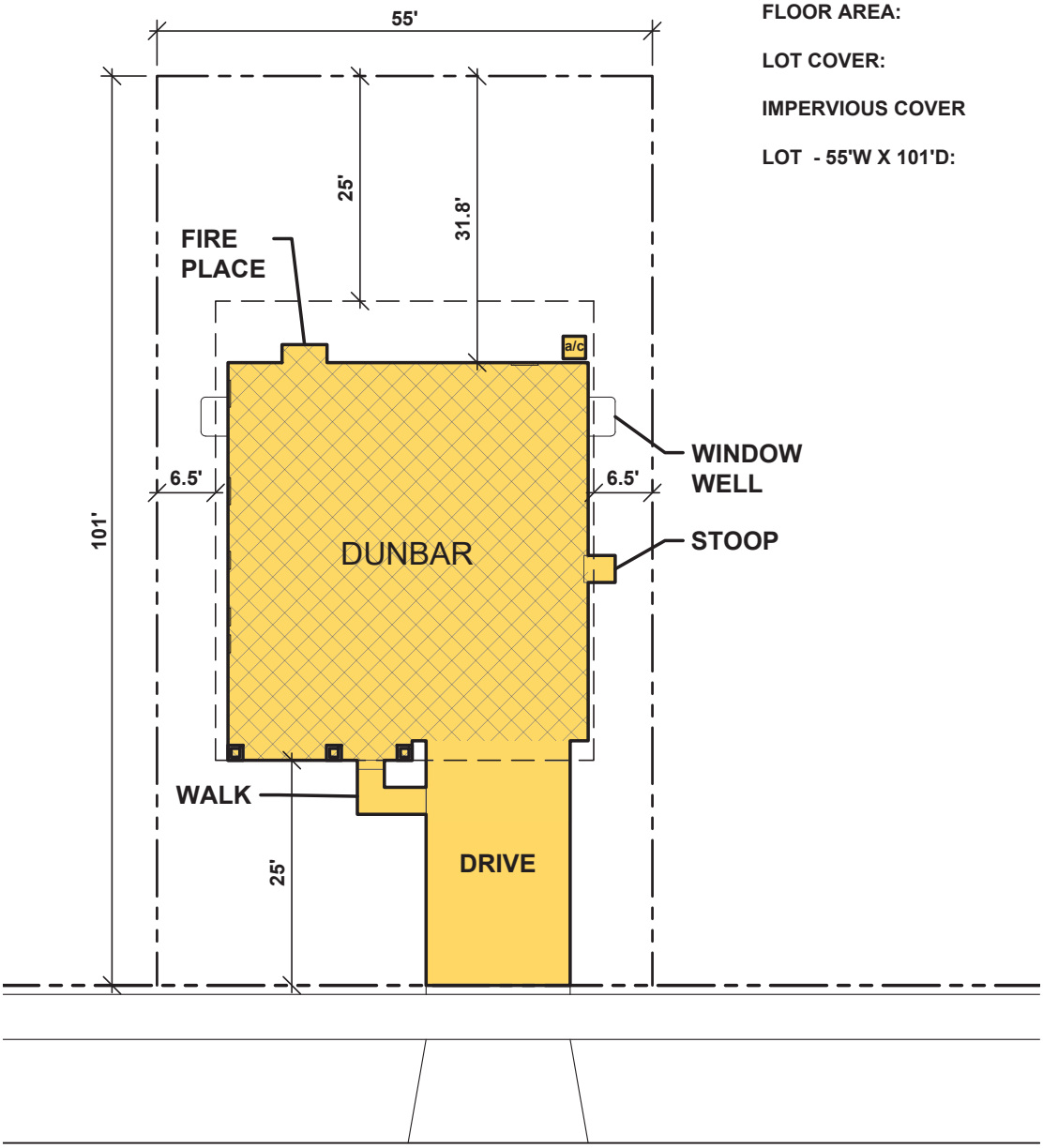
M/I HOMES

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

L:\Projects\MI24252\Acad\MI24252_E02_LOTCVR.dwg

COVERAGE DATA

DUNBAR	AREA	COVERAGE
FLOOR AREA:	2,494 S.F.	RATIO: 0.45 (0.60 MAX.)
LOT COVER:	1,734 S.F.	31.22%
IMPERVIOUS COVER	2,216 S.F.	39.89% (40% MAX.)
LOT - 55'W X 101'D:	5,555 S.F.	



LOT COVERAGE

IMPERVIOUS AREA

0 10' 20'
SCALE: 1"=20'

NORTH

LOT COVERAGE DEFINITION:

THE AREA OF A ZONING LOT OCCUPIED BY THE PRINCIPAL BUILDING OR BUILDINGS AND ACCESSORY BUILDINGS.

FLOOR AREA DEFINITION:

THE FLOOR AREA OF THE BUILDING OR BUILDINGS ON THAT ZONING LOT DIVIDED BY THE NET AREA OF SUCH ZONING LOT. THE "FLOOR AREA RATIO" REQUIREMENTS, AS SET FORTH UNDER EACH ZONING DISTRICT, SHALL DETERMINE THE MAXIMUM FLOOR AREA ALLOWABLE FOR THE BUILDINGS (GROSS FLOOR SPACE OF BOTH PRINCIPAL AND ACCESSORY BUILDINGS) IN DIRECT RATIO TO THE NET AREA OF THE ZONING LOT. THE "FLOOR AREA" OF A BUILDING IS DEFINED AS TOTAL GROSS FLOOR SPACE. ANY SPACE DEVOTED TO OFF-STREET PARKING OR LOADING SHALL NOT BE INCLUDED IN THE FLOOR AREA.

IMPERVIOUS COVERAGE DEFINITION:

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LOT COVERAGE EXHIBIT
HIGHBURY CLUB - DUNBAR
BUFFALO GROVE, ILLINOIS

11/07/2025

M/I HOMES

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
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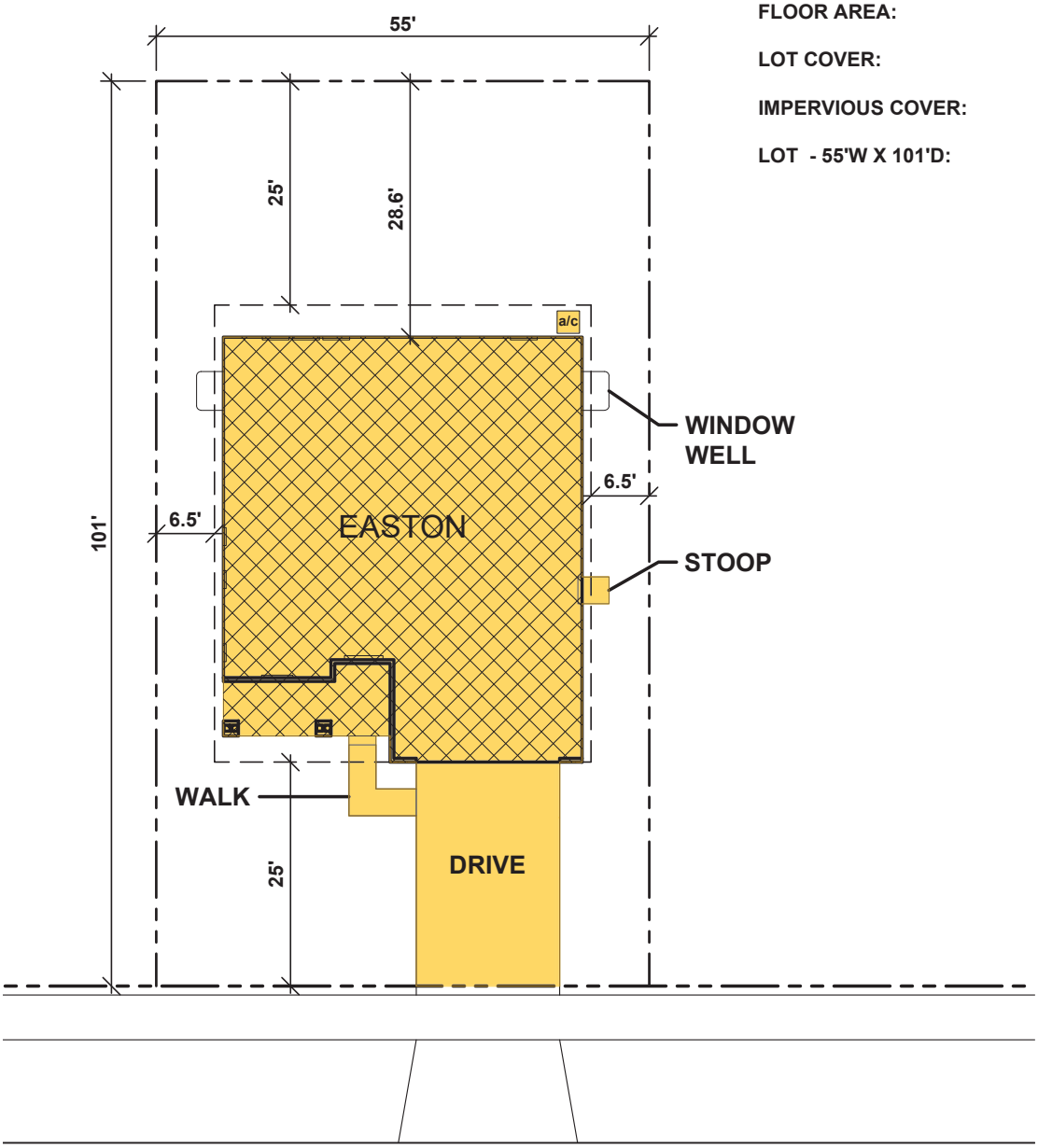
COVERAGE DATA

EASTON	AREA	COVERAGE
FLOOR AREA:	2,738 S.F.	RATIO: 0.49 (0.60 MAX.)
LOT COVER:	1,842 S.F.	33.16%
IMPERVIOUS COVER:	2,298 S.F.	41.37% (40% MAX.)
LOT - 55'W X 101'D:	5,555 S.F.	



LOT COVERAGE

IMPERVIOUS AREA

0 10' 20'
SCALE: 1"=20'

NORTH

LOT COVERAGE DEFINITION:

THE AREA OF A ZONING LOT OCCUPIED BY THE PRINCIPAL BUILDING OR BUILDINGS AND ACCESSORY BUILDINGS.

FLOOR AREA DEFINITION:

THE FLOOR AREA OF THE BUILDING OR BUILDINGS ON THAT ZONING LOT DIVIDED BY THE NET AREA OF SUCH ZONING LOT. THE "FLOOR AREA RATIO" REQUIREMENTS, AS SET FORTH UNDER EACH ZONING DISTRICT, SHALL DETERMINE THE MAXIMUM FLOOR AREA ALLOWABLE FOR THE BUILDINGS (GROSS FLOOR SPACE OF BOTH PRINCIPAL AND ACCESSORY BUILDINGS) IN DIRECT RATIO TO THE NET AREA OF THE ZONING LOT. THE "FLOOR AREA" OF A BUILDING IS DEFINED AS TOTAL GROSS FLOOR SPACE. ANY SPACE DEVOTED TO OFF-STREET PARKING OR LOADING SHALL NOT BE INCLUDED IN THE FLOOR AREA.

IMPERVIOUS COVERAGE DEFINITION:

"IMPERVIOUS AREA" MEANS THE AREA WITHIN A PARCEL THAT PREVENTS OR SIGNIFICANTLY IMPEDES THE INFILTRATION OF STORMWATER INTO THE SOIL. IMPERVIOUS AREAS SHALL INCLUDE, BUT ARE NOT LIMITED TO BUILDINGS, ROOFED STRUCTURES, PAVED AREAS, WALKWAYS, DRIVEWAYS, PARKING LOTS, PATIOS, DECKS, SWIMMING POOLS, AND SIMILAR NON-POROUS AREAS.

LOT COVERAGE EXHIBIT
HIGHBURY CLUB - EASTON
BUFFALO GROVE, ILLINOIS

11/07/2025

M/I HOMES

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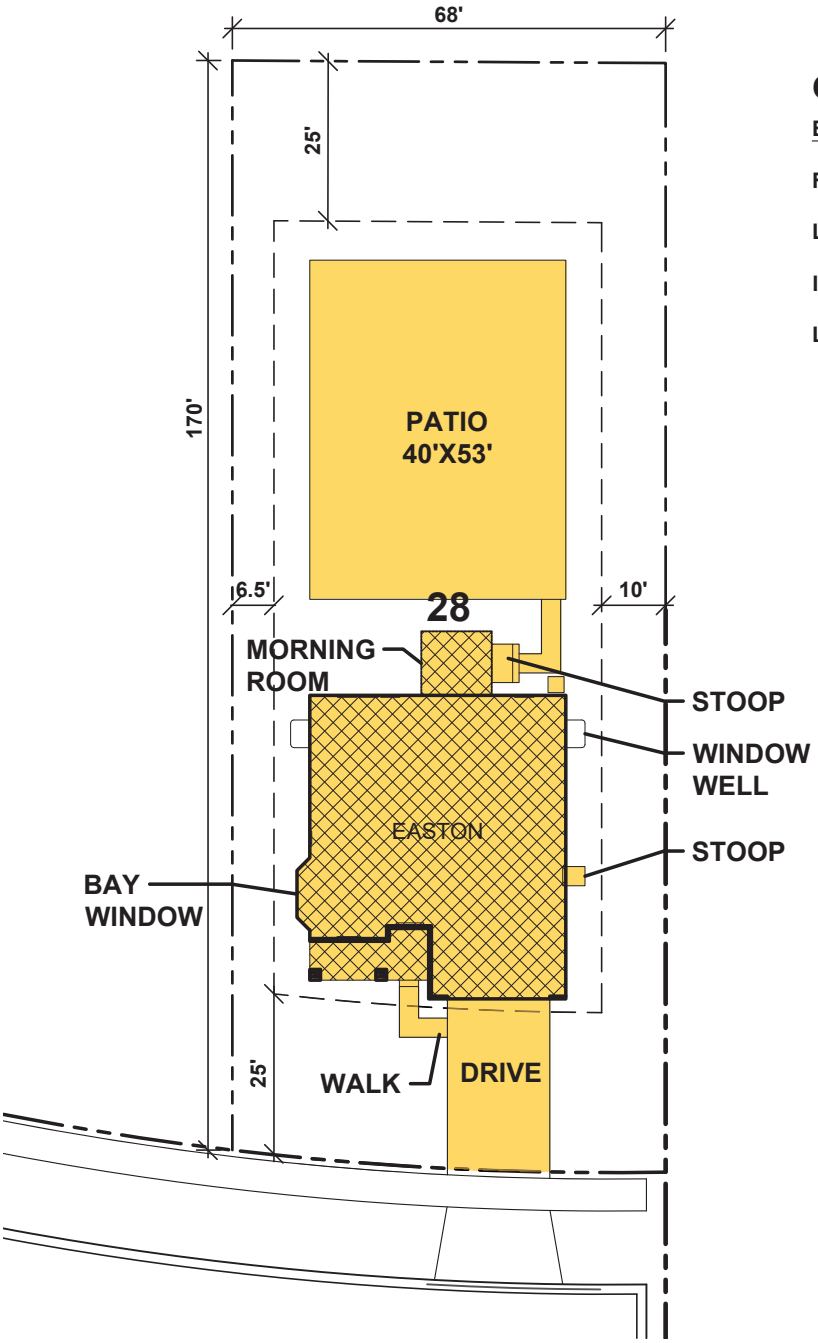

COVERAGE DATA

EASTON	AREA	COVERAGE
FLOOR AREA:	2,867 S.F.	RATIO: 0.25 (0.60 MAX.)
LOT COVER:	1,953 S.F.	16.87%
IMPERVIOUS COVER:	4,647 S.F.	39.78% (40% MAX.)
LOT - 55'W X 101'D:	11,683 S.F.	

LOT COVERAGE

IMPERVIOUS AREA

0 10' 20'
SCALE: 1"=20'

NORTH

LOT COVERAGE DEFINITION:
THE AREA OF A ZONING LOT OCCUPIED BY THE PRINCIPAL BUILDING OR BUILDINGS AND ACCESSORY BUILDINGS.

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LOT COVERAGE EXHIBIT
HIGHBURY CLUB - LOT 28 - EASTON
BUFFALO GROVE, ILLINOIS

11/07/2025

M/I HOMES

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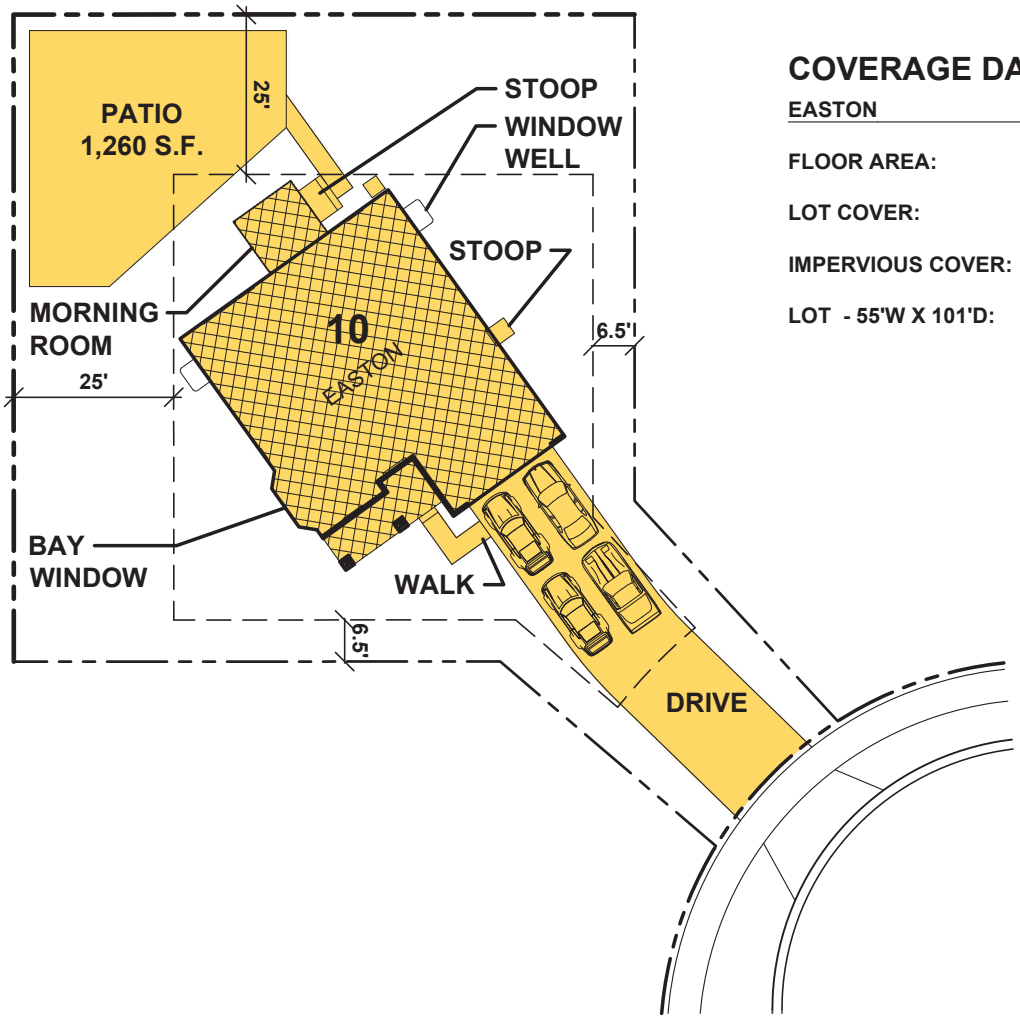

COVERAGE DATA

EASTON	AREA	COVERAGE
FLOOR AREA:	2,867 S.F.	RATIO: 0.26 (0.60 MAX.)
LOT COVER:	1,953 S.F.	17.95%
IMPERVIOUS COVER:	4,351 S.F.	39.99% (40% MAX.)
LOT - 55'W X 101'D:	10,880 S.F.	

LOT COVERAGE

IMPERVIOUS AREA

0 10' 20'
SCALE: 1"=20'

NORTH

LOT COVERAGE DEFINITION:
THE AREA OF A ZONING LOT OCCUPIED BY THE PRINCIPAL BUILDING OR BUILDINGS AND ACCESSORY BUILDINGS.

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LOT COVERAGE EXHIBIT
HIGHBURY CLUB - LOT 10 - EASTON
BUFFALO GROVE, ILLINOIS 11/07/2025

M/I HOMES

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227 West Monroe Street
Suite 4200
Chicago, Illinois 60606

T 312.980.1122
F 312.980.1132
www.ryan.com

Fiscal Impact Study

For the Highbury Development

Village of Buffalo Grove, Illinois

Prepared For: M/I Homes
Prepared By: Ryan, LLC

December 11, 2025

PRELIMINARY FISCAL IMPACT STUDY
FOR THE PROPOSED HIGHBURY DEVELOPMENT
BUFFALO GROVE, ILLINOIS

SECTION	TITLE	PAGE
	EXECUTIVE SUMMARY	i
I.	INTRODUCTION	1
II.	POPULATION GENERATED FOR THE PARK DISTRICT AND THE VILLAGE AND STUDENT POPULATION GENERATED FOR DISTRICT 102 AND DISTRICT 125	4
	A. Development	4
	1. General Population	4
	2. Student Population	4
III.	PROCEDURE FOR ESTIMATING REVENUE GENERATION – PROPERTY TAXES	6
	A. Estimated Total Market Value and Incremental Equalized Assessed Value	7
	B. Tax Rate Assumptions	10
	C. Risks Associated with the Projections	10
IV.	IMPACT FEE ANALYSIS	12
V.	FISCAL IMPACT OF DEVELOPMENT ON DISTRICT 102	13
	A. Assumptions Relating to Analysis of District 102 Revenues	13
	B. Fiscal Impact-Development	13
	1. District 102 Revenues	13
	2. District 102 Expenditures	15
	3. Net Fiscal Impact to District 102	18
VI.	FISCAL IMPACT OF DEVELOPMENT TO DISTRICT 125	19

FISCAL IMPACT ANALYSIS
FOR THE PROPOSED HIGHBURY DEVELOPMENT
BUFFALO GROVE, ILLINOIS

SECTION	TITLE	PAGE
	A. Assumptions Relating to Analysis of District 125 Revenues	19
	B. Fiscal Impact - Development	19
	1. District 125 Revenues	19
	2. District 125 Expenditures	22
	3. Net Fiscal Impact to District 125 from Development	24
VII.	FISCAL IMPACT OF DEVELOPMENT TO THE PARK DISTRICT	25
	A. Fiscal Impact - Development	25
	1. Park District Revenues	25
	2. Park District Expenditures	28
	3. Net Fiscal Impact to the Park District	31
VIII.	FISCAL IMPACT OF DEVELOPMENT TO VILLAGE OF BUFFALO GROVE	33
	A. Fiscal Impact – Development	33
	1. Village Revenues	33
	2. Village Expenditures	41
	3. Net Fiscal Impact to Village	43
Appendix A	Sources Utilized For Analysis	

EXECUTIVE SUMMARY

Ryan, LLC ("Ryan"), has been retained by M/I Homes (the "Developer") to evaluate the fiscal impact of a new residential development to be constructed on the property located at the southeast corner of the intersection at Pauline Avenue and Weiland Road in Buffalo Grove, Illinois (the "Property") on the Aptakisic-Tripp Consolidated Community School District 102 ("District 102"), Adlai E. Stevenson High School District 125 ("District 125"), the Buffalo Grove Park District (the "Park District") and the Village of Buffalo Grove, Illinois (the "Village").

The Property consists of approximately 8.3 acres of land (the "Project Site"). The development will consist of the construction of the following 33 units of residential housing (the "Development") on the Project Site:

Number of Units	Description	Weighted Average Market Value
10	Single Family Barclay (4 Bedrooms)	803,681
13	Single Family Dunbar (4 Bedrooms)	814,281
10	Single Family Eastman (4 Bedrooms)	846,081
33	Total	

Source: Developer

The Developer's projected absorption schedule for the Development represents an approximate one (1) year period, beginning with site preparation occurring in the first quarter of 2026. Construction of the Development is expected to commence in the second or third quarter of 2026 with the first units occupied in the fourth quarter of 2027, with all units projected to be occupied by December 1, 2027.

The fiscal impact of the potential number of additional school age children generated by the construction of the Development on District 102 and District 125 and the potential number of additional residents generated by the construction of the Development on the Park District and the Village was analyzed herein based on the multipliers obtained from the Village (the "Demographic Multipliers).

In addition to the property tax revenues and impact fees that are expected to be generated by the Development, the Park District should also expect to receive additional fees generated by residents of the Development from the use of certain of the Park District's recreational facilities and programs (the "Other Park District Revenues") which are projected to be used to offset any additional expenditures related to any such facilities or programs. Furthermore, the Development is not expected to require the Park District to provide for additional facilities or programs. The Development is not expected to require the Park District to add additional administrative, public safety or public works staff or make necessary any additional capital expenditures related thereto.

Furthermore, the Developer has requested that Ryan also evaluate the projected tax revenues that would be generated for the Village and the additional expenditures that would be incurred by the Village due to the Development. In addition to the property tax revenues that are expected to be generated by the Development, the Village should also expect to receive additional permit fees, telecom tax revenues, sales tax revenues generated by residents of the Development acquiring goods from Buffalo Grove merchants, income tax sharing revenues, motor fuel tax sharing revenues and various other fees (the "Other Village Revenues"). The streets and other infrastructure improvements will be constructed by the Developer and therefore would not cause the Village to incur any significant additional capital expenditures due to the construction of the Development. Furthermore, the Developer is expected to maintain such streets and infrastructure improvements until the transfer of title to such improvements at the completion of the construction of the Development. The Development is not expected to require the Village to add administrative, public safety or public works staff related thereto nor is the Village expected to be required to acquire or construct any additional equipment or facilities relating to the services to be provided by the Village with respect to the Development.

The findings in this analysis with respect to the property taxes that are projected to be generated by the Development are as follows:

	Development
Total Stabilized Property Market Value	$27,083,286
Incremental Stabilized Equalized Assessed Value	$8,311,095

The findings in this analysis with respect to the financial impacts of the Development to District 102 and District 125 are as follows:

	District 102	**District 125**
	Development	**Development**
Stabilized Demographic Impact		
No. of Additional Elementary School Age Children	**27**	**12**
Annual Property Tax Revenues (Stabilized Year 2029)		
Stabilized (2029) Incremental Property Tax Revenues	$343,425	$259,096
Annual Incremental Fiscal Impact (Stabilized Year 2029)		
Stabilized Annual Revenues (Property Tax & Other Income)	$369,646	$269,673
Stabilized Annual Operating Expenses	(357,075)	(173,477)
Stabilized (2029) Annual Fiscal Impact	**$12,571**	**$96,196**
Cumulative Annual Fiscal Impact (20 Years)		
Cumulative Fiscal Impact (20 Years)	**$6,792**	**$1,538,941**

The findings in this analysis with respect to the financial impacts of the Development to the Park District and the Village are as follows:

	Park District	Village
	Development	**Development**
Stabilized Demographic Impact		
No. of Additional Residents	**124**	**124**
Annual Property Tax Revenues (Stabilized Year 2029)		
Stabilized (2029) Incremental Property Tax Revenues	$41,300	$110,755
Annual Incremental Fiscal Impact (Stabilized Year 2029)		
Stabilized Annual Revenues (Property Tax & Other Income)	$66,929	$147,405
Stabilized Annual Operating Expenses	(44,600)	(17,603)
Stabilized (2029) Annual Fiscal Impact	**$22,329**	**$129,802**
Cumulative Annual Fiscal Impact (20 Years)		
Cumulative Fiscal Impact (20 Years)	**$587,399**	**$1,552,213**

I. INTRODUCTION

Ryan, LLC ("Ryan"), has been retained by M/I Homes (the "Developer") to evaluate the fiscal impact of a new residential development to be constructed on the property located at the southeast corner of the intersection at Pauline Avenue and Weiland Road in Buffalo Grove, Illinois (the "Property") on the Aptakisic-Tripp Consolidated Community School District 102 ("District 102"), Adlai E. Stevenson High School District 125 ("District 125"), the Buffalo Grove Park District (the "Park District") and the Village of Buffalo Grove, Illinois (the "Village").

The Property consists of approximately 8.3 acres of land (the "Project Site"). The development will consist of the construction of the following 33 units of residential housing (the "Development") on the Project Site:

Number of Units	Description	Weighted Average Market Value
10	Single Family Barclay (4 Bedrooms)	803,681
13	Single Family Dunbar (4 Bedrooms)	814,281
10	Single Family Eastman (4 Bedrooms)	846,081
33	Total	

Source: Developer

The Developer's projected absorption schedule for the Development represents an approximate one (1) year period, beginning with site preparation occurring in the first quarter of 2026. Construction of the Development is expected to commence in the second or third quarter of 2026 with the first units occupied in the fourth quarter of 2026, with all units projected to be occupied by December 1, 2027.

The following Table 1 provides the Developer's anticipated absorption schedule for the Development. Absorption for the Development is expected to occur over an approximately one (1) year period:

Table 1
Absorption Analysis - Development

		2025	2026	2027	2028
Absorption Schedule					
Housing Units Sold Per Year	Avg. Value/Unit				
Single Family Barclay (4 Bedrooms)	803,681	0	0	10	0
Single Family Dunbar (4 Bedrooms)	814,281	0	0	13	0
Single Family Eastman (4 Bedrooms)	846,081	0	0	10	0
Total Units Sold Per Year		0	0	33	0
Cumulative Units Sold					
Single Family Barclay (4 Bedrooms)	803,681	0	0	10	10
Single Family Dunbar (4 Bedrooms)	814,281	0	0	13	13
Single Family Eastman (4 Bedrooms)	846,081	0	0	10	10
Cumulative Units Sold		**0**	**0**	**33**	**33**
% Housing Units Occupied Each Year[(1)]	Avg. Value/Unit				
Single Family Barclay (4 Bedrooms)	803,681	0.0%	0.0%	50.0%	100.0%
Single Family Dunbar (4 Bedrooms)	814,281	0.0%	0.0%	50.0%	100.0%
Single Family Eastman (4 Bedrooms)	846,081	0.0%	0.0%	50.0%	100.0%

Notes:
[(1)] Assumes 50% aggregate occupancy for all new units occupied in each year

The purpose of this analysis is to identify the fiscal impact of the Development on District 102, District 125, the Park District and the Village.

No allowances are made in this analysis for the effects of inflation on expenditures, and likewise, no allowances are made for: (i) appreciation of real estate property values and the resulting increase in higher property tax revenues from such appreciation; and (ii) potential changes in property tax rates or assessment rate calculations. The adjustments would call for speculation and would therefore be debatable and distort the objectivity of the analysis. The primary objective is to show the relationship between revenues and expenditures. The amounts shown in future years merely represent this relationship.

Furthermore, no allowances were made for (i) the Disabled Persons' Homestead Exemption, (ii) the Disabled Veteran Exemption, (iii) the Disabled Veterans Standard Homestead Exemption, (iv) the Returning Veterans' Homestead Exemption, and (v) the Senior Citizens Tax Freeze Homestead Exemption. In addition, no allowances were made with respect to the determination of the number of school children expected to be generated based on the assumption of any unit being potentially owned by a senior citizen(s) that would avail themselves of either the

Senior Citizens Homestead Exemption and/or the Senior Citizens Tax Freeze Homestead Exemption.

It is anticipated that the Development will generate substantial new revenues for District 102, District 125, the Park District and the Village. An Executive Summary of the anticipated fiscal impact to District 102, District 125, the Park District and the Village precedes this Introduction.

Note: Due to the use of Microsoft Excel spreadsheets to provide calculations herein, some figures presented may vary slightly from figures using a calculator due to the rounding difference. The differences are minimal and are not significant to the analysis herein.

II. POPULATION GENERATED FOR THE PARK DISTRICT AND THE VILLAGE AND STUDENT POPULATION GENERATED FOR DISTRICT 102 AND DISTRICT 125

The following population projections are based on the multipliers for single-family attached, detached and apartment residences obtained from the Village of Buffalo Grove, Illinois Municipal Code Title 19, Chapter 19.01, Section 050 (the "Demographic Multipliers").

The units within the Development are first expected to be occupied at the beginning of 2027 with the units occupied throughout the year during the projected absorption period reflected in Table 1 and assuming an average occupancy of three to four units occupied each month (ex. for the 33 units in the Development occupied in 2027, the analysis assumes that 50% of the 33 units are occupied the entire year to adjust for partial occupancy of each of the units for purposes of calculating the population).

The analysis herein is based on the estimates of the number of projected school children that would attend District 102 and District 125 schools for the Development that have been derived from the Demographic Multipliers.

A. Development

1. General Population

Based on the absorption schedule in Table 1, we are projecting an ultimate population of 124 residents within the Development by December 31, 2028 (with completion of the Development in 2027) as provided in the following Table 2:

Table 2
Projected Population Analysis - Development

		Year	2025	2026	2027	2028
	Total Units	Pop./Unit[1]				
Single Family Barclay (4 Bedrooms)	10	3.764	0.000	0.000	18.820	37.640
Single Family Dunbar (4 Bedrooms)	13	3.764	0.000	0.000	24.466	48.932
Single Family Eastman (4 Bedrooms)	10	3.764	0.000	0.000	18.820	37.640
Adj. Total No. of Residents[2]	**33**		**0**	**0**	**62**	**124**

Notes:
[1] Multipliers for average population per household were obtained from Village of Buffalo Grove, Illinois Municipal Code Title 19 Chapter 19.01, Section 050
[2] Adjusted for 50% occupancy of additional units added each year

2. Student Population

Based on the Demographic Multipliers, the analysis in the following Table 3 projects (i) an additional twenty-seven (27) students will attend District 102 schools, and (ii) an additional twelve (12) students will attend District 125 schools upon completion of the Development.

Table 3
Projected Student Population - Development

	Total Units	Pop./Unit[1]	Year 2025	2026	2027	2028
High School Age						
Single Family Barclay (4 Bedrooms)	10	0.360	0.000	0.000	1.800	3.600
Single Family Dunbar (4 Bedrooms)	13	0.360	0.000	0.000	2.340	4.680
Single Family Eastman (4 Bedrooms)	10	0.360	0.000	0.000	1.800	3.600
Total No. High School Age Children[2]			**0**	**0**	**6**	**12**
Elementary School (Grades K-8) Population						
Single Family Barclay (4 Bedrooms)	10	0.828	0.000	0.000	4.140	8.280
Single Family Dunbar (4 Bedrooms)	13	0.828	0.000	0.000	5.382	10.764
Single Family Eastman (4 Bedrooms)	10	0.828	0.000	0.000	4.140	8.280
Total No. Elementary School Children[2]			**0**	**0**	**13**	**27**
Total No. Elementary and Jr. High School Children			**0**	**0**	**13**	**27**
Total No. School Children			**0**	**0**	**19**	**39**
Total No. Elementary and Jr. High School Children Added Per Year			**0**	**0**	**13**	**14**

Notes:
[1] Multipliers for average population per household were obtained from Village of Buffalo Grove, Illinois Municipal Code Title 19 Chapter 19.01, Section 050
[2] Adjusted for 50% occupancy of additional units added each year

Also reviewed were the number of students that would have been generated based on the number of students that currently reside in the Link Crossing development in the Village and which attend District 102 and District 125 schools. Based on multipliers that were calculated based on the actual number of students generated by the Link Crossing development, the Development would be projected to generate 25 students that would attend District 102 schools and would be projected to generate 10 students that would attend District 125 schools.

III. PROCEDURE FOR ESTIMATING REVENUE GENERATION – PROPERTY TAXES

Annual property tax collections that are estimated to be generated by the Development are based upon the following assumptions provided by the Developer and pursuant to other internal and external sources available to Ryan.

For purposes of calculation of property tax revenues, this Study does not take into account assessments for individual units that are occupied for portions of tax years but as a whole and assuming 50% occupancy. For example, units that are expected to be occupied during 2027 will first be reflected as occupied for property tax assessment purposes at an average occupancy level of 50% in the 2027 tax levy year (ex. for the 33 units in the Development occupied in 2027, the analysis assumes that the equivalent of 16 units are occupied the entire year for purposes of calculating the assessed value for such year). Therefore, the year for total absorption of the entire Development for property tax calculation purposes is assumed to be tax levy year 2028. The estimate of the absorption is based upon current market conditions and may be modified as such conditions change. For the purpose of the analysis herein, occupancy and assessment are assumed to occur between January 1 and the end of each calendar year.

The analysis for the Development assumes that the Project Site will be assessed by the Lake County Assessor (commencing with the tax levy year 2025) as vacant land. The analysis assumes that the assessed value of the Project Site will be based on the 2024 assessed value of the Project Site of $452,658 and continue to be assessed as vacant property for tax levy years 2025 and 2026.

The following Table 4 describes the Property Index Numbers assigned to the Project Site, and the 2024 tax levy year (the most recent year available) assessed valuation for the Project Site:

Table 4
Base Assessed Value

Property Index No.	Assessed Value
15-33-402-111	$328,939
15-33-402-112	$240
15-33-402-128	$123,479
Total EAV	$452,658

Source: Lake County Clerk's office

A. Estimated Total Market Value and Incremental Equalized Assessed Value

The following Table 5 provides a projection of the equalized assessed value of the Development for the tax levy years 2025 through 2044. The total market value of the Development after completion in 2028 is projected to be $27,083,286 and the incremental equalized assessed value of the Development after completion is expected to be $8,311,095.

Table 5

Pro Forma Real Property Tax Analysis - Development

Tax Levy Year (Year of Occupancy)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Tax Collection Year	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Current Property Value (Assessor)[1]	1,357,975	1,357,975	0	0	0	0	0	0	0	0	0
Single Family Barclay (4 Bedrooms)	0	0	4,018,407	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814
Single Family Dunbar (4 Bedrooms)	0	0	5,292,829	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658
Single Family Eastman (4 Bedrooms)	0	0	4,230,407	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814
Total Market Value	1,357,975	1,357,975	13,541,643	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286
Assessment Rate	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%
Total Assessed Value	452,658	452,658	4,513,877	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753
2024 State Equalization Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Equalized Assessed Valuation	452,658	452,658	4,513,877	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753
Less: Homestead Exemption @ $8,000 Per Unit	0	0	132,000	264,000	264,000	264,000	264,000	264,000	264,000	264,000	264,000
Equalized Assessed Value of Land Prior to Construction	452,658	452,658	452,658	452,658	452,658	452,658	452,658	452,658	452,658	452,658	452,658
Incremental Equalized Assessed Value	**0**	**0**	**3,929,219**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**

Notes:

[1]Based on current assessed value (2024 tax year) for tax years 2025

Table 5 (cont.)

Pro Forma Real Property Tax Analysis - Development

Tax Levy Year (Year of Occupancy)	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045
Tax Collection Year	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046
Current Land Value (Assessor)[1]	0	0	0	0	0	0	0	0	0	0
Single Family Barclay (4 Bedrooms)	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814	8,036,814
Single Family Dunbar (4 Bedrooms)	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658	10,585,658
Single Family Eastman (4 Bedrooms)	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814	8,460,814
Total Market Value	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286	27,083,286
Effective Assessment Rate	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%	33.33%
Total Assessed Value	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753
2024 State Equalization Factor	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000	1.0000
Equalized Assessed Valuation	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753	9,027,753
Less: Homestead Exemption @ $8,000 Per Unit	264,000	264,000	264,000	264,000	264,000	264,000	264,000	264,000	264,000	264,000
Equalized Assessed Value of Land Prior to Construction	452,658	452,658	452,658	452,658	452,658	452,658	452,658	452,658	452,658	452,658
Incremental Equalized Assessed Value	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**	**8,311,095**

Notes:

(1)Based on current assessed value (2024 tax year) for tax years 2025

B. Tax Rate Assumptions

District 102's 2024 tax rate ($4.132132 per $100 of assessed value which includes the levy for the pensions) (the "District 102 Tax Rate") was used in this analysis to calculate the projected property tax revenues that would be available to District 102 from the Development. District 125's 2024 tax rate ($3.117467 per $100 of assessed value which includes the levy for the pensions) (the "District 125 Tax Rate") was used in this analysis to calculate the projected property tax revenues that would be available to District 125 from the Development. The Park District's 2024 tax rate ($0.496924 per $100 of assessed value which includes the levy for the pensions) (the "Park District Tax Rate") was used in this analysis to calculate the projected property tax revenues that would be available to Park District from the Development. The Village's 2024 tax rate ($0.79768 per $100 of assessed value which includes the levy for the police pension fund) (the "Village Tax Rate") was used in this analysis to calculate the projected property tax revenues that would be available to the Village from the Development.

For comparison purposes, the following Table 6 provides the amount of property taxes that were to be received by District 102, District 125, the Park District and the Village with respect to the Project Site in the 2025 tax collection year (based on the 2024 EAV for the Project Site and the 2024 tax rates):

Table 6

Taxing District	2025 Property Tax Collection
District 102	$ 18,704
District 125	14,111
Park District*	2,249
Village*	3,611
Total	$ 38,676

**Assumes all parcels are annexed to Village and Park District*

C. Risks Associated with the Projections

The calculations in this Study hereof present a projection of revenues based upon the construction and occupancy of the Development in accordance with the absorption schedules provided by the Developer. Accordingly, the estimates reflect the Developer's judgment, based upon present circumstances, of the most likely set of conditions and the most likely course of action. Review also included those procedures considered necessary to evaluate both the assumptions used by the aforementioned sources and the preparation and presentation of the forecast. Changes in assumptions would require revision of the projections.

Legislation and regulations at all levels of government have affected and may continue to affect revenue projections for the Development. These estimates are based upon legislation and regulations currently in effect. If future legislation or regulations related to property tax assessment, collections or distributions or general state aid distributions are enacted, such

legislation or regulations could have a material effect on the availability of property taxes and evidence based funding.

Risks associated with the development and the ultimate generation of property taxes and general state aid include, but are not limited to, the following:

A. The Lake County's method used to assess such properties may be altered for both the value of new structures and land value, which may result in a potentially reduced or altered valuation in a particular year. The state equalization multiplier is also subject to change annually.

B. Any changes in the Lake County formulas for determining valuation.

C. Any changes in local tax rates.

D. Changes in the formulas or methods by which the State currently distributes general state aid to schools could directly affect the projected evidence based funding generated by the Development.

E. Changes in the formulas or methods by which the State currently distributes certain revenues to the Village would directly affect the projected revenues of the Village.

IV. IMPACT FEE ANALYSIS

The following is an analysis of the impact fees that are projected to be generated by the Development for District 102, District 125 and the Park District.

Table 7
Impact Fee Analysis

		2025	2026	2027
Impact Fees - District 102				
Housing Units Sold Per Year	Impact Fee/Unit[1]			
Single Family Barclay (4 Bedrooms)	4,459	0	0	44,590
Single Family Dunbar (4 Bedrooms)	4,459	0	0	57,967
Single Family Eastman (4 Bedrooms)	4,459	0	0	44,590
Total Impact Fees - District 102		0	0	147,147
Impact Fees - District 125				
Housing Units Sold Per Year				
Single Family Barclay (4 Bedrooms)	1,096	0	0	10,957
Single Family Dunbar (4 Bedrooms)	1,096	0	0	14,243
Single Family Eastman (4 Bedrooms)	1,096	0	0	10,957
Total Impact Fees - District 125		0	0	36,156
Impact Fees - Park and Recreation Areas				
Housing Units Sold Per Year				
Single Family Barclay (4 Bedrooms)	6,587	0	0	65,870
Single Family Dunbar (4 Bedrooms)	6,587	0	0	85,631
Single Family Eastman (4 Bedrooms)	6,587	0	0	65,870
Total Impact Fees - Park and Recreation Areas		0	0	217,371

Notes:
[(1)]Amounts provided by Village

V. FISCAL IMPACT OF DEVELOPMENT ON DISTRICT 102

A. Assumptions Relating to Analysis of District 102 Revenues

Property taxes are collected in arrears with the first year property tax collected in the second year. Therefore, the recurring property taxes from the completed development are not fully realized until the tax levy year 2028 (collectible in 2029).

The analysis of revenues generated by the Development are based on units occupied throughout each year during the projected absorption period and assuming an average occupancy of 50% for such units occupied in each year. Furthermore, property taxes that are levied in one year are collected in the following year. Therefore, the property taxes levied on the first year's residents (occupied in the first quarter of 2027 and first assessed in 2028) will not be realized until 2028.

No additional property tax revenues are assumed to be realized in 2025 through 2027.

In fiscal year ended 2025, District 102 received $780[1] per student in evidence based funding ("EBF"). Based on the formula used by the Illinois State Board of Education (ISBE), the EBF per student would not be expected to change significantly based on the number of additional students the Development will generate.

Each of the following analyses assume that the property tax revenues will generate interest revenue equal to an amount of 1.5% of the annual property tax revenues.

B. Fiscal Impact - Development

The following Table 8 summarizes the fiscal impact of the Development on District 102.

1. District 102 Revenues from Development

The analysis in Table 8 provides a projection of the estimated amount of property tax, general state aid and interest revenues to be generated by the Development for District 102 from tax levy year 2025 (collected in 2026) through tax levy year 2044 (collected in 2045) assuming the twenty-seven (27) students from the Development are projected to attend District 102 schools as provided in Table 3.

Property Taxes

The projections in Table 8 summarize the estimated total amount of property tax revenues to be generated by the Development for District 102 over a period of twenty (20) years. The projection of the total amounts of the property tax revenues for tax levy year 2025 (collected in 2026) through the tax levy year 2044 (collected in 2045) is based on the absorption assumptions provided in Table 1.

(1) Based on the Evidence Based Funding for Fiscal Year 2025 as calculated by ISBE.

Table 8

School District #102 Fiscal Impact - Development

		Additional Revenues								Additional Operating Expenses					
Prop. Tax Levy Year	Tax Collect. Year	Additional Equalized Assessed Value	Tax Rate[1]	Property Tax Revenue[2]	No. New Students	EBF Per Student[3]	Total Evidence Base Funding[4]	Interest Earnings[5]	Total Revenues	No. New Students	Annual Per Capita Exp./ Pupil[6]	Net Additonal Per Capita Exp.	Annual Fiscal Impact	Annual Impact Fees	Total Annual Fiscal Impact and Impact Fees
2025	2026	0	4.132132%	0	0	780	0	0	0	0	13,225	0	0	0	0
2026	2027	0	4.132132%	0	0	780	0	0	0	0	13,225	0	0	0	0
2027	2028	3,929,219	4.132132%	0	0	780	0	0	0	13	13,225	171,925	(171,925)	147,147	(24,778)
2028	2029	8,311,095	4.132132%	162,360	13	780	10,144	2,435	174,940	27	13,225	357,075	(182,135)	0	(182,135)
2029	2030	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2030	2031	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2031	2032	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2032	2033	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2033	2034	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2034	2035	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2035	2036	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2036	2037	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2037	2038	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2038	2039	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2039	2040	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2040	2041	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2041	2042	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2042	2043	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2043	2044	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2044	2045	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
2045	2046	8,311,095	4.132132%	343,425	27	780	21,069	5,151	369,646	27	13,225	357,075	12,571	0	12,571
Totals				6,000,593			368,319	90,009	6,458,920			6,599,275	(140,355)	147,147	6,792

Notes:

[1]2024 District #102 Tax Rate (includes tax rate for Pension)

[2]Property Tax Revenues are based on property being assessed in the year of occupany and collectible the following year

[3]Evidence based funding (EBF) amount of $780 per student (EBF Funding for fiscal year 2025 as provided by ISBE)

[4]Calculation for EBF assumes a one year lag

[5]Interest earnings based on 1.5% of Property Tax Revenue

[6]Although the analysis in Table 9 reflects an Adjusted Per Capital Tuition Expenditures of $11,654, based upon discussions with District #102, the annual per capita expenses per pupil are assumed to be $13,225. This amount has been customized for the Development based on the smaller number of students projected to be generated by the Development. This amount excludes key costs incurred with respect to a development with a larger student population.

With respect to the following analysis, the additional property tax revenues were determined using the District 102 Tax Rate.

Based upon a total projected incremental stabilized equalized assessed value of $8,311,095 after completion of the Development, the Development is projected to generate $343,425 of incremental annual property tax revenues after completion of the Development. Furthermore, the Development is projected to generate $6,000,593 of total incremental property tax revenues over a twenty-year period (tax collection year 2026 through 2045) for District 102.

Evidence Based Funding

Based upon the projections that the Development will generate twenty-seven (27) additional students upon full completion, the Development is projected (as provided in Table 8) to generate $21,069 of annual evidence based funding upon completion of the Development and $368,319 of total evidence based funding over a twenty-year period (2026 through 2045). The analysis estimates a one-year delay for each of the students in realizing any additional general state aid.

Interest Revenue

Upon completion of the Development, the Development is projected (as provided in Table 8) to generate $5,151 of annual interest revenue and $90,009 of total interest revenues over a twenty-year period (collectible in 2026 through 2045).

The projection of the amount of interest revenue in Table 8 is based on the assumption that the property tax revenues will generate interest revenue equal to an amount of 1.5% of the annual property tax revenues.

Impact Fees

Based on the Village's requirements for the payment of impact fees to District 102, District 102 is projected to receive $147,147 of impact fees (as provided in Table 7) in 2027 as reflected in Table 8.

2. District 102 Expenditures from Development

The expenditures per pupil for District 102 used in the analysis in Table 8 is based on the per capita tuition as determined in the District 102 Annual Financial Report for Fiscal Year Ended June 30, 2024 (the "District 102 AFR") as adjusted for certain expenditures that are not expected to increase due to the additional students that are projected to be generated by the Development. The expenditures used to calculate the per capita tuition are reflected in the section of the District 102 AFR entitled Statement of Expenditures Disbursed/Expenditures, Budged to Actual District includes expenditures related to the (i) Educational Fund, (ii) Operations and Maintenance Fund, (iii) Debt Services Fund, (iv) Transportation Fund, (v) Municipal Retirement/Social Security Fund, (vi) Capital Projects Fund, (vii) Working Cash Fund and (viii) Fire Prevention and Safety Fund.

The analysis in Table 9 provides additional adjustments to the expenditures used to determine the per capita tuition. The calculation of the per capita tuition in Table 9 excludes the expenditures reflected in Educational Fund identified under the sections entitled Support Services – Pupil, Support Services – Instructional Staff, Support Services – General Administration,

Support Services – School Administration, Support Services – Business Admin, Support Services – Central, Municipal Retirement/Social Security Fund, and Tort Immunity Fund. The expenses reflected under those two sections appear to executive administrative and principal office expenditures which would not be expected to be increased due to the limited number of students to be generated by the Development. The adjustments to the calculation of the per capita tuition in Table 9 provides for a decrease in the per capita tuition from $16,601 to $11,654 (the "District 102 Adjusted Per Capita Tuition").

Although the analysis in Table 9 reflects an Adjusted Per Capital Tuition Expenditures of $11,654, based upon discussions with District #102, the annual per capita expenses per pupil are assumed to be $13,225. This amount has been customized for the Development based on the smaller number of students projected to be generated by the Development. This amount excludes key costs incurred with respect to a development with a larger student population.

Table 9
District 102 Per Capita Tuition Charge Analysis

Expenditures[(1)]:		
Educational Fund	$ 36,931,971	
Operations and Maintenance	3,105,276	
Debt Service Fund	1,614,031	
Transportation Fund	3,626,768	
Municipal Retirement/Social Security Fund	1,087,992	
Tort Immunity Fund	310,279	
Total Expenditures		$ 46,676,317
Less Revenues/Expenditures Not Applicable to Operating Expense of Regular Program		4,181,892
Regular Operating Expenditures		42,494,425
Offsetting Revenues		4,131,354
Net Operating Expense for Tuition Computation		38,363,071
Depreciation Allowance		-
Total Allowance For Tuition Computation		38,363,071
Adjustments For Certain Expenditures Not Expected to Be Increased by Development		
Less: Support Services-Pupil	$ 2,750,703	
Support Services-Instructional Staff	2,088,040	
Support Services-Gen. Admin.	734,381	
Support Services-School Admin.	1,689,409	
Support Services- Business Admin.	955,549	
Support Services-Central	1,814,884	
Municipal Retirement/Social Security Fund	1,087,992	
Tort Immunity Fund	310,279	
Net Adjustments		11,431,237
Adj. Total Allowance for Tuition Computation		$ 26,931,834
Average Daily Attendance		2,310.93
Adj. Per Capita Tuition Expenditures		**$ 11,654**
Current Per Capita Tuition Charge		$ 16,601

Notes:

[(1)]Based on Annual Financial Report for Fiscal Year Ended June 30, 2024

[(2)]Although the analysis in Table 9 reflects an Adjusted Per Capital Tuition Expenditures of $11,654, based upon discussio with District #102, the annual per capita expenses per pupil are assumed to be $13,225. This amount has been customi for the Development based on the smaller number of students projected to be generated by the Development. This amount excludes key costs incurred with respect to a development with a larger student population.

We have not been provided the sufficient information necessary to determine if other expenditures could also be potentially excluded but believe that other expenditures that are part of the Educational Fund, Operations and Maintenance Fund, Debt Services Fund and Transportation

Fund likely include expenses that would not be increased due to the additional number of students projected to be generated by the Development. Therefore, we believe conservative assumptions are being used to determine the adjusted per capita tuition and any additional adjustments would likely reflect additional benefits to District 102.

Furthermore, the analysis in Table 8 assumes the additional expenditure for each student in the year the student is projected to commence attending school. No adjustment is made for the fact that school districts budget for a current need in another fiscal year.

The analysis in Table 8 assumes an additional twenty-seven (27) students from the Development would attend District 102 schools as calculated pursuant to the Demographic Multipliers (Table 3). Based on the District 102 Adjusted Per Capita Tuition, the analysis in Table 8 projects the District will incur annual instructional expenditures of $357,075 upon completion of the Development and $6,599,275 of total additional instructional expenditures over a twenty-year period (2026 through 2045).

3. Net Fiscal Impact to District 102 from Development

The analysis in the Table 8 indicates that the projected annual operating revenues and impact fees will exceed annual operating expenditures for District 102 by $12,571 (the "District 102 Annual Fiscal Impact") in the years following the completion of the Development. The analysis in Table 8 also indicates that the cumulative fiscal impact to District 102 is projected to be $6,792 over a twenty-year period and when Annual Impact Fees are included (the "District 102 Total Fiscal Impact"). This study does not evaluate the need for the construction of additional facilities.

VI. FISCAL IMPACT OF DEVELOPMENT AND ALTERNATE DEVELOPMENT TO DISTRICT 125

A. Assumptions Relating to Analysis of District 125 Revenues

Property taxes are collected in arrears with the first year property tax collected in the second year. Therefore, the recurring property taxes from the completed development are not fully realized until the tax levy year 2028 (collectible in 2029).

The analysis of revenues generated by the Development are based on units occupied throughout each year during the projected absorption period and assuming an average occupancy of 50% for such units occupied in each year. Furthermore, property taxes that are levied in one year are collected in the following year. Therefore, the property taxes levied on the first year's residents (occupied in 2027 and first assessed in 2028) will not be realized until 2029.

No additional property tax revenues would be realized in 2025 through 2027.

In fiscal year ended 2025, District 125 received $558[1] per student in EBF. Based on the formula used by the Illinois State Board of Education (ISBE), the EBF per student would not be expected to change significantly based on the number of additional students the Development will generate.

Each of the following analyses assume that the property tax revenues will generate interest revenue equal to an amount of 1.5% of the annual property tax revenues.

B. Fiscal Impact - Development

The following Table 10 summarizes the fiscal impact of the Development on District 125.

1. District 125 Revenues from the Development

The analysis in Table 10 provides a projection of the estimated amount of property tax, general state aid and interest revenues to be generated by the Development for District 125 during the absorption period (Table 1) from tax levy year 2025 (collected in 2026) through tax levy year 2044 (collected in 2045) assuming the twelve (12) students from the Development projected to attend District 125 schools as provided in Table 3.

Property Taxes

The projections in Table 10 summarize the estimated total amount of property tax revenues to be generated by the Development for District 125 over a period of twenty (20) years. The projection of the total amounts of the property tax revenues for tax levy year 2025 (collected in 2026) through the tax levy year 2044 (collected in 2045) is based on the absorption assumptions provided in Table 1.

(1) Based on the Evidence Based Funding payable in Fiscal Year 2025 as calculated by ISBE.

Table 10

High School District #125 Fiscal Impact - Development

		Additional Revenues								Additional Operating Expenses					
Prop. Tax Levy Year	Tax Collect. Year	Additional Equalized Assessed Value	Tax Rate[1]	Property Tax Revenue[2]	No. New Students	EBF Per Student[3]	Total Evidence Base Funding[4]	Interest Earnings[5]	Total Revenues	No. New Students	Annual Per Capita Exp./ Pupil[6]	Net Additonal Per Capita Exp.	Annual Fiscal Impact	Annual Impact Fees	Total Annual Fiscal Impact and Impact Fees
2025	2026	0	3.117467%	0	0	558	0	0	0	0	14,456	0	0	0	0
2026	2027	0	3.117467%	0	0	558	0	0	0	0	14,456	0	0	0	0
2027	2028	3,929,219	3.117467%	0	0	558	0	0	0	6	14,456	86,739	(86,739)	36,156	(50,582)
2028	2029	8,311,095	3.117467%	122,492	6	558	3,345	1,837	127,675	12	14,456	173,477	(45,802)	0	(45,802)
2029	2030	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2030	2031	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2031	2032	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2032	2033	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2033	2034	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2034	2035	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2035	2036	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2036	2037	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2037	2038	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2038	2039	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2039	2040	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2040	2041	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2041	2042	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2042	2043	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2043	2044	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2044	2045	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
2045	2046	8,311,095	3.117467%	259,096	12	558	6,691	3,886	269,673	12	14,456	173,477	96,196	0	96,196
Totals				4,527,118			117,086	67,907	4,712,111			3,209,327	1,502,784	36,156	1,538,941

Notes:

[1]2024 District #125 Tax Rate (includes tax rate for Pension)

[2]Property Tax Revenues are based on property being assessed in the year of occupany and collectible the following year

[3]Evidence Based Funding (EBF) amount of $558 per student (EBF for fiscal year 2025 as provided by ISBE)

[4]Calculation for EBF assumes a one year lag

[5]Interest earnings based on 1.5% of Property Tax Revenue

[6]Based on the Adjusted Per Capita Tuition Expenditures for District #125 as provided in Table 15

With respect to the following analysis, the additional property tax revenues were determined using the District 125 Tax Rate.

Based upon a total projected stabilized incremental equalized assessed value of $8,311,095 after completion of the Development, the development is projected to generate $259,096 of annual incremental property tax revenues upon stabilization. Furthermore, the Development is projected to generate $4,527,118 of total incremental property tax revenues over a twenty-year period (tax collection year 2026 through 2045) for District 125.

Evidence Based Funding

Based upon the expectations that the Development will generate twelve (12) additional students upon full completion, the Development is projected (as provided in Table 10) to generate $6,691 of annual evidence based funding upon completion of the Development and $117,086 of total evidence based funding over a twenty-year period (2026 through 2045). The analysis estimates a one-year delay for each of the additional students in realizing any general state aid.

Interest Revenue

Upon completion of the Development, the Development is projected (as provided in Table 10) to generate $3,886 of additional annual interest revenue and $67,907 of total interest revenues over a twenty-year period (collectible in 2026 through 2045).

The projection of the amount of interest revenue in Table 10 is based on the assumption that the property tax revenues will generate interest revenue equal to an amount of 1.5% of the annual property tax revenues.

Impact Fees

Based on the Village's requirements for the payment of impact fees to District 125, District 125 is projected to receive $36,156 (as provided in Table 7) of impact fees in 2027 as reflected in Table 10.

2. District 125 Expenditures from the Development

The expenditures per pupil for District 125 used in the analysis in Table 10 is based on the per capita tuition as determined in the District 125 Annual Financial Report for Fiscal Year Ended June 30, 2024 (the "District 125 AFR") as adjusted for certain expenditures that are not expected to increase due to the additional students that are projected to be generated by the Development. The expenditures used to calculate the per capita tuition are reflected in the section of the District 125 AFR entitled Statement of Expenditures Disbursed/Expenditures, Budged to Actual District includes expenditures related to the (i) Educational Fund, (ii) Operations and Maintenance Fund, (iii) Debt Services Fund, (iv) Transportation Fund, (v) Municipal Retirement/Social Security Fund, (vi) Capital Projects Fund, (vii) Working Cash Fund and (viii) Fire Prevention and Safety Fund.

The analysis in Table 11 provides additional adjustments to the expenditures used to determine the per capita tuition. The calculation of the per capita tuition in Table 11 excludes the expenditures reflected in Educational Fund identified under the sections entitled Support Services – Pupil, Support Services – Instructional Staff, Support Services – General Administration, Support Services – School Administration, Support Services – Business Admin, Support Services – Central, Municipal Retirement/Social Security Fund, and Tort Immunity Fund. The expenses reflected under those two sections appear to executive administrative and principal office expenditures which would not be expected to be increased due to the limited number of students to be generated by the Development. The adjustments to the calculation of the per capita tuition in Table 11 provides for a decrease in the per capita tuition from $23,915 to $14,456 (the "District 125 Adjusted Per Capita Tuition").

Table 11
District 125 Per Capita Tuition Charge Analysis

Expenditures[(1)]:		
Educational Fund	$ 114,482,322	
Operations and Maintenance	12,390,010	
Debt Service Fund	5,393,505	
Transportation Fund	7,894,787	
Municipal Retirement/Social Security Fund	3,859,835	
Tort Immunity Fund	509,960	
Total Expenditures		$ 144,530,419
Less Revenues/Expenditures Not Applicable to Operating Expense of Regular Program		29,672,372
Regular Operating Expenditures		114,858,047
Offsetting Revenues		13,986,214
Net Operating Expense for PCTC Calculation		100,871,833
Depreciation Allowance		-
Total Allowance For Tuition Computation		100,871,833
Adjustments For Certain Expenditures Not Expected to Be Increased by Development		
Less: Support Services-Pupil	$ 13,163,022	
Support Services-Instructional Staff	3,466,279	
Support Services-Gen. Admin.	1,221,352	
Support Services-School Admin.	1,158,902	
Support Services- Business Admin.	7,399,134	
Support Services-Central	9,116,141	
Municipal Retirement/Social Security Fund	3,859,835	
Tort Immunity Fund	509,960	
Net Adjustments		39,894,625
Adj. Total Allowance for Tuition Computation		$ 60,977,208
Average Daily Attendance		4,218.00
Adj. Per Capita Tuition Charge		**$ 14,456**
Current Per Capita Tuition Charge		$ 23,915

Notes:
[(1)]Based on Annual Financial Report for Fiscal Year Ended June 30, 2024

We have not been provided the sufficient information necessary to determine if other expenditures could also be potentially excluded but believe that other expenditures that are part of the Educational Fund, Operations and Maintenance Fund, Debt Services Fund and Transportation Fund likely include expenses that would not be increased due to the additional number of students projected to be generated by the Development. Therefore, we believe conservative assumptions are being used to determine the adjusted per capita tuition and any additional adjustments would likely reflect additional benefits to District 125.

Furthermore, the analysis in Table 10 assumes the additional expenditure for each student in the year the student is projected to commence attending school. No adjustment is made for the fact that school districts budget for a current need in another fiscal year.

The analysis in Table 10 assumes an additional twelve (12) students from the Development would attend District 125 schools as calculated pursuant to the Demographic Multipliers (Table 3). Based on District 125 Adjusted Per Capita Tuition, the analysis in Table 10 projects District 125 will incur annual instructional expenditures of $173,477 upon completion of the Development and $3,209,327 of total additional instructional expenditures over a twenty-year period (2026 through 2045).

3. Net Fiscal Impact to District 125 from Development

The analysis in Table 10 indicates that the projected annual operating revenues and impact fees will exceed annual operating expenditures for District 125 by $96,196 in the years following the completion of the Development. The analysis in Table 10 also indicates that the cumulative fiscal impact to District 125 is projected to be $1,538,941 (the "District 125 Total Fiscal Impact") over a twenty-year period and when Annual Impact Fees are included. This study does not evaluate the need for the construction of additional facilities.

VII. FISCAL IMPACT OF DEVELOPMENT AND ALTERNATE DEVELOPMENT TO THE PARK DISTRICT

The Project Site is not currently within the boundaries of the Park District. However, the analysis herein assumes that the Project Site will be annexed into the Park District prior to the commencement of the construction of the Development.

The Park District's revenues and expenses in this study reflect recurring annual revenues and expenses related to the new population generated by the Development. Unless otherwise stated herein, the fiscal impact to the Park District is based upon the Park District's Combined Budget and Appropriation Ordinance for fiscal year end April 30, 2025 Budget (the "Park District Budget") for the Park District's funds.

The Development are expected to open space for use by the residents of the Park District and which space and facilities are to be owned and maintained by the Park District.

A. Fiscal Impact – Development

1. Park District Revenues from the Development

The analysis herein provides that the Park District shall receive property tax revenues, generated by the Development together with various fees from projected new residents generated by the Development. We have recognized that the collection of some revenues, such as the property taxes, are delayed.

Property Tax Revenues

The analysis in the following Table 12 provides a projection of the estimated total amount of property tax revenues to be generated by the Development for the Park District over a period of twenty (20) years. With respect to the analysis in Table 12, the additional property tax revenues were determined using the Park District Tax Rate. Property taxes are collected in arrears with the first year property tax collected in the second year. Therefore, the recurring property taxes from the completed development are not fully realized until the tax levy year 2028 (collected in 2029).

Based upon a total projected incremental stabilized incremental assessed value of $8,311,095 after completion of the Development, the Development is projected to generate $41,300 of annual incremental property tax revenues upon stabilization. Furthermore, the Development is projected to generate $721,622 of total incremental property tax revenues over a twenty (20) year period (tax levy years 2025 through 2044).

Table 12

Annual Property Tax Revenues to Buffalo Grove Park District - Development

Tax Levy Year (Year of Occupancy)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Tax Collection Year	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Incremental Equalized Assessed Value	0	0	3,929,219	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095
2024 Park District Tax Rate[(1)]	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%
Total Incr. Property Tax Revenue	0	0	0	19,525	41,300	41,300	41,300	41,300	41,300	41,300	41,300

Notes:

[(1)]Includes tax rate for Pension

Table 12 (cont.)

Annual Property Tax Revenues to Buffalo Grove Park District - Development

Tax Levy Year (Year of Occupancy)	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	
Tax Collection Year	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	Totals
Incremental Equalized Assessed Value	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	
2024 Park District Tax Rate[(1)]	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	0.496924%	
Total Incr. Property Tax Revenue	41,300	41,300	41,300	41,300	41,300	41,300	41,300	41,300	41,300	41,300	721,622

Notes:

[(1)]Includes tax rate for Pension

Park District Fees

Park District fees projected to be generated by the proposed Development are estimated utilizing a model based upon incremental increases in fees due to anticipated growth in Park District population. This model assumes that one way to measure incremental costs in proportional fees for Park District residents is to calculate current per capita fees generated, given Park District's current population and fees. Excluded are property taxes which are calculated separately herein.

The following Table 13 provides the overall operating budget factors that will be used to estimate the increases to fees that are anticipated to be generated by the new residents of the Development. These estimates are based on the per capita fee approach explained above, with adjustments provided for the exclusive calculation of projected incremental property taxes (the "Adjusted Park District Revenues").

Table 13
Operating Budget Analysis (Revenues)

All Major Activities Summary [1]	Revenues	Less Adjustments[2]		Total Adjusted Revenues
Recreation Programs	2,728,350	-		2,728,350
Swimming Pools	466,085	-		466,085
Rental Income	69,680	-		69,680
Concessions Sales	28,000	-		28,000
Intrest on Investments	375,000	375,000		-
Reimbursements	60,800	60,800		-
Bond Proceeds	1,900,000	1,900,000	[3]	-
Sale of Equipment	-	-		-
Clubhouse Program	1,956,890	1,956,890		-
Golf Learning Center	396,330	-		396,330
Community Arts Center	1,348,837	-		1,348,837
Fitness Center	3,192,504	-		3,192,504
Property Taxes	10,419,000	10,419,000	[4]	-
Replacement Tax	33,000	33,000		-
Miscellaneous	62,812	62,812		-
Sponsorships	6,200	6,200		-
Grants	268,692	268,692		-
Developer Donations	-	-		-
Transfers	1,500,176	1,500,176		-
Total Adjusted Revenues	24,812,356	16,582,570		8,229,786

Notes:

[1]Based on Park District's FY 2025-2026 Budget

[2]Adjustments were made to reflect additional revenues from operations of the District's facilities that are expected to be generated by use of District park facilities and programs by new residents and excludes property taxes (which will be projected separately) and other non-operating revenues

[3]The construction of the additional units is not anticipated to cause the District to issue additional debt

[4]Property tax receipts were analyzed separately based on the projected values of the additional units

The analysis in the following Table 14 provides an analysis of the amount of fees that each new resident is expected to generate $202 (the "Park District Per Capita Revenue") for the Park District as determined by dividing the Total Adjusted Revenues ($18,648,786) by the Park District's estimated population 40,804. The Development is projected to generate $25,010 of annual fees upon completion of the Development.

Table 14

Estimated New Revenues - Development

Year of Occupancy	2025	2026	2027	2028	2029	2030	2031
Residential							
Total Number of New Residents[1]	0	0	62	124	124	124	124
Additional Operating Revenues Per Resident[2]	202	202	202	202	202	202	202
Adjusted Additional Operating Revenues	0	0	12,505	25,010	25,010	25,010	25,010

Notes:

[1]Reflects the addition of a total of 33 units to the Project Site with occupancy intially occurring in 2026

[2] Determined by dividing the Total Adjusted Revenues by the District's Estimated Total Population of 40,804 (as reflected on District's Official website)

Interest Revenue

Upon completion of the Development, the Development is projected (as provided in Table 17) to generate $619 of additional annual interest revenue and $10,824 of total interest revenues over a twenty-year period (collectible in 2026 through 2045).

The projection of the amount of interest revenue in Table 17 is based on the assumption that the property tax revenues will generate interest revenue equal to an amount of 1.5% of the annual property tax revenues.

Impact Fees

Based on the Village's requirements for the payment of impact fees to the Park District, the Park District is projected to receive $217,371(as provided in Table 7) of impact fees in 2027 as reflected in Table 17.

2. Park District Expenditures from the Development

Park District expenditures connected to the proposed Development are estimated utilizing a model based upon incremental increases in services required due to anticipated growth in Park District population. This model assumes that one way to measure incremental costs in proportional park district services for Village residents is to calculate current per capita expenses, given the Park District's estimated population and service levels.

This approach, in part, relies upon utilization of the Park District's most recent estimate of its operating expenditures, which in the case of the Park District, is the Park District Budget.

Notwithstanding this proportional/per capita approach to estimating increased Park District expenditures due to residential population growth, adjustments are made for expected costs due to the Development for administrative, museum operation, capital improvement and debt service expenses only. This is due primarily to the relatively small size of the Development.

The Development is not expected to require the Park District to add significant additional administrative or other work staff or require the Park District to make any capital expenditures related thereto. The infrastructure improvements within the Development will be constructed by the Developer. The result in this case is that the Park District anticipates relatively modest need to increase services in connection with the Development.

The following Table 15 provides the overall operating budget factors that will be used to estimate the increases to Park District operating expenditures that are anticipated to be caused by the Development. These estimates are based on the per capita approach explained above, with adjustments made only for the Park District's existing administrative, museum operation, capital improvement and debt service expense. Expenses of the Park District with respect to the Development are estimated based a determination of the expenses reflected in the Park District Budget for the Park District's Funds that would be affected by the construction of the Development. Table 15 provides an analysis of the expenses in the Park District's Funds that are expected to increase due to the Development.

This study does not attempt to evaluate the need for the construction of additional facilities since the number of residents estimated to be generated by the Development is not substantial.

Table 15
Operating Budget Analysis (Expenses)

All Fund Summary	Expenditures[1]	Less Adjustments[2]		Total Adjusted Expenditures
Corporate Fund				
Corporate Administrative	1,065,896	1,065,896		-
Corporate Parks Maintenance	2,515,901	2,515,901		-
Recreation Fund				-
Recreation Administration	4,002,387	-		4,002,387
Recreation Programs	1,846,252	-		1,846,252
Performing Arts	1,085,969	-		1,085,969
Aquatics	552,933	-		552,933
Amphitheater	10,320	-		10,320
Golf Learning Center	298,529	-		298,529
Museum Fund	361,532	361,532		-
Insurance Fund	601,545	601,545		-
Capital Improvement Fund	4,600,467	4,600,467	[3]	-
Audit Fund	20,000	20,000		-
Bond and Interest Fund	2,057,046	2,057,046	[4]	-
Paving and Lighting Fund	254,064	254,064		-
Social Security Fund	490,938	-		490,938
Illinois Municipal Retirement Fund	605,258	-		605,258
Special Recreation Fund	789,900	-		789,900
Clubhouse	2,303,578	-		2,303,578
Community Arts Center Debt Service	233,413	233,413	[4]	-
Alternate Revenue Bonds Debt Service	583,763	583,763		-
Fitness Center	2,690,162	-		2,690,162
Total Adjusted Expenditures	26,969,853	12,293,627		14,676,226

Notes:

[1]Based on Park District's FY 2025-2026 Budget

[2]Adjustments were made to reflect that the Development will include a relatively small addition of residential units which would not likely require the Park District to incur additional costs other than for recreation programs, performing arts and the golf learning center

[3]The construction of the additional units is not anticipated to require the District to incur additional costs related to capital improvements

[4]The construction of the additional unit is not anticipated to require the District to issue additional debt to pay for improvements

The potential amount of additional residents from the Development (an approximate 0.3% increase in the population that the Park District currently serves) is not expected to significantly increase the amount of other operating costs (e.g., additional administrative staff, additional facility maintenance, etc.).

The analysis in the following Table 16 provides an analysis of the amount of expenses each new resident is expected to generate $360 (the "Park District Per Capita Expense") as determined by dividing the Total Adjusted Expenditures $14,676,226 by the Park District's estimated population 40,804. The analysis assumes an additional one hundred twenty-four (124) residents from the Development could potentially use the facilities of and participate in the programs of the Park District. Based on the Park District Per Capita Expense, the analysis in Table 16 projects additional annual expenditures of $44,600 upon completion of the Development.

Table 16

Estimated New Expenses - Development

Year of Occupancy	2025	2026	2027	2028	2029	2030	2031
Residential							
Total Number of New Residents[(1)]	0	0	62	124	124	124	124
Additional Operating Expense Per Resident[(2)]	360	360	360	360	360	360	360
Adjusted Additional Operating Expenditures	0	0	22,300	44,600	44,600	44,600	44,600

Notes:

[(1)]Reflects the addition of a total of 33 units on the Project Site with occupancy intially occurring in 2026

[(2)]Determined by dividing the Total Adjusted Expenditures by the District's Estimated Population Total Population of 40,804 (as reflected on District's Official website)

3. Net Fiscal Impact to the Park District from Development

The analysis in the following Table 17 indicates that the projected annual operating revenues will exceed annual operating expenditures for the Park District by $22,329 in the years following the completion of the Development. The analysis in Table 17 also indicates that the cumulative fiscal impact to the Park District is projected to be $370,028 over a twenty-year period. When Annual Impact Fees are included, the cumulative fiscal impact to District 125 is projected to be $587,399 over a twenty-year period.

The surplus may be used by the Park District to maintain or increase the quality of the Park District's park facilities and programs at a lower cost to the residents of the Park District. This study does not attempt to evaluate the need for the construction of additional facilities since the Development (i) will include a significant amount of duplicative facilities that would be available to the additional residents of the Development, and (ii) will likely result in a small increase in the projected number of additional residents (a 0.3% increase in residents).

Table 17

Buffalo Grove Park District Fiscal Impact - Development

		Additional Revenues								Additional Expenses					
Prop. Tax Levy Year	Tax Collect. Year	Additional Equalized Assessed Value	Tax Rate[1]	Property Tax Revenue[2]	No. New Residents	Avg. Fees Per Resident[3]	Total Fees	Interest Earnings[4]	Total Revenues	No. New Residents	Annual Exp./ Resident[3]	Net Additonal Exp.	Annual Fiscal Impact	Annual Impact Fees	Total Annual Fiscal Impact and Impact Fees
2025	2026	0	0.496924%	0	0	202	0	0	0	0	360	0	0	0	0
2026	2027	0	0.496924%	0	0	202	0	0	0	0	360	0	0	0	0
2027	2028	3,929,219	0.496924%	0	62	202	12,505	0	12,505	62	360	22,300	(9,795)	217,371	207,576
2028	2029	8,311,095	0.496924%	19,525	124	202	25,010	293	44,828	124	360	44,600	228	0	228
2029	2030	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2030	2031	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2031	2032	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2032	2033	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2033	2034	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2034	2035	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2035	2036	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2036	2037	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2037	2038	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2038	2039	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2039	2040	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2040	2041	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2041	2042	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2042	2043	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2043	2044	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2044	2045	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
2045	2046	8,311,095	0.496924%	41,300	124	202	25,010	619	66,929	124	360	44,600	22,329	0	22,329
				721,622			462,678	10,824	1,195,125			825,097	370,028	217,371	587,399

Notes:

[1]2024 Park District Tax Rate (includes tax rate for Pension)

[2]Property Tax Revenues are based on property being assessed in the year of occupany and collectible the following year

[3]Based on District's FYE 2025 Budget

[4]Interest earnings based on 1.5% of Property Tax Revenue

VIII. FISCAL IMPACT OF DEVELOPMENT TO VILLAGE OF BUFFALO GROVE

The Village's revenues and expenses in this study reflect recurring annual revenues and expenses related to the new population generated by the Development. Unless otherwise stated herein, the fiscal impact to the Village is based upon the Village's fiscal year end December 31, 2025 Budget (the "Village Budget") for the Village's General Fund.

We have excluded revenues from tap on fees, building permits, inspection fees, and other non-recurring fees since such revenues are assumed to meet costs of the services related thereto. Furthermore, we have assumed that all revenues related to enterprises of the Village (i.e. water and sewer services) are structured to meet the expenditures of such enterprises.

All public infrastructure improvements are expected to be constructed by the Developer and ownership of such improvements will be transferred to the Village upon completion of the Development and the Alternate Development. Therefore, the assumption in this analysis is that the Village is not expected to incur additional capital expenditures related to the Development or the Alternate Development. Furthermore, even though the analysis herein provides for operation and maintenance costs related to the Development prior to completion of the Development, as the case may be, such costs are expected to be incurred by the Developer during such period.

A. Fiscal Impact - Development

1. Village Revenues from the Development

The analysis herein provides that the Village shall receive property tax revenues, telecom tax revenues, sales tax revenues, vehicle permit revenues, state income tax sharing revenues, motor fuel tax sharing revenues and state use tax sharing revenues. We have recognized that the collection of certain revenues such as the property taxes and the State redistributed revenues are delayed. Furthermore, the State redistributed revenues are based on population which additional population from the Development will not be reflected until the 2030 Census.

Property Tax Revenues

The analysis in the following Table 18 provides a projection of the estimated total amount of property tax revenues to be generated by the Development for the Village over a period of twenty (20) years. With respect to the analysis in Table 18, the additional property tax revenues were determined using the Village Tax Rate. Property taxes are collected in arrears with the first year property tax collected in the second year. Therefore, the recurring property taxes from the completed Development are not fully realized until the tax levy year 2027 (collected in 2028).

Based upon a total projected incremental stabilized incremental assessed value of $8,311,095 after completion of the Development, the Development is projected to generate $66,296 of annual incremental property tax revenues upon stabilization. Furthermore, the Development is projected to generate $1,158,374 of total incremental property tax revenues over a twenty (20) year period (tax levy years 2025 through 2044).

Table 18

Annual Property Tax Revenues to Village of Buffalo Grove - Development

Tax Levy Year (Year of Occupancy)	2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
Tax Collection Year	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035	2036
Incremental Equalized Assessed Value	0	0	3,929,219	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095
2024 Village Tax Rate[(1)]	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%
Total Incremental Property Tax Revenue	0	0	0	31,343	66,296	66,296	66,296	66,296	66,296	66,296	66,296

Notes:

[(1)]Includes tax rate for Pension

Table 18 (cont.)

Annual Property Tax Revenues to Village of Buffalo Grove - Development

Tax Levy Year (Year of Occupancy)	2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	
Tax Collection Year	2037	2038	2039	2040	2041	2042	2043	2044	2045	2046	Totals
Incremental Equalized Assessed Value	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	8,311,095	
2024 Village Tax Rate[(1)]	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	0.797680%	
Total Incremental Property Tax Revenue	66,296	66,296	66,296	66,296	66,296	66,296	66,296	66,296	66,296	66,296	1,158,374

Notes:

[(1)]Includes tax rate for Pension

Local Sales Tax Revenues

The analysis in the following Table 19 provides a projection of the estimated total amount of additional local sales tax sharing revenues to be generated by the Development for the Village over a period of twenty (20) years. The Development is projected to generate $7,809 of annual sales tax revenues upon completion of the Development and $148,372 of total sales tax revenues over a twenty (20) year period (tax collection years 2026 through 2045) as a result of spending by the residents in existing local retail establishments.

Table 19

Additional Local Sales Tax Revenues (New Households) - Development

Year of Occupancy		2025	2026	2027	2028	2029	2030	2031	2032	2033	2034	2035
	Average											
Cumulative Additional Residential Units Occupied		0	0	33	33	33	33	33	33	33	33	33
Household Income[1]	197,199	0	0	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562
Convenience Goods Spending	20%	0	0	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512
Comparison Goods Spending	10%	0	0	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756
Convenience Goods Spending Locally	40%	0	0	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605
Comparison Goods Spending Locally	20%	0	0	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151
Taxable Share, Convenience Goods	100%	0	0	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605
Taxable Share, Comparison Goods	100%	0	0	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151
Local Taxable Spending		0	0	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756
Additional Sales Tax Revenue from New Households (Local Share State Sales Tax)[2]	1.0%	0	0	6,508	6,508	6,508	6,508	6,508	6,508	6,508	6,508	6,508
Additional Sales Tax Revenue from New Households (Home Rule Sales Tax)[3]	1.0%	0	0	1,302	1,302	1,302	1,302	1,302	1,302	1,302	1,302	1,302
Total Additional Sales Tax Revenues from New Households		0	0	7,809	7,809	7,809	7,809	7,809	7,809	7,809	7,809	7,809

Notes:

[1] Projected household income based on affordability of proposed housing

[2] Assumes Convenience Goods and Comparison Goods are subject to State Sales Tax of which 1% is the Local Share of the State Sales Taxes

[3] Assumes Only Comparison Goods are subject to Village Home Rule Tax of 1.0%

Table 19 (cont.)

Additional Local Sales Tax Revenues (New Households) - Development

Year of Occupancy		2036	2037	2038	2039	2040	2041	2042	2043	2044	2045	Totals
Cumulative Additional Residential Units Occupied		33	33	33	33	33	33	33	33	33	33	
Household Income [1]	197,199	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	6,507,562	
Convenience Goods Spending	20%	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	1,301,512	
Comparison Goods Spending	10%	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756	
Convenience Goods Spending Locally	40%	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605	
Comparison Goods Spending Locally	20%	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151	
Taxable Share, Convenience Goods	100%	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605	520,605	
Taxable Share, Comparison Goods	100%	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151	130,151	
Local Taxable Spending		650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756	650,756	
Additional Sales Tax Revenue from New Households (Local Share State Sales Tax)[2]	1.0%	6,508	6,508	6,508	6,508	6,508	6,508	6,508	6,508	6,508	6,508	
Additional Sales Tax Revenue from New Households (Home Rule Sales Tax)[3]	1.0%	1,302	1,302	1,302	1,302	1,302	1,302	1,302	1,302	1,302	1,302	
Total Additional Sales Tax Revenues from New Households	0.0%	7,809	7,809	7,809	7,809	7,809	7,809	7,809	7,809	7,809	7,809	148,372

Notes:

[1] Projected household income based on affordability of proposed housing

[2] Assumes Convenience Goods and Comparison Goods are subject to State Sales Tax of which 1% is the Local Share of the State Sales Taxes

[3] Assumes Only Comparison Goods are subject to Village Home Rule Tax of 1.0%

We base the estimate of such sales tax revenues on the following:

1) Household income of $197,199 per unit (projected household income based on affordability of proposed housing as provided in the following Table 20);
2) 20% of income is spent on convenience goods (i.e. groceries, restaurants) and 10% of income is spent on comparison goods (i.e. appliances, clothing, vehicles);
3) 40% of convenience goods and 20% of comparison goods are purchased in Village;
4) 100% of all goods are taxable; and
5) Collections are based on Village's 1% share of state sales tax and 1% home rule sales tax.

Table 20
Household Income Analysis - Development

				Est. Monthly Payments					
Product	No. Units	Sales Price	Loan Amt. (25% Equity)	Loan Pay. (6.0%)	Prop. Taxes (2%)	HOA Fees	Total Payments	31% Income To Qualify	Total Household Income By Product
Single Family Barclay (4 Bedrooms)	10	803,681	602,761	3,649	1,339	0	4,989	193,108	1,931,083
Single Family Dunbar (4 Bedrooms)	13	814,281	610,711	3,697	1,357	0	5,054	195,655	2,543,518
Single Family Eastman (4 Bedrooms)	10	846,081	634,561	3,842	1,410	0	5,252	203,296	2,032,961
Total Units	33							Total Income	6,507,562
								Weighted Average Income	197,199

The above only assumes that residents from the Development will purchase goods from existing businesses. However, such analysis does not consider the potential for the creation of demand for new businesses within the Village.

Other Revenues

The analysis in the following Table 21 provides a projection of the estimated total amount of additional utility tax revenues (including telecom tax, natural gas tax and electricity tax), state income tax sharing revenues, motor fuel tax sharing revenues and state use tax sharing revenues to be generated by the Development for the Village over a period of twenty (20) years.

The analysis in Table 21 assumes that the (i) average annual utility tax per household is projected to be $161.97, (ii) state income tax distribution would be $173.81 per resident (based on the fiscal year 2025 distribution – *Illinois Municipal Review*, September, 2025), (iv) motor fuel tax distribution would be $22.49 per resident (based on the fiscal year 2025 distribution – *Illinois Municipal Review*, September, 2025), (v) state local use tax distribution would be $33.46 per resident (based on the fiscal year 2025 distribution – *Illinois Municipal Review*, September, 2025), and (vi) transportation renewal tax distribution would be $22.70 per resident (based on the fiscal year 2025 distribution – Illinois Municipal Review, September, 2025).

The average annual utility tax per household was determined by allocating the utility taxes budgeted by the Village for fiscal year ended April 30, 2025 ($3,350,000) between residential users and all other users by the percentage of equalized assessed value applicable to each (81% residential) and dividing the residential portion of the utility taxes by the Village's total housing units of 16,829 (2023 American Community Survey 5 Year Estimate).

The Development is projected to generate $36,650 of other revenues annually after completion of the Development and $571,130 of total other revenues over a twenty (20) year period (tax collection years 2026 through 2045).

Table 21

Other Village Revenues - Development

Year of Occupancy	Total No. of Add. Residents	Total No. Households	Utility Tax Revenues: Utility Taxes Per Household[2]	Utility Tax Revenues: Total Utility Taxes	State Income Tax[1]: Share Per Resident[3]	State Income Tax[1]: Total Income Taxes	Motor Fuel Tax[1]: Share Per Resident[3]	Motor Fuel Tax[1]: Total MFT	State Use Tax[1]: Share Per Resident[3]	State Use Tax[1]: Total State Use Tax	Transportation Renewal Fund Tax[1]: Share Per Resident[3]	Transportation Renewal Fund Tax[1]: Total State Use Tax	Total Other Tax Revenues
2025	0	0	161.97	0	0.00	0	0.00	0	0.00	0	0.00	0	0
2026	0	0	161.97	0	0.00	0	0.00	0	0.00	0	0.00	0	0
2027	62	33	161.97	5,345	0.00	0	0.00	0	0.00	0	0.00	0	5,345
2028	124	33	161.97	5,345	0.00	0	0.00	0	0.00	0	0.00	0	5,345
2029	124	33	161.97	5,345	0.00	0	0.00	0	0.00	0	0.00	0	5,345
2030	124	33	161.97	5,345	0.00	0	0.00	0	0.00	0	0.00	0	5,345
2031	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2032	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2033	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2034	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2035	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2036	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2037	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2038	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2039	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2040	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2041	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2042	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2043	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2044	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
2045	124	33	161.97	5,345	173.81	21,552	22.49	2,789	33.46	4,149	22.70	2,815	36,650
Totals				101,555		323,287		41,831		62,236		42,222	571,130

Notes:

[1]Based on incremental units occupied; revenues relating to taxes shared by State are not assumed to be collected until after the 2030 Census

[2]Determined by allocating the utilities taxes (telecommunications, electricity use, and natural gas tax of $3,350,000 as provided in Budget for FYE 2025) between residential users and all other users by the percentage of EAV applicable to each (81% residential) and dividing the residential portion of the utility taxes by the Village's total housing units of 16,829 (2023 American Community Survey 5-Yr. Est.)

[3]Based on projected FY 2025 State Distributions (Illinois Municipal Review, September, 2025)

2. Village Expenditures from the Development

Municipal expenditures connected to the proposed Development are estimated utilizing a model based upon incremental increases in services required due to anticipated growth in Village population. This model assumes that one way to measure incremental costs in proportional municipal services for Village residents is to calculate current per capita expenses, given Village population and service levels.

This approach, in part, relies upon utilization of the Village's most recent estimate of its operating expenditures, which in the case of the Village, is the Budget. The proportions of the budget amounts assigned to residential versus non-residential development is based upon the most recently available data for the Village's EAV by land use classification. Based on this data for the 2024 tax year, the Village's EAV was comprised of approximately 81% residential and approximately 19% non-residential. Thus, this study assumes that 81% of Village services are assigned to residential uses, and 19% to non-residential

Based upon interviews with both Village and the Developer, and notwithstanding this proportional/per capita approach to estimating increased municipal expenditures due to residential population growth, major discounts or adjustments are made for expected costs due to the Development. This is due primarily to the relatively small size of the Development and that the Developer will provide funds for the costs related to the initial infrastructure improvements that will be necessary to provide for the construction of the Development.

The Development is not expected to require the Village to add additional administrative, public safety or public work staff or require the Village to make any capital expenditures related thereto. The streets and other infrastructure improvements within the Development will be constructed by the Developer. The result in this case is that the Village anticipates relatively modest need to increase municipal services in connection with the Development.

The following Table 22 provides the overall operating budget factors that will be used to estimate the increases to municipal operating expenditures that are anticipated to be caused by the Development. These estimates are based on the proportional EAV approach explained above, with major discounts and/or adjustments allowed for the Development. Expenses of the Village with respect to the Development are estimated based a determination of the expenses reflected in the Budget for the Village's Funds that would be affected by the construction of the Development. Table 22 provides an analysis of the expenses in the Village's Funds that are expected to increase due to the Development. Additional expenditures for the Village are only expected to relate to Fire, Police and Public Works accounted for in the Village's General Fund. The other expense categories within the General Fund are not expected to be impacted by the Development nor are the expenses accounted for in the Pension Fund and the Buffalo Grove Library Fund due to the minimal number of additional residents projected to be generated by the Development (approximately 0.2% increase in population). The analysis in Table 22 further provides for a further adjustment to reflect the amount of expenses that relate to the residential portion of the Village.

The analysis herein also assumes that the Water and Sewer Fund will continue to be operated as an enterprise fund of the Village. Based on the assumption that the Village is expected to charge sufficient fees in order to provide for the operation and maintenance of the water system, the Development is assumed to contribute sufficient revenues that would be available to provide for the operation and maintenance of the Village's water and sewer system with respect to the Development.

Furthermore, the analysis assumes that all other recapture fees, permit fees and licensing fees imposed by the Village will be used to provide for the payment of all related costs of the Development.

Table 22
Operating Budget Analysis

General Fund Summary[1]	Expenditures	Less Adjustments[2]	Total Adjusted Expenditures	Residential Portion of Total Adjusted Expend.[3]	Non-Residential Portion of Total Adjusted Expend.[3]
Village General Fund[4]					
Legislative	187,125	187,125	0	0	0
Office of the Village Manager	1,163,680	1,163,680	0	0	0
Communications	483,919	483,919	0	0	0
Legal	390,000	390,000	0	0	0
Administrative Services	511,999	511,999	0	0	0
Finance	1,610,405	1,610,405	0	0	0
Human Resources	852,982	852,982	0	0	0
Fire					
Personal Services Salaries - Overtime	975,000	0 [5]	975,000	793,324	181,676
Other Fire Expenses	15,214,367	15,214,367	0	0	0
Police					
Personal Services Salaries - Overtime	355,000	0 [5]	355,000	288,851	66,149
Other Police Expenses	18,273,044	18,273,044	0	0	0
Community Development	2,344,119	2,344,119	0	0	0
Public Works				0	
Streets	3,043,871	0	3,043,871	2,476,694	567,177
Administration	1,669,959	1,669,959	0	0	0
Forestry	2,567,741	0	2,567,741	2,089,283	478,458
Drainage	597,742	0	597,742	486,362	111,380
Engineering	910,154	910,154	0	0	0
Non-Departmental	3,276,300	3,276,300	0	0	0
Transfer Non-Operating					
General Government	8,790,873	8,790,873	0	0	0
Public Safety	0	0	0	0	0
Public Works	980,000	980,000	0	0	0
Total Adjusted Expenditures	64,198,280	56,658,926	7,539,354	6,134,516	1,404,838

Notes:

[1] Excludes analysis of debt service funds, pension funds, special revenue funds that use special revenues to provide for expenditures (i.e. MFT, Parking Lot, Capital Projects, Internal Service) and enterprise funds that use enterprise revenues to provide for expenditures (i.e. Water & Sewer, Refuse, Golf Course)

[2] Adjustments were made to reflect that the relatively small addition of residential units which would not likely have an impact on various general government expenses nor would the construction of the units cause the Village to incur any additional capital expenditures

[3] The Residential Portion (81.37%) is determined by dividing the Village's 2023 Residential EAV ($1,555,899) by the Village's Total 2023 EAV ($1,912,209) with the remaining portion assumed to be commercial, industrial, farm, and railroad

[4] Based on Village's FYE 2025 Budget - the remaining funds have not been included: each of which funds have either special sources of revenues or receive transfers from the General Fund and which are assumed to have expenses that equal the revenues expected to be received

[5] Due to the small additon of residential units (0.2% increase to number of households in the Village), the Development would likely only impact overtime costs and not impact other expenses and capital expenditures.

[6] Assumes approximately _____ miles of additional roads would be dedicated to the Village (an increase of ____% of total miles of Village 115.1 miles of roads)

The analysis in the following Table 23 provides an analysis of the amount of expenses that each new resident is expected to generate $142 for the Village as determined by dividing the Total Adjusted Expenditures $1,404,838 by the Village's population 43,212. Upon completion of the Development, the Village is projected to have additional annual expenses of $17,603.

Table 23
Estimated New Expenses - Development

Year of Occupancy	2025	2026	2027	2028	2029	2030	2031	2032	2033
Residential									
Total Number of New Residents[(1)]	0	0	62	124	124	124	124	124	124
Additional Operating Expense Per Resident[(2)]	142	142	142	142	142	142	142	142	142
Adjusted Additional Operating Expenditures	0	0	8,802	17,603	17,603	17,603	17,603	17,603	17,603

Notes:
[(1)]Reflects the addition of a total of 33 units to the on the Property with occupancy intially occurring in 2020
[(2)]Determined by dividing the Residential Portion of Total Adjusted Expenditures by the Village's 2020 Census Total Population (43,212)

3. Net Fiscal Impact To Village from the Development

The analysis in the following Table 24 indicates that the projected annual operating revenues will exceed annual operating expenditures for Village by $93,152 (the "Village Annual Fiscal Impact") in the years following the completion of the Development and the 2030 U.S. Census. The analysis in Table 24 also indicates that the cumulative fiscal impact is projected to be $1,552,213 over a twenty-year period (the "Village Total Fiscal Impact").

The surplus may be used by the Village to maintain or increase the quality of the Village's infrastructure, facilities and services at a lower cost to the residents of the Village. This study does not attempt to evaluate the need for the construction of additional facilities since the Development (i) will include new infrastructure improvements, and (ii) will likely result in a small increase in the projected number of additional residents (a 0.3% increase in residents).

Table 24
Village Fiscal Impact - Development

Year of Occupancy	Property Taxes	Sales Taxes	Utility Taxes	State Inc. Tax Share	MFT Share	State Use Tax Share	TRF Share	Total Tax Revenues	Additional Operating Expenses	Annual Fiscal Impact
	Additional City Revenues									
2025	0	0	0	0	0	0	0	0	0	0
2026	0	0	0	0	0	0	0	0	0	0
2027	0	7,809	5,345	0	0	0	0	13,154	8,802	4,352
2028	31,343	7,809	5,345	0	0	0	0	44,497	17,603	26,893
2029	66,296	7,809	5,345	0	0	0	0	79,450	17,603	61,847
2030	66,296	7,809	5,345	0	0	0	0	79,450	17,603	61,847
2031	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2032	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2033	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2034	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2035	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2036	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2037	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2038	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2039	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2040	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2041	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2042	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2043	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2044	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
2045	66,296	7,809	5,345	21,552	2,789	4,149	2,815	110,755	17,603	93,152
Totals	1,158,374	148,372	101,555	323,287	41,831	62,236	42,222	1,877,876	325,664	1,552,213

APPENDIX A

Sources Utilized For Analysis

Appendix A

Sources Utilized for Analysis

1) Lake County Assessor's Office

2) Lake County Clerk's Office

3) Village of Buffalo Grove, Illinois

4) M/I Homes

5) Adlai Stevenson High School District 125

6) Aptikisic-Tripp Consolidated Community School District 102

7) Illinois State Board of Education

8) Ryan, LLC. File Comparable Material

Traffic Impact Study
Proposed Residential Development
Buffalo Grove, Illinois

Prepared for:

M/I HOMES

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

November 10, 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 in Buffalo Grove, Illinois. As proposed, the site will contain 33 single-family homes. Access is proposed off Weiland Road and via a connection to Raymond Road.

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:

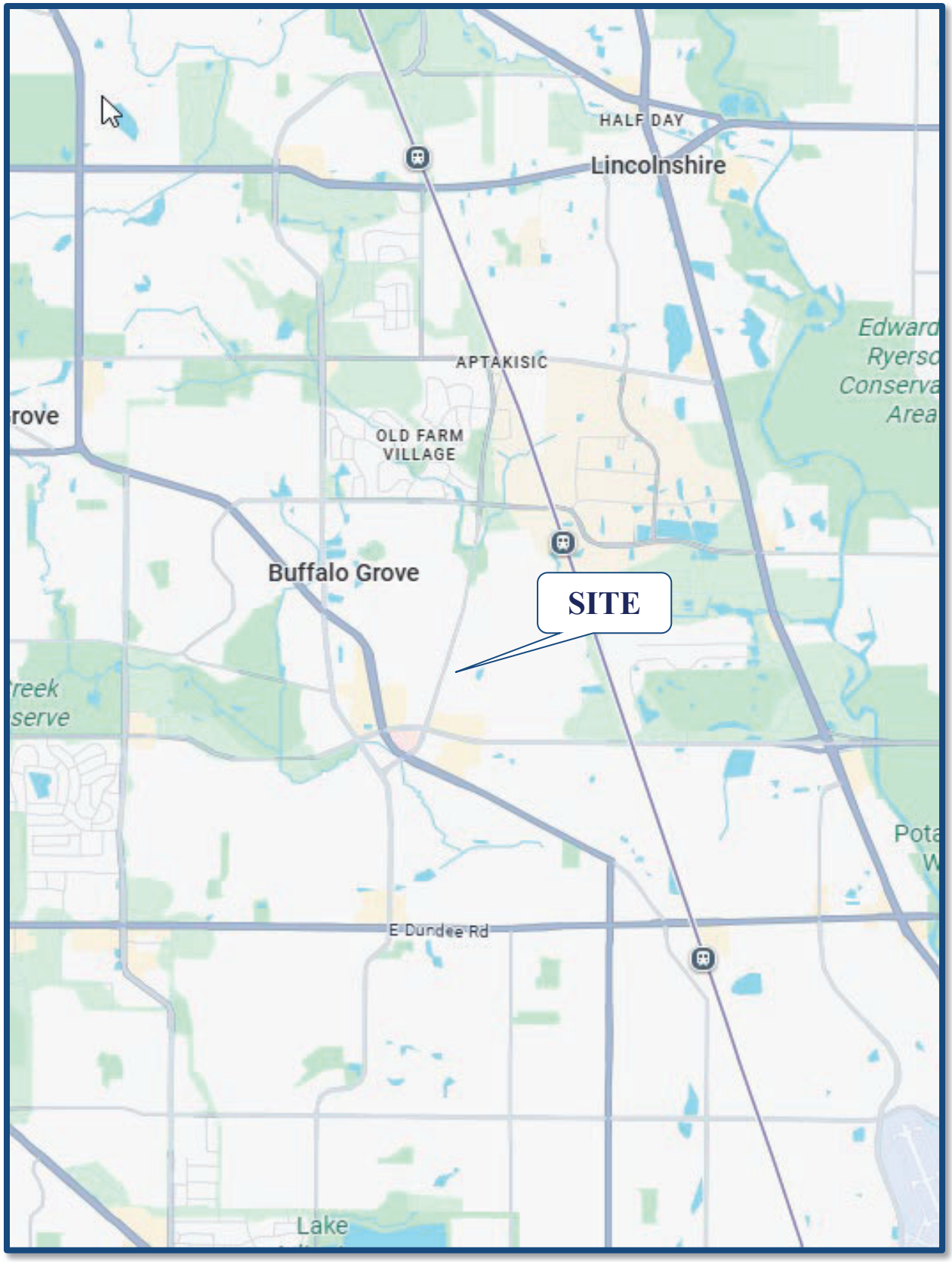
- Existing roadway conditions
- A description of the proposed development
- Directional distribution of development-generated traffic
- Vehicle trip generation for the proposed development
- Future traffic conditions, including access to the development
- Traffic analyses for the weekday morning and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

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

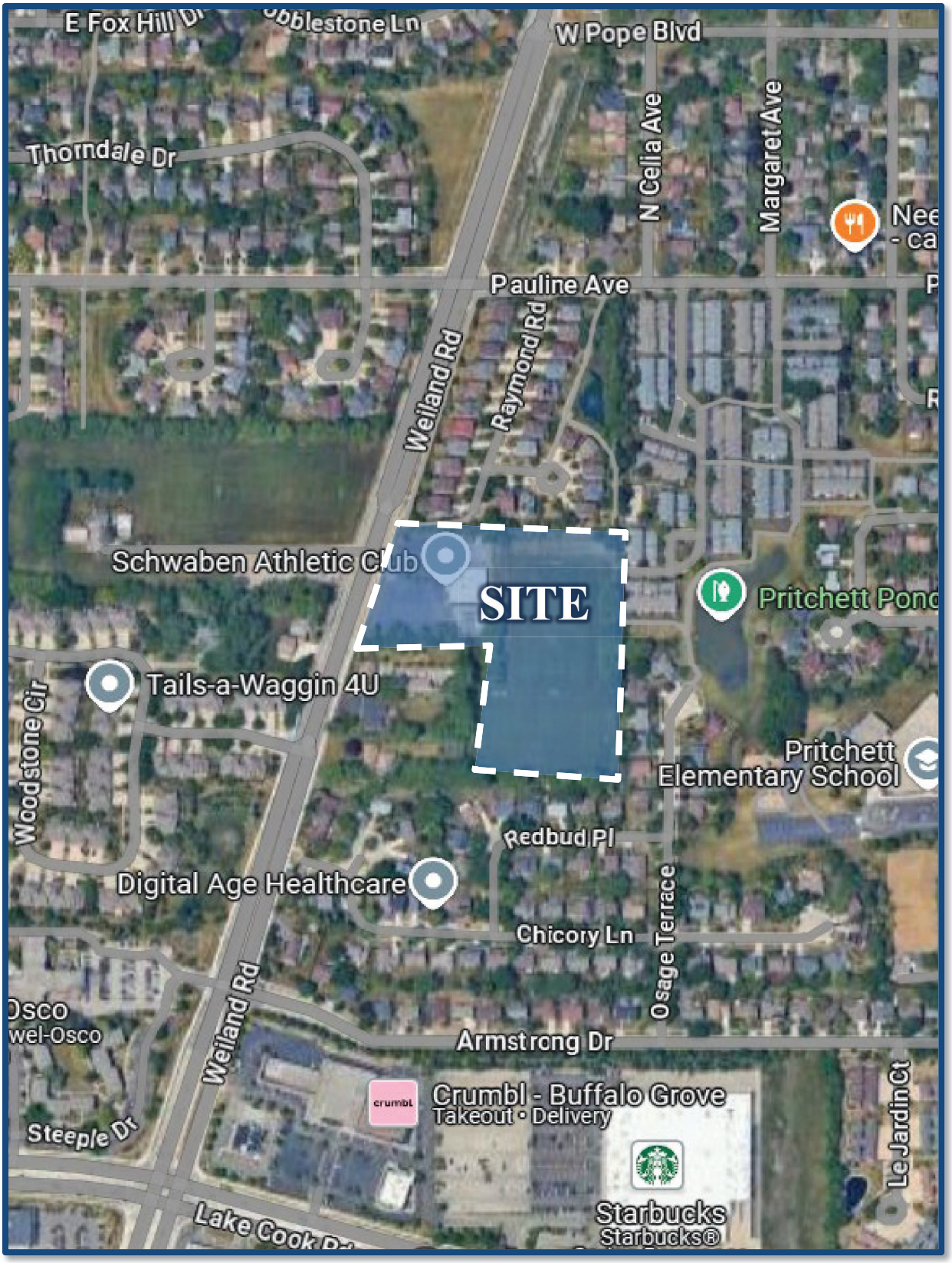
1. Existing Conditions – Analyzes the capacity of the existing roadway system using existing peak hour traffic volumes in the surrounding area.

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

The following provides a description of the geographical location of the site, physical characteristics of the area roadway system including lane usage and traffic control devices, and existing peak hour traffic volumes.

Site Location

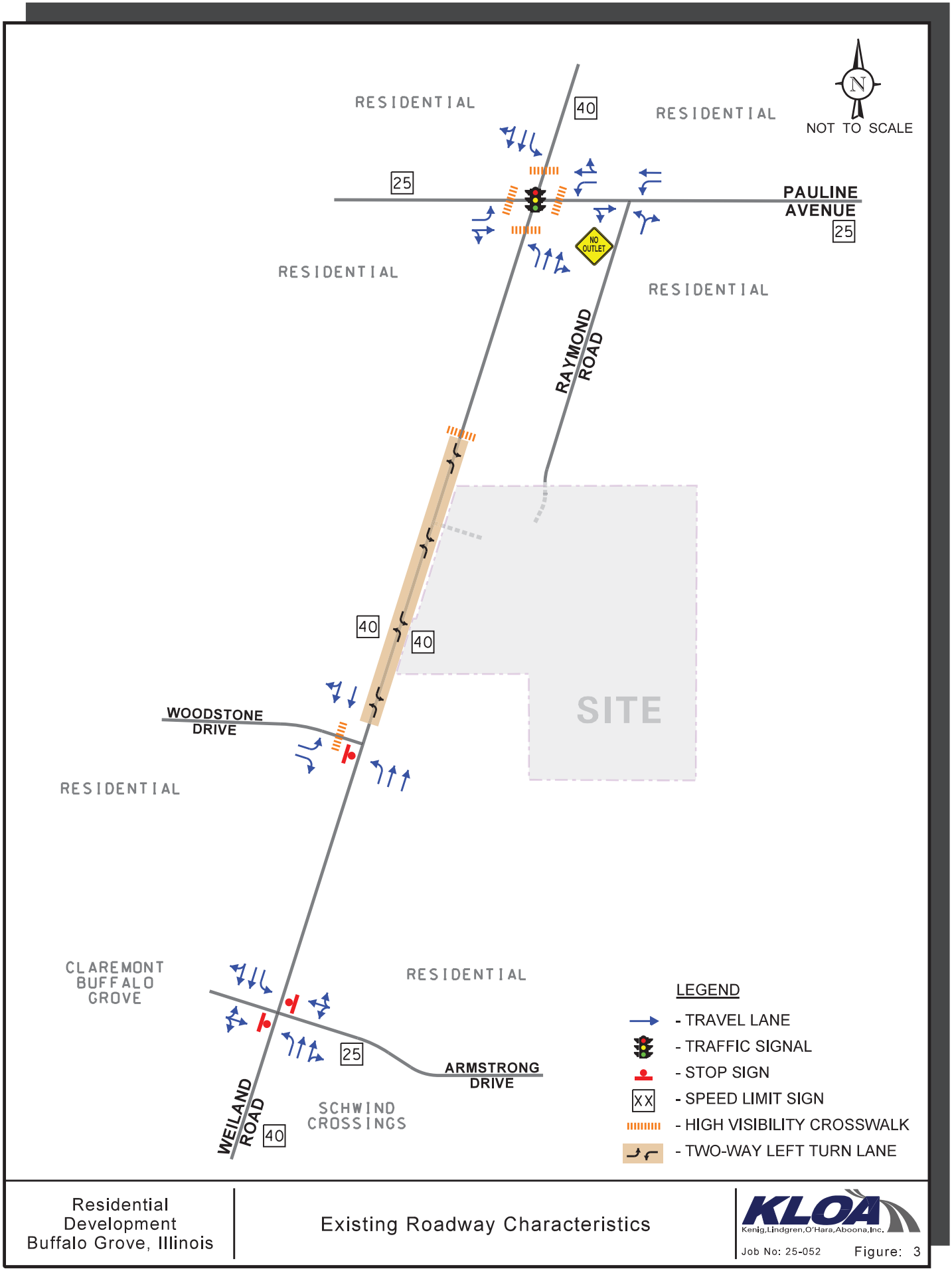
The site, located in Buffalo Grove, is currently occupied by Schwaben Athletic Club on the northwest portion and a vacant lot on the eastern portion. Land uses in the vicinity of the site are primarily residential in all directions.

Existing Roadway Characteristics

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

Weiland Road is generally a north-south, major collector roadway that provides two travel lanes in each direction, a shared median that extends approximately 650 feet north of Woodstone Drive and a high-visibility mid-block crosswalk with Rectangular Rapid Flashing Beacons (RRFB) between Woodstone Drive and Pauline Avenue. At its signalized intersection with Pauline Avenue, Weiland Road provides a left-turn lane, a through lane and a shared through/right-turn lane on both approaches. High-visibility crosswalks are provided on both the north and south legs of the intersection. At its unsignalized intersection with Armstrong Drive, Weiland Road provides a left-turn lane, a through lane and a shared through/ right-turn lane on both approaches. At its unsignalized intersection with Woodstone Drive, Weiland Road provides a left-turn lane and two through lanes on the northbound approach, and a shared left-turn median, a though lane and a shared through/right-turn lane on the southbound approach. Weiland Road is under the jurisdiction of the Village of Buffalo Grove, carries an Annual Average Daily Traffic (AADT) volume of 15,500 vehicles (IDOT 2023) and has a posted speed limit of 40 miles per hour.

Pauline Avenue is an east-west, local roadway that provides one travel lane in each direction. At its signalized intersection with Weiland Road, Pauline Avenue provides a left-turn lane and a shared through/right-turn lane on both approaches. High-visibility crosswalks are provided on both the east and west legs of the intersection. At its unsignalized intersection with Raymond Road, Pauline Avenue provides a shared through/right-turn lane on the eastbound approach and an exclusive left-turn lane and a through on the westbound approach. Parking is generally permitted on village streets except between 2:00 A.M. and 6:00 A.M. daily. Pauline Avenue is under the jurisdiction of the Village of Buffalo Grove and has a posted speed limit of 25 miles per hour.



Residential Development
Buffalo Grove, Illinois

Existing Roadway Characteristics

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Job No: 25-052 Figure: 3

Armstrong Drive is an east-west, local roadway that provides one travel lane in each direction. At its unsignalized intersection with Weiland Road, Armstrong Drive provides a shared left-turn/through/right-turn lane on both approaches that operate under stop sign control. Armstrong Drive is under the jurisdiction of the Village of Buffalo Grove and has a posted speed limit of 25 miles per hour east of Weiland Road.

Woodstone Drive is an east-west, local roadway that provides one travel lane in each direction that extends approximately 375 feet west of Weiland Road. At its unsignalized intersection with Weiland Road, Woodstone Drive provides a left-turn lane and a right-turn lane on the eastbound approach that operates under stop sign control. A high-visibility crosswalk is provided on the west leg of the intersection. Woodstone Drive is under the jurisdiction of the Village of Buffalo Grove and has a posted speed limit of 25 miles per hour.

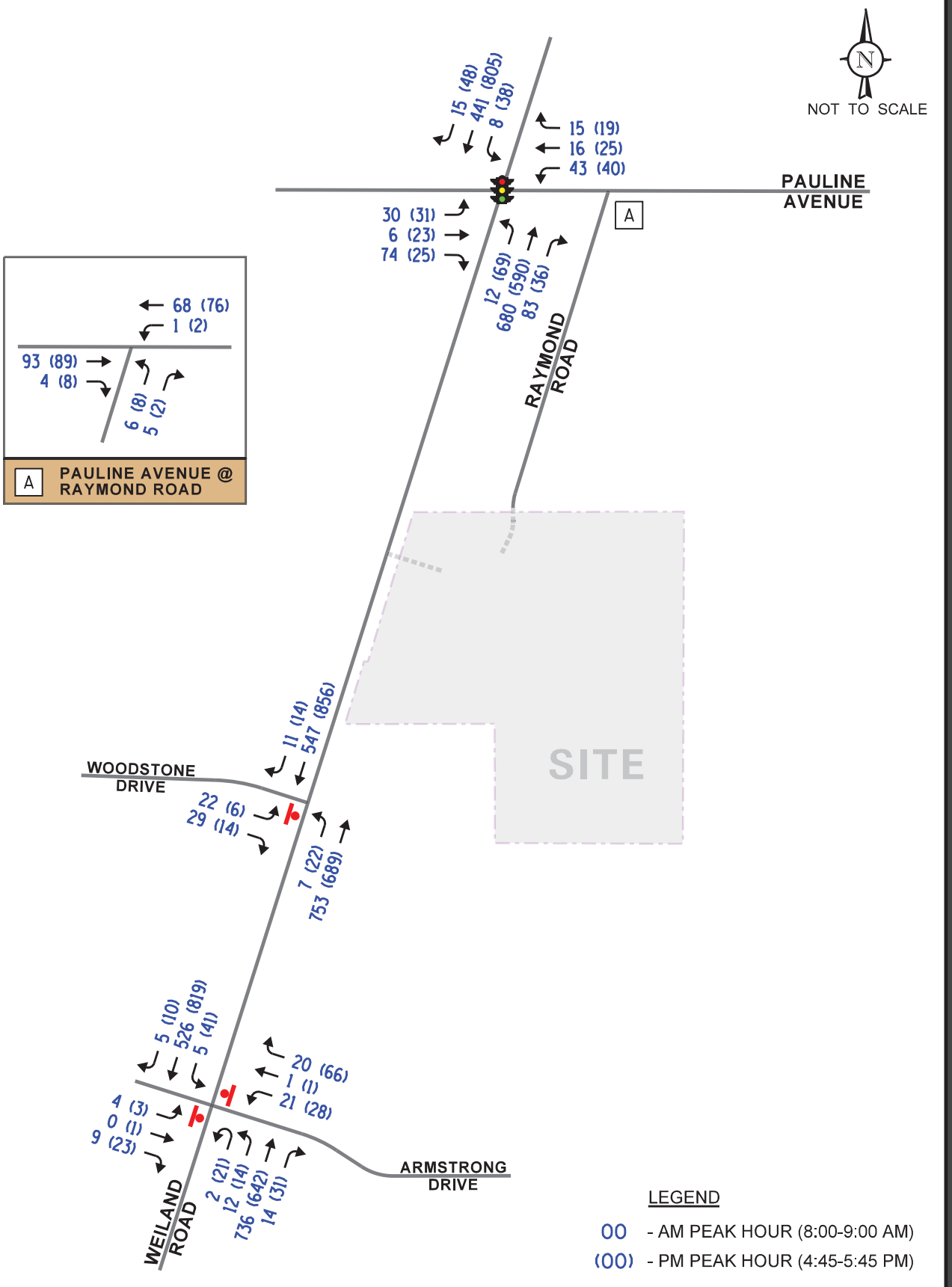
Raymond Road is a north-south local roadway that provides one travel lane in each direction and extends approximately 630 feet southwest of Pauline Avenue. At its unsignalized intersection Pauline Avenue, Raymond Road provides a shared left-turn/right-turn lane on the northbound approach. Raymond Road is under the jurisdiction of the Village of Buffalo Grove and has no posted speed limit.

Existing Traffic Volumes

In order to determine current traffic conditions in the vicinity of the site, KLOA, Inc. conducted peak period traffic counts using Miovision Scout Video Collection Units in March 2025 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:

- Weiland Road with Pauline Avenue
- Pauline Avenue with Raymond Road
- Weiland Road with Woodstone Drive
- Weiland Road with Armstrong Drive

The results of the traffic counts show that the peak hours of traffic generally occurred between 8:00 A.M. and 9:00 A.M. during the weekday morning peak period and between 4:45 P.M and 5:45 P.M. during the weekday evening peak period. The existing peak hour vehicle traffic volumes are shown in **Figure 4**. Copies of the traffic count summary sheets are included in the Appendix.



Residential Development Buffalo Grove, Illinois

Existing Traffic Volumes

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Job No: 25-052 Figure: 4

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. It should be noted that no crashes were reported at the intersection of Raymond Road with Pauline Avenue. Additionally, no fatalities were reported at any of the intersections during the review period. **Tables 1** through **4** show the summary of the crash data at the intersections within the study area.

Table 1
WEILAND ROAD WITH PAULINE AVENUE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2019	0	0	0	3	0	1	1	5	3	2	0
2020	0	0	1	1	0	1	0	3	3	0	0
2021	0	0	0	1	0	0	0	1	1	0	0
2022	0	0	0	0	0	2	0	2	1	1	0
2023	0	0	0	2	1	0	0	3	3	0	0
Total	**0**	**0**	**1**	**7**	**1**	**4**	**1**	**14**	**11**	**3**	**0**
Avg	**0**	**0**	**<1.0**	**1.4**	**<1.0**	**<1.0**	**<1.0**	**2.8**	**2.2**	**<1.0**	**0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

[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 2
RAYMOND ROAD WITH PAULINE AVENUE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2019	0	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0
Avg	0	0	0	0	0	0	0	0	0	0	0

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 3
WEILAND ROAD WITH WOODSTONE DRIVE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2019	0	0	0	0	0	0	0	0	0	0	0
2020	0	0	0	0	0	0	0	0	0	0	0
2021	0	0	0	0	0	0	0	0	0	0	0
2022	0	0	0	0	0	0	0	0	0	0	0
2023	0	0	1	0	0	0	0	1	1	0	0
Total	**0**	**0**	**1**	**0**	**0**	**0**	**0**	**1**	**1**	**0**	**0**
Avg	**0**	**0**	**<1.0**	**0**	**0**	**0**	**0**	**<1.0**	**<1.0**	**0**	**0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

Table 4
WEILAND ROAD WITH ARMSTRONG DRIVE – CRASH SUMMARY

Year	Type of Crash								Severity		
	A	HO	O	RE	S	T	Other	Total	PD	I	F
2019	1	0	0	0	1	1	0	3	3	0	0
2020	0	0	0	0	0	1	0	1	0	2	0
2021	0	0	0	0	2	0	0	2	2	0	0
2022	0	0	0	0	0	1	0	1	1	0	0
2023	0	0	0	0	0	0	0	0	0	0	0
Total	**1**	**0**	**0**	**0**	**3**	**3**	**0**	**7**	**6**	**2**	**0**
Avg	**<1.0**	**0**	**0**	**0**	**<1.0**	**<1.0**	**0**	**1.4**	**1.2**	**<1.0**	**0**

A – Angle; HO – Head On; O – Object; RE – Rear End; S – Sideswipe; T – Turning
PD – Property Damage; I – Injury; F - Fatal

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 33 single-family homes. Access to the development will be provided via the following:

- A proposed full-movement access road off Weiland Road approximately 515 feet north of Woodstone Road. This access road will provide one inbound lane and one outbound lane with outbound movements under stop sign control. It is important to note that the southbound left-turn movements will be accommodated by converting the existing center two-way left-turn lane into an exclusive left-turn lane. In addition, the RRFB and the high-visibility crosswalk that is located between Pauline Avenue and Woodstone Drive will be removed to accommodate the exclusive left-turn lane into the site providing 170 feet of storage and 200 feet of taper.

- Proposed secondary access that will be provided via a connection to Raymond Road which intersects Pauline Avenue to the north. The connection to Raymond Road will enhance the proposed development accessibility and will provide the existing residential development to the north with additional access.

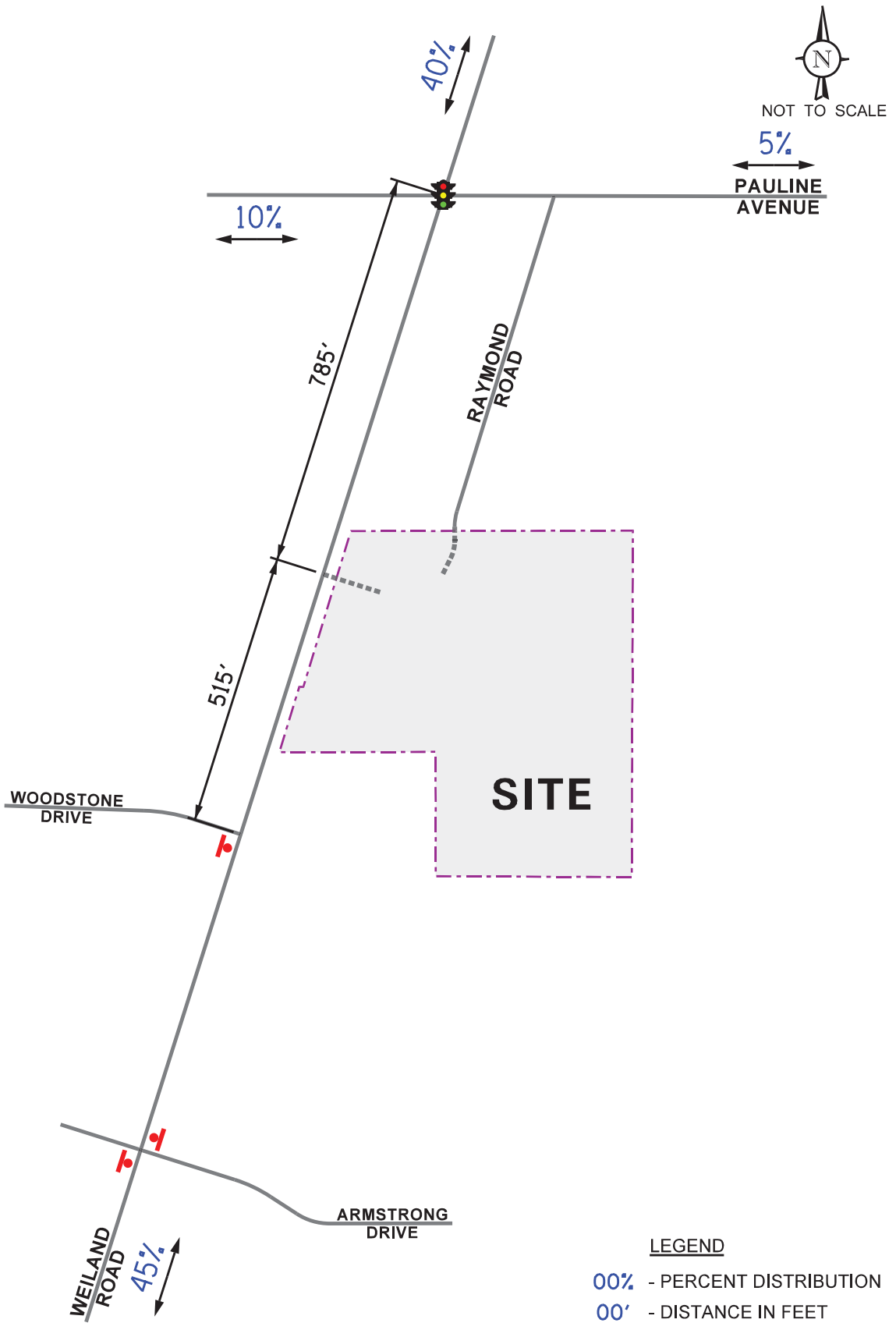
A copy of the proposed site plan is included in the Appendix.

Directional Distribution

The directions from which residents of the residential development will approach and depart the site were estimated based on existing travel patterns, as determined from the traffic counts. **Figure 5** illustrates the directional distribution of the development-generated traffic.

Peak Hour Traffic Volumes

The number of peak hour trips estimated to be generated by the proposed development was based on vehicle trip generation rates contained in *Trip Generation Manual*, 12th Edition, published by the Institute of Transportation Engineers (ITE). The "Single-Family Detached Housing" (Land-Use Code 210) rate was used for the proposed apartment development. **Table 5** shows the estimated vehicle trip generation for the weekday morning and weekday evening peak hours as well as daily traffic.



Residential Development
Buffalo Grove, Illinois

Directional Distribution

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Job No: 25-052 Figure: 5

Table 5
ESTIMATED PEAK HOUR TRIP GENERATION

ITE Land-Use Code	Type/Size	Weekday Morning Peak Hour			Weekday Evening Peak Hour			Daily Trips		
		In	Out	Total	In	Out	Total	In	Out	Total
210	Single-Family Detached Housing (33 units)	7	21	28	22	13	35	266	266	532

It should be noted that based on census data available for the census tract surrounding the site, approximately four percent of residents utilize alternative modes of transportation while approximately 26 percent of residents work from home. 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.

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

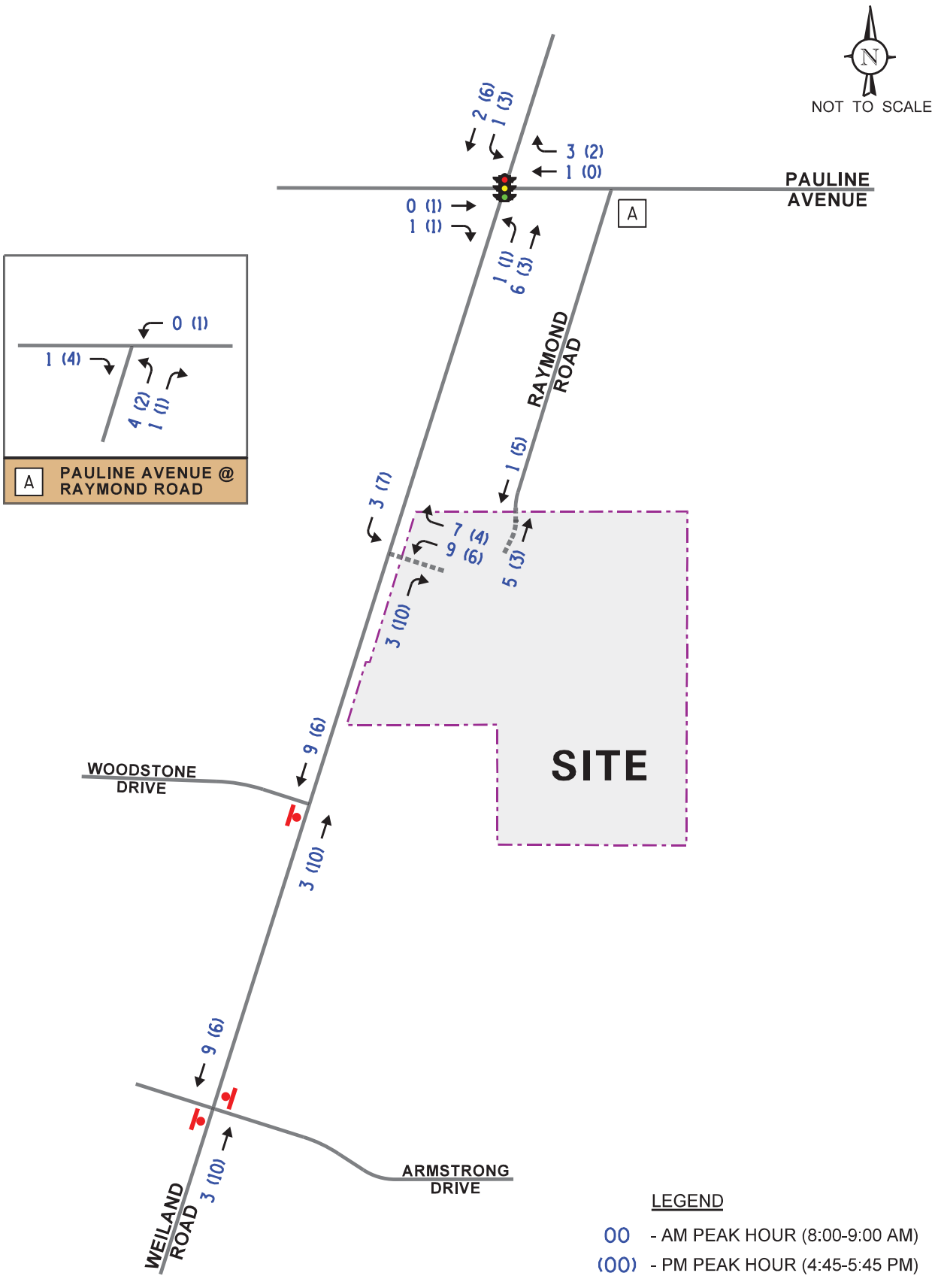
The estimated weekday morning and weekday evening peak hour traffic volumes that will be generated by the proposed development were assigned to the roadway system in accordance with the previously described directional distribution (Figure 5). **Figure 6** illustrates the development traffic assignments.

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 one percent for six years (one-year buildout plus five years) totaling six 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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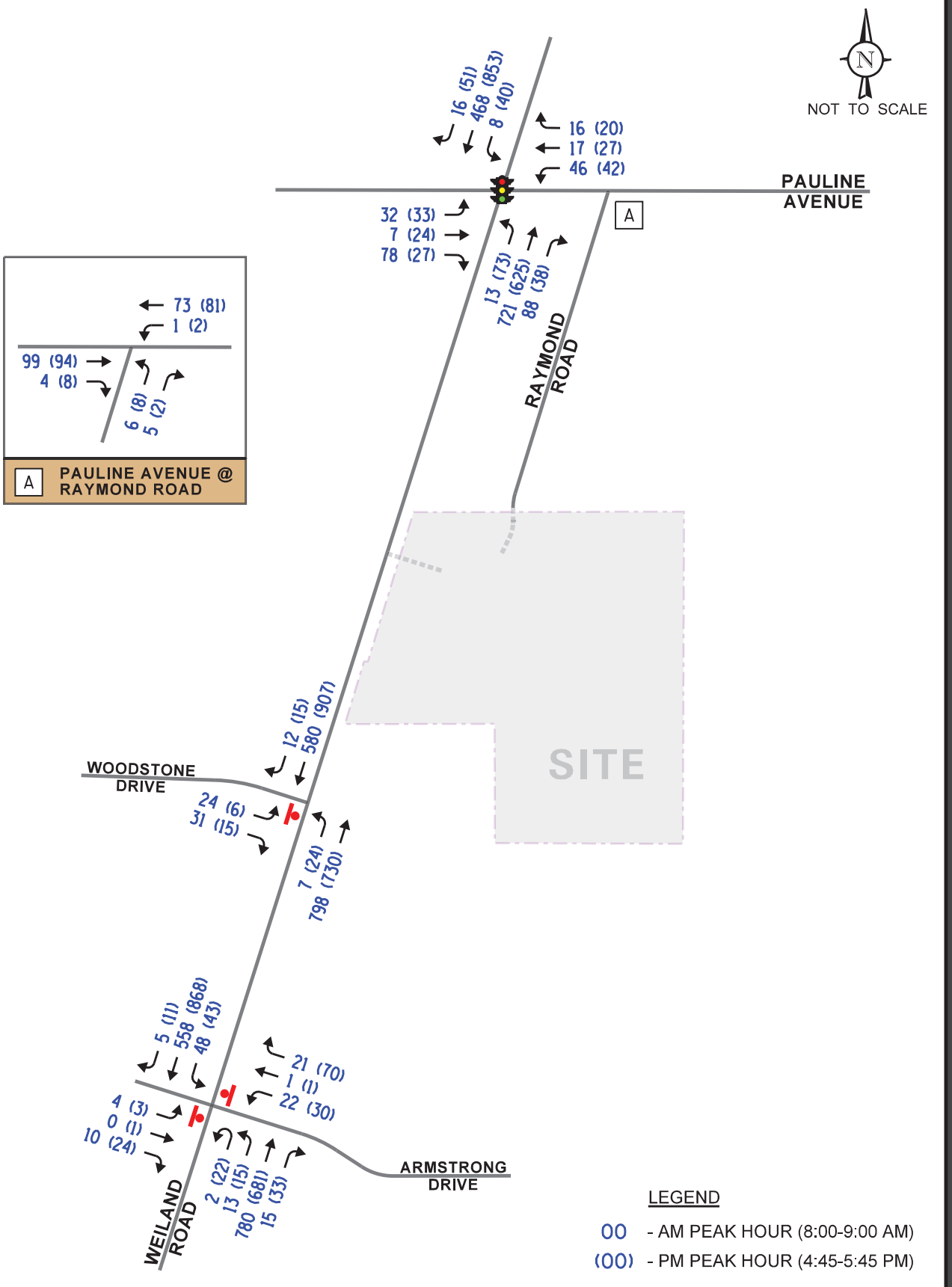
Job No: 25-052 Figure: 6



Residential Development
Buffalo Grove, Illinois

Year 2031 No-Build Traffic Volumes

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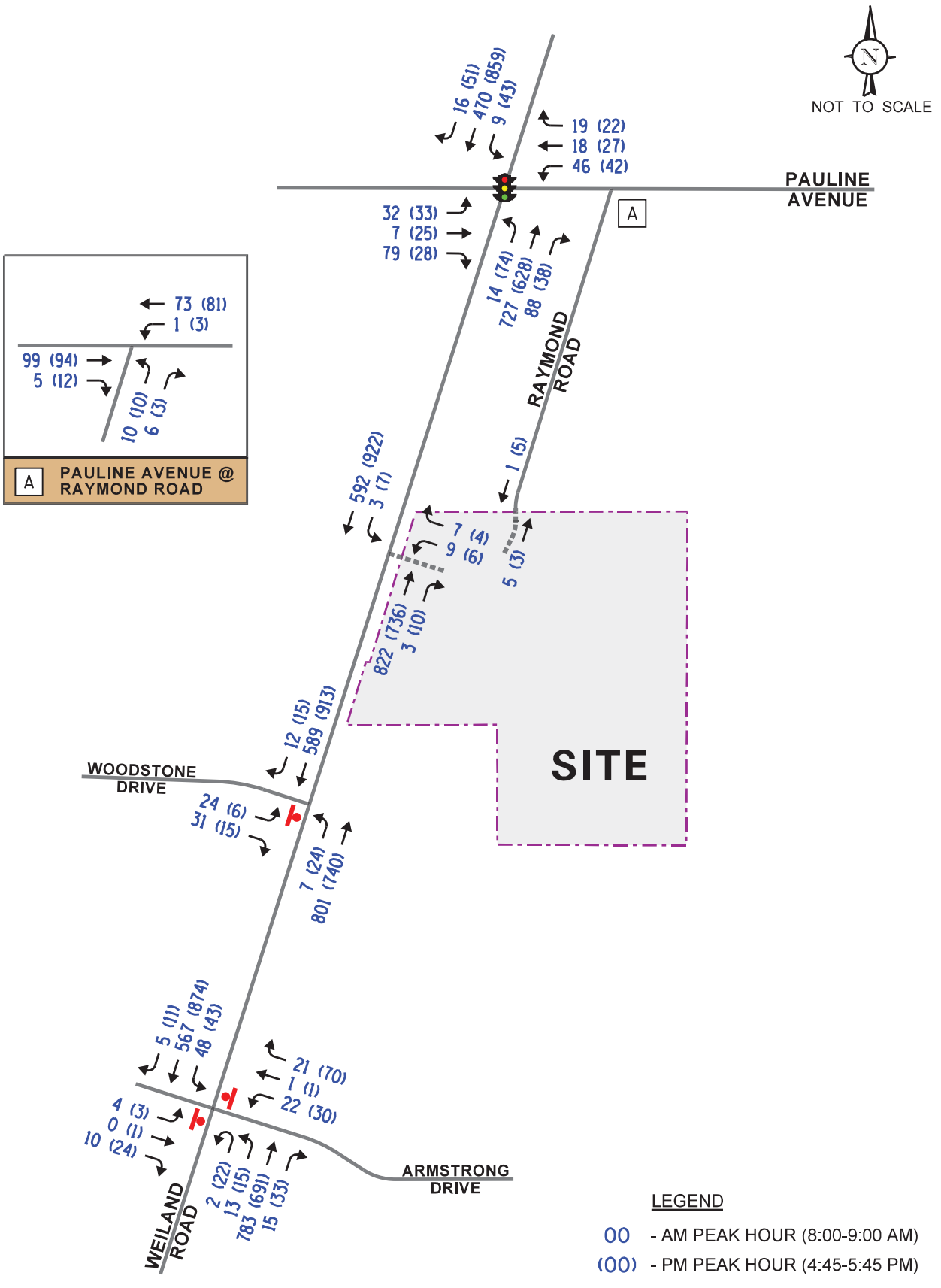
Job No: 25-052 Figure: 7



Residential Development Buffalo Grove, Illinois

Year 2031 Total Traffic Volumes

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Job No: 25-052 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 roads 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 6** through **9**. Copies of the capacity analysis reports are included in the Appendix. A discussion of each of the intersections follows.

Table 6
SIGNALIZED – WEILAND ROAD WITH PAULINE AVENUE

	Peak Hour	Eastbound		Westbound		Northbound		Southbound		Overall
		L	T/R	L	T/R	L	T/R	L	T/R	
Existing Conditions	Weekday Morning	D 40.9	C 21.0	D 42.2	C 34.3	A 4.4	A 7.0	A 4.5	A 6.9	B 10.1
		C – 26.5		D – 38.8		A – 6.9		A – 6.9		
	Weekday Evening	D 51.1	D 43.3	D 52.3	D 43.8	A 4.2	A 7.2	A 4.0	A 8.2	B 11.2
		D – 46.4		D – 47.8		A – 6.9		A – 8.0		
No-Build Conditions	Weekday Morning	D 40.8	C 21.1	D 42.9	C 34.0	A 4.5	A 7.3	A 4.6	A 7.2	B 10.3
		C – 26.5		D – 38.9		A – 7.2		A – 7.1		
	Weekday Evening	D 51.1	D 42.8	D 52.1	D 46.8	A 4.4	A 7.4	A 4.1	A 8.7	B 11.6
		D – 46.1		D – 49.3		A – 7.1		A – 8.5		
Projected Conditions	Weekday Morning	D 40.8	C 21.0	D 42.3	C 33.0	A 4.6	A 7.3	A 4.7	A 7.2	B 10.4
		C – 26.3		D – 38.2		A – 7.3		A – 7.2		
	Weekday Evening	D 51.0	D 42.8	D 52.0	D 45.3	A 4.4	A 7.5	A 4.1	A 8.7	B 11.6
		D – 46.0		D – 48.4		A – 7.1		A – 8.5		

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

Table 7
CAPACITY ANALYSIS – UNSIGNALIZED – EXISTING CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Raymond Road with Pauline Avenue[4]				
• Northbound Approach	A	9.3	A	9.3
• Westbound Left Turn	A	7.5	A	7.4
Weiland Road with Woodstone Drive[3]				
• Eastbound Approach	B	12.8	B	13.9
• Northbound Left Turn	A	9.1	A	10.0
Weiland Road with Armstrong Drive[2]				
• Eastbound Approach	B	13.8	B	14.5
• Westbound Approach	C	19.7	C	18.1
• Northbound Left Turn	A	9.4	B	13.6
• Southbound Left Turn	B	10.1	A	9.4

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control
3 – One-way stop control
4 – No Traffic Control

Table 8
CAPACITY ANALYSIS – UNSIGNALIZED – YEAR 2031 NO-BUILD CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Raymond Road with Pauline Avenue[4]				
• Northbound Approach	A	9.4	A	9.4
• Westbound Left Turn	A	7.5	A	7.4
Weiland Road with Woodstone Drive[3]				
• Eastbound Approach	B	13.2	B	14.4
• Northbound Left Turn	A	9.3	B	10.2
Weiland Road with Armstrong Drive[2]				
• Eastbound Approach	B	14.1	C	15.0
• Westbound Approach	C	21.3	C	19.8
• Northbound Left Turn	A	9.5	B	14.4
• Southbound Left Turn	B	10.4	A	9.6

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control
3 – One-way stop control
4 – No Traffic Control

Table 9
CAPACITY ANALYSIS – UNSIGNALIZED – YEAR 2031 TOTAL CONDITIONS

Intersection	Weekday Morning Peak Hour		Weekday Evening Peak Hour	
	LOS	Delay	LOS	Delay
Raymond Road with Pauline Avenue[4]				
• Northbound Approach	A	9.5	A	9.4
• Westbound Left Turn	A	7.5	A	7.5
Weiland Road with Woodstone Drive[3]				
• Eastbound Approach	B	13.3	B	14.4
• Northbound Left Turn	A	9.3	B	10.3
Weiland Road with Armstrong Drive[2]				
• Eastbound Approach	B	14.2	C	15.1
• Westbound Approach	C	21.4	C	20.1
• Northbound Left Turn	A	9.6	B	14.5
• Southbound Left Turn	B	10.4	A	9.6
Weiland Road with Proposed Access Road (Sheffield Drive)[2]				
• Westbound Approach	C	15.0	C	15.1
• Southbound Left Turn	A	9.6	A	9.3

LOS = Level of Service
Delay is measured in seconds.

1 – All-way stop control
2 – Two-way stop control
3 – One-way stop control
4 – No Traffic 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.

Weiland Road with Pauline Avenue

The results of the capacity analyses indicate that this signalized intersection currently operates at an overall Level of Service (LOS) B during the weekday morning and weekday evening peak hours. All the approaches operate at LOS D or better during both peak hours. Under Year 2031 no-build and total projected conditions, this intersection is projected to continue to operate at the same overall LOS as existing conditions with an increase in delay of less than one second. Furthermore, all approaches and movements are projected to continue to operate at the same LOS as existing conditions.

It is important to note that the westbound left-turn movements at this intersection are projected to continue to operate at LOS D with a 95th percentile queue length of 69 feet, which can be accommodated by the existing storage provided without extending beyond Raymond Road.

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.

Raymond Road with Pauline Avenue

The results of the capacity analyses indicate that the northbound approach and the westbound left turn movement currently operate at LOS A during the weekday morning and weekday evening peak hours. Under Year 2031 no-build and total projected conditions, this intersection is projected to continue to operate at the same LOS as existing condition, with an increase in delay of less than one second. It is important to note that the 95th percentile queues for westbound left-turn movements are projected to be one to two vehicles, which can be accommodated by the existing left-turn lane. 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.

Weiland Road with Woodstone Drive

The results of the capacity analysis indicate that the eastbound approach currently operates at LOS B during the weekday morning and weekday evening peak hours and the northbound left turn movement currently operates at LOS A during both peak hours. Under Year 2031 no-build and total projected conditions this intersection is projected to continue to operate at the same LOS as existing conditions, except for the northbound left turn movement during the weekday evening peak hour which is projected to operate at LOS B. 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.

Weiland Road with Armstrong Drive

The results of the capacity analysis indicate that the eastbound and westbound approaches currently operate at LOS C or better during the weekday morning and weekday evening peak hours. Furthermore, the northbound and southbound left-turn movements currently operate at LOS B or better during both peak hours. Under Year 2031 no-build and total projected conditions, this intersection is projected to continue to operate at the same LOS as existing conditions, except for the eastbound approach which is projected to operate at LOS C during the weekday evening peak hour. 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.

Weiland Road with Proposed Access Road (Sheffield Drive)

As proposed and mentioned previously, Sheffield Drive will be a full-movement access road that will be located approximately 515 feet north of Woodstone Road. The access road will provide one inbound lane and one outbound lane with outbound movements under stop sign control. In addition, the RRFB and the high-visibility crosswalk that is located between Pauline Avenue and Woodstone Drive will be removed to accommodate the exclusive southbound left-turn lane into the site.

The results of the capacity analyses indicate that the outbound movements from the access road are projected to operate at LOS C and 95th percentile queue of one to two vehicles during both peak hours which can be accommodated by the proposed access road. Additionally, the southbound left-turn movements are projected to operate at LOS A during both peak hours.

It is important to note that the internal intersection of Sheffield Drive with Raymond Road extension will operate as follows:

- The westbound (Sheffield Drive) and eastbound (Sheffield Drive) approaches will operate under free-flow conditions.

- The northbound (Raymond Road) and the southbound (Raymond Road) approaches will operate under stop sign control.

- The eastbound (Sheffield Drive) queue will not extend to Weiland Road as this intersection will operate under free-flow conditions.

As such, this proposed access road at its intersection with Weiland Road and Raymond Road extension 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.

As indicated earlier, the southbound left-turn movements entering the site will be accommodated by converting the existing center two-way left-turn lane into an exclusive left-turn lane. However, a northbound right-turn lane is not warranted as it does not meet IDOT's volume criteria. The turn lane warrant guidelines are included in the Appendix.

6. Conclusion

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

- The results of the capacity analysis indicated that the existing roadway system will have sufficient reserve capacity to accommodate the traffic that will be generated by the proposed residential development and no traffic control modifications are required.

- Access to the development will be provided via the following:

    - A proposed full-movement access road off Weiland Road approximately 515 feet north of Woodstone Road. This access road will provide one inbound lane and one outbound lane with outbound movements under stop sign control. A southbound left-turn lane will be provided via restriping and the removal of the mid-block crosswalk.

    - Proposed secondary access that will be provided via a connection to Raymond Road which intersects Pauline Avenue to the north. The connection to Raymond Road will enhance the proposed development accessibility and will provide the existing residential development to the north with additional access.

- A northbound right-turn lane will not be warranted on Weiland Road at the proposed access road.

- The outbound movements from both access roads should be under stop sign control.

Appendix

Traffic Count Summary Sheets
Site Plan
CMAP 2050 Projections Letter
Level of Service Criteria
Capacity Analysis Summary Sheets
Right-Turn Lane Warrants

Traffic Count Summary Sheets

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

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

Count Name: Pauline Avenue with Weiland Road TMC
Site Code:
Start Date: 03/20/2025

Turning Movement Data

Start Time	pauline rd Eastbound					pauline rd Westbound					raymond rd 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	7	0	0	7	0	0	4	0	4	0	0	1	0	1	12
6:15 AM	0	3	1	0	4	0	0	7	0	7	0	0	1	0	1	12
6:30 AM	0	0	0	0	0	0	1	8	0	9	0	0	2	0	2	11
6:45 AM	0	1	1	0	2	0	0	10	0	10	0	0	1	0	1	13
Hourly Total	0	11	2	0	13	0	1	29	0	30	0	0	5	0	5	48
7:00 AM	0	3	0	0	3	0	0	14	0	14	0	1	0	0	1	18
7:15 AM	0	7	1	0	8	0	0	22	0	22	0	7	0	0	7	37
7:30 AM	0	18	1	0	19	0	0	30	0	30	0	5	0	0	5	54
7:45 AM	0	20	4	0	24	0	0	20	0	20	0	0	0	0	0	44
Hourly Total	0	48	6	0	54	0	0	86	0	86	0	13	0	0	13	153
8:00 AM	0	24	1	0	25	0	0	14	0	14	0	2	0	0	2	41
8:15 AM	0	18	0	0	18	0	1	14	0	15	0	1	1	0	2	35
8:30 AM	0	17	0	0	17	0	0	19	0	19	0	2	0	0	2	38
8:45 AM	0	34	3	0	37	0	0	21	0	21	0	1	4	0	5	63
Hourly Total	0	93	4	0	97	0	1	68	0	69	0	6	5	0	11	177
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	23	3	0	26	0	0	21	0	21	0	2	1	5	3	50
4:15 PM	0	30	0	0	30	0	0	13	0	13	0	1	2	0	3	46
4:30 PM	0	22	1	0	23	0	4	38	0	42	0	0	2	0	2	67
4:45 PM	0	16	2	0	18	0	0	18	0	18	0	3	1	1	4	40
Hourly Total	0	91	6	0	97	0	4	90	0	94	0	6	6	6	12	203
5:00 PM	0	25	4	0	29	0	1	24	0	25	0	2	0	0	2	56
5:15 PM	0	23	1	0	24	0	1	16	0	17	0	1	1	1	2	43
5:30 PM	0	25	1	0	26	0	0	18	0	18	0	2	0	0	2	46
5:45 PM	1	24	4	0	29	1	0	18	0	19	0	2	0	0	2	50
Hourly Total	1	97	10	0	108	1	2	76	0	79	0	7	1	1	8	195
6:00 PM	0	14	3	0	17	0	0	10	0	10	0	1	0	0	1	28
6:15 PM	0	17	1	0	18	0	0	21	2	21	0	2	0	2	2	41
6:30 PM	0	15	2	0	17	0	1	6	0	7	0	2	0	2	2	26
6:45 PM	0	18	2	0	20	0	1	11	0	12	0	2	0	0	2	34
Hourly Total	0	64	8	0	72	0	2	48	2	50	0	7	0	4	7	129
7:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	1	405	36	0	442	1	10	397	2	408	0	39	17	11	56	906
Approach %	0.2	91.6	8.1	-	-	0.2	2.5	97.3	-	-	0.0	69.6	30.4	-	-	-
Total %	0.1	44.7	4.0	-	48.8	0.1	1.1	43.8	-	45.0	0.0	4.3	1.9	-	6.2	-
Lights	1	387	34	-	422	1	8	383	-	392	0	37	14	-	51	865

% Lights	100.0	95.6	94.4	-	95.5	100.0	80.0	96.5	-	96.1	-	94.9	82.4	-	91.1	95.5
Buses	0	13	1	-	14	0	0	7	-	7	0	2	0	-	2	23
% Buses	0.0	3.2	2.8	-	3.2	0.0	0.0	1.8	-	1.7	-	5.1	0.0	-	3.6	2.5
Single-Unit Trucks	0	5	1	-	6	0	2	7	-	9	0	0	3	-	3	18
% Single-Unit Trucks	0.0	1.2	2.8	-	1.4	0.0	20.0	1.8	-	2.2	-	0.0	17.6	-	5.4	2.0
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	-	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	-	0.0	0.0
Pedestrians	-	-	-	0	-	-	-	-	2	-	-	-	-	11	-	-
% Pedestrians	-	-	-	-	-	-	-	-	100.0	-	-	-	-	100.0	-	-

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Site Code:
Start Date: 03/20/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	pauline rd Eastbound					pauline rd Westbound					raymond rd Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
8:00 AM	0	24	1	0	25	0	0	14	0	14	0	2	0	0	2	41
8:15 AM	0	18	0	0	18	0	1	14	0	15	0	1	1	0	2	35
8:30 AM	0	17	0	0	17	0	0	19	0	19	0	2	0	0	2	38
8:45 AM	0	34	3	0	37	0	0	21	0	21	0	1	4	0	5	63
Total	0	93	4	0	97	0	1	68	0	69	0	6	5	0	11	177
Approach %	0.0	95.9	4.1	-	-	0.0	1.4	98.6	-	-	0.0	54.5	45.5	-	-	-
Total %	0.0	52.5	2.3	-	54.8	0.0	0.6	38.4	-	39.0	0.0	3.4	2.8	-	6.2	-
PHF	0.000	0.684	0.333	-	0.655	0.000	0.250	0.810	-	0.821	0.000	0.750	0.313	-	0.550	0.702
Lights	0	88	4	-	92	0	0	66	-	66	0	6	5	-	11	169
% Lights	-	94.6	100.0	-	94.8	-	0.0	97.1	-	95.7	-	100.0	100.0	-	100.0	95.5
Buses	0	3	0	-	3	0	0	2	-	2	0	0	0	-	0	5
% Buses	-	3.2	0.0	-	3.1	-	0.0	2.9	-	2.9	-	0.0	0.0	-	0.0	2.8
Single-Unit Trucks	0	2	0	-	2	0	1	0	-	1	0	0	0	-	0	3
% Single-Unit Trucks	-	2.2	0.0	-	2.1	-	100.0	0.0	-	1.4	-	0.0	0.0	-	0.0	1.7
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	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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Count Name: Pauline Avenue with Weiland Road TMC
Site Code:
Start Date: 03/20/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	pauline rd Eastbound					pauline rd Westbound					raymond rd Northbound					
	U-Turn	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Left	Right	Peds	App. Total	Int. Total
4:45 PM	0	16	2	0	18	0	0	18	0	18	0	3	1	1	4	40
5:00 PM	0	25	4	0	29	0	1	24	0	25	0	2	0	0	2	56
5:15 PM	0	23	1	0	24	0	1	16	0	17	0	1	1	1	2	43
5:30 PM	0	25	1	0	26	0	0	18	0	18	0	2	0	0	2	46
Total	0	89	8	0	97	0	2	76	0	78	0	8	2	2	10	185
Approach %	0.0	91.8	8.2	-	-	0.0	2.6	97.4	-	-	0.0	80.0	20.0	-	-	-
Total %	0.0	48.1	4.3	-	52.4	0.0	1.1	41.1	-	42.2	0.0	4.3	1.1	-	5.4	-
PHF	0.000	0.890	0.500	-	0.836	0.000	0.500	0.792	-	0.780	0.000	0.667	0.500	-	0.625	0.826
Lights	0	88	8	-	96	0	2	76	-	78	0	8	2	-	10	184
% Lights	-	98.9	100.0	-	99.0	-	100.0	100.0	-	100.0	-	100.0	100.0	-	100.0	99.5
Buses	0	1	0	-	1	0	0	0	-	0	0	0	0	-	0	1
% Buses	-	1.1	0.0	-	1.0	-	0.0	0.0	-	0.0	-	0.0	0.0	-	0.0	0.5
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	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-

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Count Name: pauline rd and weiland rd
Site Code:
Start Date: 03/27/2025

Turning Movement Data

Start Time	pauline ave Eastbound						pauline ave Westbound						weiland rd Northbound						weiland rd 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
6:00 AM	0	1	1	7	0	9	0	2	3	0	0	5	0	1	62	1	0	64	0	0	57	2	0	59	137
6:15 AM	0	3	0	9	0	12	0	1	1	1	0	3	0	0	81	0	0	81	0	0	52	0	0	52	148
6:30 AM	0	0	0	8	0	8	0	3	0	2	0	5	0	0	92	0	0	92	0	0	38	5	0	43	148
6:45 AM	0	7	1	12	0	20	0	5	0	1	0	6	0	1	136	6	0	143	0	1	37	1	0	39	208
Hourly Total	0	11	2	36	0	49	0	11	4	4	0	19	0	2	371	7	0	380	0	1	184	8	0	193	641
7:00 AM	0	5	1	10	0	16	0	9	1	5	0	15	0	1	111	5	0	117	0	1	63	0	0	64	212
7:15 AM	0	7	2	9	0	18	0	10	0	2	0	12	0	3	152	0	0	155	0	1	57	2	0	60	245
7:30 AM	0	10	0	9	0	19	0	13	1	5	0	19	0	2	166	3	0	171	0	0	78	1	0	79	288
7:45 AM	0	12	1	14	0	27	0	7	1	2	0	10	0	3	172	0	0	175	0	2	74	0	0	76	288
Hourly Total	0	34	4	42	0	80	0	39	3	14	0	56	0	9	601	8	0	618	0	4	272	3	0	279	1033
8:00 AM	0	3	1	17	0	21	0	7	1	2	0	10	0	1	158	6	0	165	0	3	87	1	0	91	287
8:15 AM	0	9	1	17	0	27	0	9	5	3	1	17	0	3	137	5	0	145	0	3	79	3	1	85	274
8:30 AM	0	7	2	13	1	22	0	11	7	4	0	22	0	3	149	1	0	153	0	1	90	9	0	100	297
8:45 AM	0	11	2	13	0	26	0	13	3	6	0	22	0	5	176	6	0	187	0	1	100	2	0	103	338
Hourly Total	0	30	6	60	1	96	0	40	16	15	1	71	0	12	620	18	0	650	0	8	356	15	1	379	1196
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	10	7	5	0	22	0	5	3	5	0	13	0	12	134	12	0	158	0	4	167	5	0	176	369
4:15 PM	0	9	2	4	0	15	0	6	3	6	1	15	0	15	118	9	1	142	0	3	189	10	1	202	374
4:30 PM	0	10	6	4	0	20	0	8	4	4	2	16	0	16	121	10	0	147	0	4	215	5	0	224	407
4:45 PM	0	6	8	6	0	20	0	9	4	3	0	16	0	20	148	7	0	175	0	12	183	7	0	202	413
Hourly Total	0	35	23	19	0	77	0	28	14	18	3	60	0	63	521	38	1	622	0	23	754	27	1	804	1563
5:00 PM	0	4	3	8	0	15	0	9	6	5	0	20	0	16	165	13	1	194	0	3	199	8	0	210	439
5:15 PM	0	6	7	1	0	14	0	6	6	4	0	16	0	14	151	6	1	171	0	7	175	18	0	200	401
5:30 PM	0	15	5	8	0	28	0	15	9	7	0	31	0	19	126	10	1	155	0	9	185	15	0	209	423
5:45 PM	0	15	6	10	1	31	0	8	5	7	0	20	0	20	158	10	0	188	0	4	150	8	0	162	401
Hourly Total	0	40	21	27	1	88	0	38	26	23	0	87	0	69	600	39	3	708	0	23	709	49	0	781	1664
6:00 PM	0	11	9	2	0	22	0	11	2	6	1	19	0	23	102	6	0	131	0	12	208	11	0	231	403
6:15 PM	0	11	3	6	0	20	0	10	1	4	0	15	0	16	135	7	0	158	0	4	163	3	0	170	363
6:30 PM	0	9	4	5	0	18	0	3	1	4	1	8	0	8	92	5	0	105	0	6	133	15	0	154	285
6:45 PM	0	13	4	4	0	21	0	4	3	3	1	10	0	7	88	7	1	102	0	3	96	9	0	108	241
Hourly Total	0	44	20	17	0	81	0	28	7	17	3	52	0	54	417	25	1	496	0	25	600	38	0	663	1292
Grand Total	0	194	76	201	2	471	0	184	70	91	7	345	0	209	3130	135	5	3474	0	84	2875	140	2	3099	7389
Approach %	0.0	41.2	16.1	42.7	-	-	0.0	53.3	20.3	26.4	-	-	0.0	6.0	90.1	3.9	-	-	0.0	2.7	92.8	4.5	-	-	-
Total %	0.0	2.6	1.0	2.7	-	6.4	0.0	2.5	0.9	1.2	-	4.7	0.0	2.8	42.4	1.8	-	47.0	0.0	1.1	38.9	1.9	-	41.9	-
Lights	0	192	74	201	-	467	0	179	69	88	-	336	0	209	3047	130	-	3386	0	83	2782	140	-	3005	7194

% Lights	-	99.0	97.4	100.0	-	99.2	-	97.3	98.6	96.7	-	97.4	-	100.0	97.3	96.3	-	97.5	-	98.8	96.8	100.0	-	97.0	97.4
Buses	0	0	0	0	-	0	0	1	0	0	-	1	0	0	0	0	-	0	0	0	2	0	-	2	3
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.5	0.0	0.0	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.1	0.0	-	0.1	0.0
Single-Unit Trucks	0	1	1	0	-	2	0	1	1	2	-	4	0	0	45	2	-	47	0	1	63	0	-	64	117
% Single-Unit Trucks	-	0.5	1.3	0.0	-	0.4	-	0.5	1.4	2.2	-	1.2	-	0.0	1.4	1.5	-	1.4	-	1.2	2.2	0.0	-	2.1	1.6
Articulated Trucks	0	1	1	0	-	2	0	3	0	0	-	3	0	0	38	3	-	41	0	0	28	0	-	28	74
% Articulated Trucks	-	0.5	1.3	0.0	-	0.4	-	1.6	0.0	0.0	-	0.9	-	0.0	1.2	2.2	-	1.2	-	0.0	1.0	0.0	-	0.9	1.0
Bicycles on Road	0	0	0	0	-	0	0	0	0	1	-	1	0	0	0	0	-	0	0	0	0	0	-	0	1
% Bicycles on Road	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	1.1	-	0.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	7	-	-	-	-	-	5	-	-	-	-	-	2	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-

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Count Name: pauline rd and weiland rd
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	pauline ave Eastbound						pauline ave Westbound						weiland rd Northbound						weiland rd 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
8:00 AM	0	3	1	17	0	21	0	7	1	2	0	10	0	1	158	6	0	165	0	3	87	1	0	91	287
8:15 AM	0	9	1	17	0	27	0	9	5	3	1	17	0	3	137	5	0	145	0	3	79	3	1	85	274
8:30 AM	0	7	2	13	1	22	0	11	7	4	0	22	0	3	149	1	0	153	0	1	90	9	0	100	297
8:45 AM	0	11	2	13	0	26	0	13	3	6	0	22	0	5	176	6	0	187	0	1	100	2	0	103	338
Total	0	30	6	60	1	96	0	40	16	15	1	71	0	12	620	18	0	650	0	8	356	15	1	379	1196
Approach %	0.0	31.3	6.3	62.5	-	-	0.0	56.3	22.5	21.1	-	-	0.0	1.8	95.4	2.8	-	-	0.0	2.1	93.9	4.0	-	-	-
Total %	0.0	2.5	0.5	5.0	-	8.0	0.0	3.3	1.3	1.3	-	5.9	0.0	1.0	51.8	1.5	-	54.3	0.0	0.7	29.8	1.3	-	31.7	-
PHF	0.000	0.682	0.750	0.882	-	0.889	0.000	0.769	0.571	0.625	-	0.807	0.000	0.600	0.881	0.750	-	0.869	0.000	0.667	0.890	0.417	-	0.920	0.885
Lights	0	29	6	60	-	95	0	39	16	15	-	70	0	12	597	18	-	627	0	8	337	15	-	360	1152
% Lights	-	96.7	100.0	100.0	-	99.0	-	97.5	100.0	100.0	-	98.6	-	100.0	96.3	100.0	-	96.5	-	100.0	94.7	100.0	-	95.0	96.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	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
Single-Unit Trucks	0	1	0	0	-	1	0	1	0	0	-	1	0	0	8	0	-	8	0	0	14	0	-	14	24
% Single-Unit Trucks	-	3.3	0.0	0.0	-	1.0	-	2.5	0.0	0.0	-	1.4	-	0.0	1.3	0.0	-	1.2	-	0.0	3.9	0.0	-	3.7	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	15	0	-	15	0	0	5	0	-	5	20
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	2.4	0.0	-	2.3	-	0.0	1.4	0.0	-	1.3	1.7
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	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-
% 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 mmendoza@kloainc.com

Count Name: pauline rd and weiland rd
Site Code:
Start Date: 03/27/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	pauline ave Eastbound						pauline ave Westbound						weiland rd Northbound						weiland rd 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
4:45 PM	0	6	8	6	0	20	0	9	4	3	0	16	0	20	148	7	0	175	0	12	183	7	0	202	413
5:00 PM	0	4	3	8	0	15	0	9	6	5	0	20	0	16	165	13	1	194	0	3	199	8	0	210	439
5:15 PM	0	6	7	1	0	14	0	6	6	4	0	16	0	14	151	6	1	171	0	7	175	18	0	200	401
5:30 PM	0	15	5	8	0	28	0	15	9	7	0	31	0	19	126	10	1	155	0	9	185	15	0	209	423
Total	0	31	23	23	0	77	0	39	25	19	0	83	0	69	590	36	3	695	0	31	742	48	0	821	1676
Approach %	0.0	40.3	29.9	29.9	-	-	0.0	47.0	30.1	22.9	-	-	0.0	9.9	84.9	5.2	-	-	0.0	3.8	90.4	5.8	-	-	-
Total %	0.0	1.8	1.4	1.4	-	4.6	0.0	2.3	1.5	1.1	-	5.0	0.0	4.1	35.2	2.1	-	41.5	0.0	1.8	44.3	2.9	-	49.0	-
PHF	0.000	0.517	0.719	0.719	-	0.688	0.000	0.650	0.694	0.679	-	0.669	0.000	0.863	0.894	0.692	-	0.896	0.000	0.646	0.932	0.667	-	0.977	0.954
Lights	0	31	22	23	-	76	0	39	25	19	-	83	0	69	583	36	-	688	0	31	734	48	-	813	1660
% Lights	-	100.0	95.7	100.0	-	98.7	-	100.0	100.0	100.0	-	100.0	-	100.0	98.8	100.0	-	99.0	-	100.0	98.9	100.0	-	99.0	99.0
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	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
Single-Unit Trucks	0	0	1	0	-	1	0	0	0	0	-	0	0	0	5	0	-	5	0	0	3	0	-	3	9
% Single-Unit Trucks	-	0.0	4.3	0.0	-	1.3	-	0.0	0.0	0.0	-	0.0	-	0.0	0.8	0.0	-	0.7	-	0.0	0.4	0.0	-	0.4	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	2	0	-	2	0	0	5	0	-	5	7
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	-	0.0	0.3	0.0	-	0.3	-	0.0	0.7	0.0	-	0.6	0.4
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	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-

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

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

Count Name: weiland rd and armstrong drive tmc 2
Site Code:
Start Date: 03/26/2025

Turning Movement Data

Start Time	armstrong rd Eastbound						armstrong rd Westbound						weiland rd Northbound						weiland rd 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	0	0	10	0	10	0	2	0	2	0	4	0	15	114	8	0	137	0	15	74	2	0	91	242
6:15 AM	0	1	0	2	0	3	0	6	0	9	0	15	0	1	163	2	1	166	0	9	73	1	0	83	267
6:30 AM	0	1	0	3	0	4	0	6	0	5	0	11	0	5	156	6	0	167	0	16	96	2	0	114	296
6:45 AM	0	3	1	6	0	10	0	4	1	3	0	8	0	5	194	11	0	210	0	7	87	0	0	94	322
Hourly Total	0	5	1	21	0	27	0	18	1	19	0	38	0	26	627	27	1	680	0	47	330	5	0	382	1127
7:00 AM	0	0	0	4	0	4	0	4	0	6	0	10	0	4	166	8	0	178	0	15	102	2	0	119	311
7:15 AM	0	0	0	2	0	2	0	4	0	4	0	8	2	1	162	10	1	175	0	16	107	0	0	123	308
7:30 AM	0	0	1	7	0	8	0	7	0	11	0	18	0	2	136	6	0	144	0	12	101	3	0	116	286
7:45 AM	0	1	0	2	0	3	0	7	0	7	0	14	0	7	149	6	0	162	0	19	106	2	0	127	306
Hourly Total	0	1	1	15	0	17	0	22	0	28	0	50	2	14	613	30	1	659	0	62	416	7	0	485	1211
8:00 AM	0	3	0	3	0	6	0	7	0	7	0	14	1	3	164	6	0	174	0	16	109	1	0	126	320
8:15 AM	0	1	0	1	1	2	0	2	0	6	0	8	1	7	126	4	0	138	0	10	104	2	0	116	264
8:30 AM	0	0	0	2	0	2	0	3	1	4	1	8	0	2	126	2	1	130	0	12	88	0	0	100	240
8:45 AM	0	0	0	3	0	3	0	9	0	3	0	12	0	0	115	2	1	117	0	7	106	2	0	115	247
Hourly Total	0	4	0	9	1	13	0	21	1	20	1	42	2	12	531	14	2	559	0	45	407	5	0	457	1071
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	0	0	6	1	6	0	6	0	21	1	27	1	5	144	9	1	159	0	7	220	1	0	228	420
4:15 PM	0	3	0	5	4	8	0	8	0	24	2	32	3	5	149	9	1	166	0	13	181	1	0	195	401
4:30 PM	0	3	0	6	0	9	0	13	0	12	2	25	5	4	155	12	0	176	0	13	174	4	0	191	401
4:45 PM	0	1	0	3	0	4	0	10	0	20	1	30	2	3	143	9	0	157	0	9	150	3	0	162	353
Hourly Total	0	7	0	20	5	27	0	37	0	77	6	114	11	17	591	39	2	658	0	42	725	9	0	776	1575
5:00 PM	0	1	0	7	2	8	0	9	0	18	3	27	5	7	115	9	0	136	0	14	196	2	0	212	383
5:15 PM	0	0	0	9	0	9	0	5	1	11	0	17	11	4	118	4	0	137	0	7	150	2	0	159	322
5:30 PM	0	1	1	4	0	6	0	4	0	17	0	21	3	0	116	9	0	128	0	11	146	3	0	160	315
5:45 PM	0	1	0	3	0	4	0	8	0	7	1	15	4	4	116	4	0	128	0	7	97	1	0	105	252
Hourly Total	0	3	1	23	2	27	0	26	1	53	4	80	23	15	465	26	0	529	0	39	589	8	0	636	1272
6:00 PM	0	1	0	1	1	2	0	0	0	8	0	8	4	3	92	9	0	108	0	2	101	0	0	103	221
6:15 PM	0	0	0	4	0	4	0	8	0	6	1	14	4	3	93	7	0	107	0	7	99	2	0	108	233
6:30 PM	0	0	0	7	0	7	0	2	0	4	0	6	6	5	80	2	0	93	0	4	84	0	0	88	194
6:45 PM	0	1	0	7	0	8	0	1	0	4	1	5	2	3	106	6	0	117	0	2	81	2	0	85	215
Hourly Total	0	2	0	19	1	21	0	11	0	22	2	33	16	14	371	24	0	425	0	15	365	4	0	384	863
Grand Total	0	22	3	107	9	132	0	135	3	219	13	357	54	98	3198	160	6	3510	0	250	2832	38	0	3120	7119
Approach %	0.0	16.7	2.3	81.1	-	-	0.0	37.8	0.8	61.3	-	-	1.5	2.8	91.1	4.6	-	-	0.0	8.0	90.8	1.2	-	-	-
Total %	0.0	0.3	0.0	1.5	-	1.9	0.0	1.9	0.0	3.1	-	5.0	0.8	1.4	44.9	2.2	-	49.3	0.0	3.5	39.8	0.5	-	43.8	-
Lights	0	22	3	103	-	128	0	134	3	217	-	354	54	94	3097	157	-	3402	0	248	2741	37	-	3026	6910

% Lights	-	100.0	100.0	96.3	-	97.0	-	99.3	100.0	99.1	-	99.2	100.0	95.9	96.8	98.1	-	96.9	-	99.2	96.8	97.4	-	97.0	97.1
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	5	0	-	5	0	1	1	0	-	2	7
% Buses	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.1	-	0.4	0.0	0.0	-	0.1	0.1
Single-Unit Trucks	0	0	0	4	-	4	0	1	0	2	-	3	0	4	54	2	-	60	0	1	72	1	-	74	141
% Single-Unit Trucks	-	0.0	0.0	3.7	-	3.0	-	0.7	0.0	0.9	-	0.8	0.0	4.1	1.7	1.3	-	1.7	-	0.4	2.5	2.6	-	2.4	2.0
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	42	1	-	43	0	0	18	0	-	18	61
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	1.3	0.6	-	1.2	-	0.0	0.6	0.0	-	0.6	0.9
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	-	-	-	-	9	-	-	-	-	-	13	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% 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 mmendoza@kloainc.com

Count Name: weiland rd and armstrong drive tmc 2
Site Code:
Start Date: 03/26/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	armstrong rd Eastbound						armstrong rd Westbound						weiland rd Northbound						weiland rd 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	
8:00 AM	0	3	0	3	0	6	0	7	0	7	0	14	1	3	164	6	0	174	0	16	109	1	0	126	320
8:15 AM	0	1	0	1	1	2	0	2	0	6	0	8	1	7	126	4	0	138	0	10	104	2	0	116	264
8:30 AM	0	0	0	2	0	2	0	3	1	4	1	8	0	2	126	2	1	130	0	12	88	0	0	100	240
8:45 AM	0	0	0	3	0	3	0	9	0	3	0	12	0	0	115	2	1	117	0	7	106	2	0	115	247
Total	0	4	0	9	1	13	0	21	1	20	1	42	2	12	531	14	2	559	0	45	407	5	0	457	1071
Approach %	0.0	30.8	0.0	69.2	-	-	0.0	50.0	2.4	47.6	-	-	0.4	2.1	95.0	2.5	-	-	0.0	9.8	89.1	1.1	-	-	-
Total %	0.0	0.4	0.0	0.8	-	1.2	0.0	2.0	0.1	1.9	-	3.9	0.2	1.1	49.6	1.3	-	52.2	0.0	4.2	38.0	0.5	-	42.7	-
PHF	0.000	0.333	0.000	0.750	-	0.542	0.000	0.583	0.250	0.714	-	0.750	0.500	0.429	0.809	0.583	-	0.803	0.000	0.703	0.933	0.625	-	0.907	0.837
Lights	0	4	0	8	-	12	0	20	1	20	-	41	2	11	494	12	-	519	0	44	384	5	-	433	1005
% Lights	-	100.0	-	88.9	-	92.3	-	95.2	100.0	100.0	-	97.6	100.0	91.7	93.0	85.7	-	92.8	-	97.8	94.3	100.0	-	94.7	93.8
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	4	0	-	4	0	0	0	0	-	0	4
% Buses	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.8	0.0	-	0.7	-	0.0	0.0	0.0	-	0.0	0.4
Single-Unit Trucks	0	0	0	1	-	1	0	1	0	0	-	1	0	1	20	2	-	23	0	1	16	0	-	17	42
% Single-Unit Trucks	-	0.0	-	11.1	-	7.7	-	4.8	0.0	0.0	-	2.4	0.0	8.3	3.8	14.3	-	4.1	-	2.2	3.9	0.0	-	3.7	3.9
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	13	0	-	13	0	0	7	0	-	7	20
% Articulated Trucks	-	0.0	-	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	2.4	0.0	-	2.3	-	0.0	1.7	0.0	-	1.5	1.9
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	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% 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 mmendoza@kloainc.com

Count Name: weiland rd and armstrong drive tmc 2
Site Code:
Start Date: 03/26/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	armstrong rd Eastbound						armstrong rd Westbound						weiland rd Northbound						weiland rd 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	
4:45 PM	0	1	0	3	0	4	0	10	0	20	1	30	2	3	143	9	0	157	0	9	150	3	0	162	353
5:00 PM	0	1	0	7	2	8	0	9	0	18	3	27	5	7	115	9	0	136	0	14	196	2	0	212	383
5:15 PM	0	0	0	9	0	9	0	5	1	11	0	17	11	4	118	4	0	137	0	7	150	2	0	159	322
5:30 PM	0	1	1	4	0	6	0	4	0	17	0	21	3	0	116	9	0	128	0	11	146	3	0	160	315
Total	0	3	1	23	2	27	0	28	1	66	4	95	21	14	492	31	0	558	0	41	642	10	0	693	1373
Approach %	0.0	11.1	3.7	85.2	-	-	0.0	29.5	1.1	69.5	-	-	3.8	2.5	88.2	5.6	-	-	0.0	5.9	92.6	1.4	-	-	-
Total %	0.0	0.2	0.1	1.7	-	2.0	0.0	2.0	0.1	4.8	-	6.9	1.5	1.0	35.8	2.3	-	40.6	0.0	3.0	46.8	0.7	-	50.5	-
PHF	0.000	0.750	0.250	0.639	-	0.750	0.000	0.700	0.250	0.825	-	0.792	0.477	0.500	0.860	0.861	-	0.889	0.000	0.732	0.819	0.833	-	0.817	0.896
Lights	0	3	1	22	-	26	0	28	1	65	-	94	21	14	490	31	-	556	0	41	637	9	-	687	1363
% Lights	-	100.0	100.0	95.7	-	96.3	-	100.0	100.0	98.5	-	98.9	100.0	100.0	99.6	100.0	-	99.6	-	100.0	99.2	90.0	-	99.1	99.3
Buses	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
% Buses	-	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
Single-Unit Trucks	0	0	0	1	-	1	0	0	0	1	-	1	0	0	1	0	-	1	0	0	3	1	-	4	7
% Single-Unit Trucks	-	0.0	0.0	4.3	-	3.7	-	0.0	0.0	1.5	-	1.1	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.5	10.0	-	0.6	0.5
Articulated Trucks	0	0	0	0	-	0	0	0	0	0	-	0	0	0	1	0	-	1	0	0	2	0	-	2	3
% Articulated Trucks	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	0.0	-	0.0	0.0	0.0	0.2	0.0	-	0.2	-	0.0	0.3	0.0	-	0.3	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	0.0
Pedestrians	-	-	-	-	2	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-	-	-

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

Count Name: Weiland Road with Woodstone Drive TMC
Site Code:
Start Date: 03/04/2025

Turning Movement Data

Start Time	Woodstone Drive Eastbound					Weiland Road Northbound					Weiland Road 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	2	1	0	3	0	0	61	0	61	0	64	3	0	67	131
6:15 AM	0	1	4	0	5	0	0	92	0	92	0	54	0	0	54	151
6:30 AM	0	1	2	0	3	0	1	123	0	124	0	54	0	0	54	181
6:45 AM	0	2	3	1	5	0	0	165	0	165	0	51	0	0	51	221
Hourly Total	0	6	10	1	16	0	1	441	0	442	0	223	3	0	226	684
7:00 AM	0	4	5	0	9	0	0	144	0	144	0	69	1	0	70	223
7:15 AM	0	3	6	0	9	0	3	161	0	164	0	85	3	0	88	261
7:30 AM	0	4	7	0	11	0	1	190	0	191	0	112	3	0	115	317
7:45 AM	0	9	5	0	14	0	3	196	0	199	0	147	4	0	151	364
Hourly Total	0	20	23	0	43	0	7	691	0	698	0	413	11	0	424	1165
8:00 AM	0	3	7	0	10	0	1	184	0	185	0	118	2	0	120	315
8:15 AM	0	5	8	0	13	0	3	192	0	195	0	140	2	0	142	350
8:30 AM	0	7	4	0	11	0	2	180	0	182	0	124	5	0	129	322
8:45 AM	0	7	10	1	17	0	1	197	0	198	0	165	2	0	167	382
Hourly Total	0	22	29	1	51	0	7	753	0	760	0	547	11	0	558	1369
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
4:00 PM	0	1	1	0	2	0	3	155	0	158	0	179	7	0	186	346
4:15 PM	0	4	6	0	10	0	11	136	0	147	0	176	1	0	177	334
4:30 PM	0	1	3	0	4	0	2	159	0	161	0	227	5	0	232	397
4:45 PM	0	1	1	0	2	0	4	161	0	165	0	215	4	0	219	386
Hourly Total	0	7	11	0	18	0	20	611	0	631	0	797	17	0	814	1463
5:00 PM	0	1	2	0	3	0	5	179	0	184	0	236	1	0	237	424
5:15 PM	0	2	6	0	8	0	7	165	0	172	0	211	6	0	217	397
5:30 PM	0	2	5	0	7	0	6	178	0	184	0	194	3	0	197	388
5:45 PM	0	4	4	0	8	0	4	181	0	185	0	201	6	0	207	400
Hourly Total	0	9	17	0	26	0	22	703	0	725	0	842	16	0	858	1609
6:00 PM	0	4	1	0	5	0	7	139	0	146	0	228	0	0	228	379
6:15 PM	0	4	5	0	9	0	3	130	0	133	0	172	7	0	179	321
6:30 PM	0	2	3	0	5	0	3	105	0	108	0	144	1	0	145	258
6:45 PM	0	1	1	0	2	0	4	98	0	102	0	104	2	0	106	210
Hourly Total	0	11	10	0	21	0	17	472	0	489	0	648	10	0	658	1168
Grand Total	0	75	100	2	175	0	74	3671	0	3745	0	3470	68	0	3538	7458
Approach %	0.0	42.9	57.1	-	-	0.0	2.0	98.0	-	-	0.0	98.1	1.9	-	-	-
Total %	0.0	1.0	1.3	-	2.3	0.0	1.0	49.2	-	50.2	0.0	46.5	0.9	-	47.4	-
Lights	0	74	97	-	171	0	71	3601	-	3672	0	3396	64	-	3460	7303
% Lights	-	98.7	97.0	-	97.7	-	95.9	98.1	-	98.1	-	97.9	94.1	-	97.8	97.9

Buses	0	1	3	-	4	0	3	21	-	24	0	12	4	-	16	44
% Buses	-	1.3	3.0	-	2.3	-	4.1	0.6	-	0.6	-	0.3	5.9	-	0.5	0.6
Single-Unit Trucks	0	0	0	-	0	0	0	34	-	34	0	45	0	-	45	79
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.9	-	0.9	-	1.3	0.0	-	1.3	1.1
Articulated Trucks	0	0	0	-	0	0	0	15	-	15	0	17	0	-	17	32
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.5	0.0	-	0.5	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	-	-	-	2	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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Count Name: Weiland Road with Woodstone Drive TMC
Site Code:
Start Date: 03/04/2025

Turning Movement Peak Hour Data (8:00 AM)

Start Time	Woodstone Drive Eastbound					Weiland Road Northbound					Weiland Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
8:00 AM	0	3	7	0	10	0	1	184	0	185	0	118	2	0	120	315
8:15 AM	0	5	8	0	13	0	3	192	0	195	0	140	2	0	142	350
8:30 AM	0	7	4	0	11	0	2	180	0	182	0	124	5	0	129	322
8:45 AM	0	7	10	1	17	0	1	197	0	198	0	165	2	0	167	382
Total	0	22	29	1	51	0	7	753	0	760	0	547	11	0	558	1369
Approach %	0.0	43.1	56.9	-	-	0.0	0.9	99.1	-	-	0.0	98.0	2.0	-	-	-
Total %	0.0	1.6	2.1	-	3.7	0.0	0.5	55.0	-	55.5	0.0	40.0	0.8	-	40.8	-
PHF	0.000	0.786	0.725	-	0.750	0.000	0.583	0.956	-	0.960	0.000	0.829	0.550	-	0.835	0.896
Lights	0	22	29	-	51	0	6	730	-	736	0	537	11	-	548	1335
% Lights	-	100.0	100.0	-	100.0	-	85.7	96.9	-	96.8	-	98.2	100.0	-	98.2	97.5
Buses	0	0	0	-	0	0	1	8	-	9	0	3	0	-	3	12
% Buses	-	0.0	0.0	-	0.0	-	14.3	1.1	-	1.2	-	0.5	0.0	-	0.5	0.9
Single-Unit Trucks	0	0	0	-	0	0	0	12	-	12	0	6	0	-	6	18
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	1.6	-	1.6	-	1.1	0.0	-	1.1	1.3
Articulated Trucks	0	0	0	-	0	0	0	3	-	3	0	1	0	-	1	4
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.2	0.0	-	0.2	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	-	-	-	1	-	-	-	-	0	-	-	-	-	0	-	-
% Pedestrians	-	-	-	100.0	-	-	-	-	-	-	-	-	-	-	-	-

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(847)518-9990 mmendoza@kloainc.com

Count Name: Weiland Road with Woodstone Drive TMC
Site Code:
Start Date: 03/04/2025

Turning Movement Peak Hour Data (4:45 PM)

Start Time	Woodstone Drive Eastbound					Weiland Road Northbound					Weiland Road Southbound					
	U-Turn	Left	Right	Peds	App. Total	U-Turn	Left	Thru	Peds	App. Total	U-Turn	Thru	Right	Peds	App. Total	Int. Total
4:45 PM	0	1	1	0	2	0	4	161	0	165	0	215	4	0	219	386
5:00 PM	0	1	2	0	3	0	5	179	0	184	0	236	1	0	237	424
5:15 PM	0	2	6	0	8	0	7	165	0	172	0	211	6	0	217	397
5:30 PM	0	2	5	0	7	0	6	178	0	184	0	194	3	0	197	388
Total	0	6	14	0	20	0	22	683	0	705	0	856	14	0	870	1595
Approach %	0.0	30.0	70.0	-	-	0.0	3.1	96.9	-	-	0.0	98.4	1.6	-	-	-
Total %	0.0	0.4	0.9	-	1.3	0.0	1.4	42.8	-	44.2	0.0	53.7	0.9	-	54.5	-
PHF	0.000	0.750	0.583	-	0.625	0.000	0.786	0.954	-	0.958	0.000	0.907	0.583	-	0.918	0.940
Lights	0	6	14	-	20	0	22	676	-	698	0	847	14	-	861	1579
% Lights	-	100.0	100.0	-	100.0	-	100.0	99.0	-	99.0	-	98.9	100.0	-	99.0	99.0
Buses	0	0	0	-	0	0	0	2	-	2	0	2	0	-	2	4
% Buses	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.3	-	0.2	0.0	-	0.2	0.3
Single-Unit Trucks	0	0	0	-	0	0	0	3	-	3	0	5	0	-	5	8
% Single-Unit Trucks	-	0.0	0.0	-	0.0	-	0.0	0.4	-	0.4	-	0.6	0.0	-	0.6	0.5
Articulated Trucks	0	0	0	-	0	0	0	2	-	2	0	2	0	-	2	4
% Articulated Trucks	-	0.0	0.0	-	0.0	-	0.0	0.3	-	0.3	-	0.2	0.0	-	0.2	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	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

Site Plan

TYPICAL LOT DETAIL
SCALE: NOT TO SCALE

SITE DATA

LAND USE	UNITS	AREA	% OF SITE
SINGLE FAMILY (55'w x 101'd) Average Lot Size: 7,128 sq. ft.	33	7.46 AC.	86.74%
DETENTION/OPEN SPACE	-	1.11 AC.	12.91%
WEILAND R.O.W. DEDICATION		0.03 AC.	0.35%
TOTAL	33	8.60 AC.	100.0%

HIGHBURY CLUB - SITE PLAN
BUFFALO GROVE, ILLINOIS
04.29.2025

M/I HOMES

GARY R. WEBER ASSOCIATES, INC.
LAND PLANNING
ECOLOGICAL CONSULTING
LANDSCAPE ARCHITECTURE
WWW.GRWAINC.COM

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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

February 27, 2025

Ryan May
Project Coordinator
Kenig, Lindgren, O'Hara and Aboona, Inc.
9575 West Higgins Road
Suite 400
Rosemont, IL 60018

Subject: Weiland Road (Rte 73) between Pauline Avenue and Lake Cook Road
IDOT

Dear Ms. May:

In response to a request made on your behalf and dated February 25, 2025, we have developed year 2050 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	Current ADT	Year 2050 ADT
Weiland Rd (Rte 73) between Pauline Avenue and Lake Cook Road	15,500	20,200

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-06-25\la-06-25.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

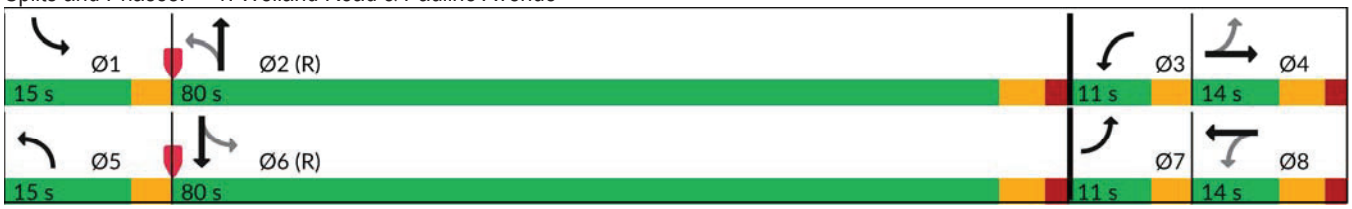
Existing Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	30	6	74	43	16	15	12	680	83	8	441	15
Future Volume (vph)	30	6	74	43	16	15	12	680	83	8	441	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	280		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			180			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.862			0.927			0.984			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1638	0	1770	1761	0	1805	3430	0	1805	3426	0
Flt Permitted	0.734			0.586			0.453			0.311		
Satd. Flow (perm)	1354	1638	0	1092	1761	0	861	3430	0	591	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		83			17			20			5	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		892			226			564			673	
Travel Time (s)		20.3			6.2			9.6			11.5	
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
Heavy Vehicles (%)	3%	0%	0%	2%	0%	0%	0%	4%	0%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	34	90	0	48	35	0	13	857	0	9	513	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	14.0		9.5	14.0		9.5	24.0		9.5	24.0	
Total Split (s)	11.0	14.0		11.0	14.0		15.0	80.0		15.0	80.0	
Total Split (%)	9.2%	11.7%		9.2%	11.7%		12.5%	66.7%		12.5%	66.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	17.1	8.7		19.1	11.2		91.7	88.0		90.9	86.2	
Actuated g/C Ratio	0.14	0.07		0.16	0.09		0.76	0.73		0.76	0.72	
v/c Ratio	0.16	0.46		0.22	0.19		0.02	0.34		0.02	0.21	
Control Delay (s/veh)	40.9	21.0		42.2	34.3		4.4	7.0		4.5	6.9	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	40.9	21.0		42.2	34.3		4.4	7.0		4.5	6.9	
LOS	D	C		D	C		A	A		A	A	
Approach Delay (s/veh)		26.5			38.8			6.9			6.9	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	22	5		32	13		2	102		1	54	
Queue Length 95th (ft)	48	55		62	45		8	203		6	114	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		812			146			484			593	
Turn Bay Length (ft)	95						280			185		
Base Capacity (vph)	224	195		220	180		753	2523		571	2465	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.46		0.22	0.19		0.02	0.34		0.02	0.21	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.46			
Intersection Signal Delay (s/veh): 10.1		Intersection LOS: B	
Intersection Capacity Utilization 40.5%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Weiland Road & Pauline Avenue



Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	93	4	1	68	6	5
Future Vol, veh/h	93	4	1	68	6	5
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	70	70	70	70	70	70
Heavy Vehicles, %	5	0	0	3	0	0
Mvmt Flow	133	6	1	97	9	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	139	0	187	136
Stage 1	-	-	-	-	136	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1457	-	798	918
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	971	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1457	-	797	918
Mov Cap-2 Maneuver	-	-	-	-	797	-
Stage 1	-	-	-	-	896	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.12	9.32
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	848	-	-	52	-
HCM Lane V/C Ratio	0.019	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	22	29	7	753	547	11
Future Vol, veh/h	22	29	7	753	547	11
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	14	3	2	0
Mvmt Flow	24	32	8	837	608	12

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1048	310	620	0	-	0
Stage 1	614	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.38	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.34	-	-	-
Pot Cap-1 Maneuver	227	692	879	-	-	-
Stage 1	508	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	225	692	879	-	-	-
Mov Cap-2 Maneuver	355	-	-	-	-	-
Stage 1	504	-	-	-	-	-
Stage 2	627	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	12.8	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	879	-	355	692	-	-
HCM Lane V/C Ratio	0.009	-	0.069	0.047	-	-
HCM Ctrl Dly (s/v)	9.1	-	15.9	10.5	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	0	9	21	1	20	2	12	736	14	45	526	5
Future Vol, veh/h	4	0	9	21	1	20	2	12	736	14	45	526	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	120	-	-	245	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	92	84	84	84	84	84	84
Heavy Vehicles, %	0	0	11	5	0	0	0	8	7	14	2	6	0
Mvmt Flow	5	0	11	25	1	24	2	14	876	17	54	626	6

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1208	1662	316	1338	1657	446	632	632	0	0	893	0	0
Stage 1	736	736	-	917	917	-	-	-	-	-	-	-	-
Stage 2	472	926	-	420	739	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.12	7.6	6.5	6.9	6.4	4.26	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.41	3.55	4	3.3	2.5	2.28	-	-	2.22	-	-
Pot Cap-1 Maneuver	141	98	654	108	99	565	578	907	-	-	755	-	-
Stage 1	381	428	-	287	353	-	-	-	-	-	-	-	-
Stage 2	547	350	-	573	427	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	123	89	654	97	90	565	841	841	-	-	755	-	-
Mov Cap-2 Maneuver	237	192	-	205	206	-	-	-	-	-	-	-	-
Stage 1	354	398	-	281	346	-	-	-	-	-	-	-	-
Stage 2	512	343	-	524	396	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.81	19.74	0.17	0.79
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	841	-	-	424	294	755	-	-
HCM Lane V/C Ratio	0.02	-	-	0.036	0.17	0.071	-	-
HCM Ctrl Dly (s/v)	9.4	-	-	13.8	19.7	10.1	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.6	0.2	-	-

Capacity Analysis Summary Sheets

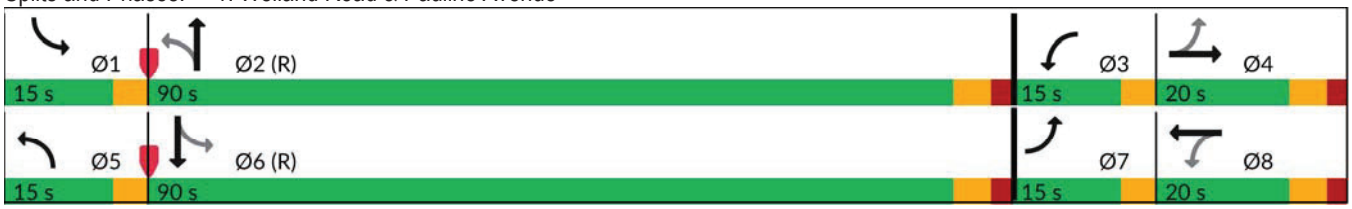
Existing Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	23	25	40	25	19	69	590	36	38	805	48
Future Volume (vph)	31	23	25	40	25	19	69	590	36	38	805	48
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	280		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			180			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.922			0.935			0.991			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1719	0	1805	1776	0	1805	3544	0	1805	3544	0
Flt Permitted	0.727			0.597			0.291			0.390		
Satd. Flow (perm)	1381	1719	0	1134	1776	0	553	3544	0	741	3544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		26			20			8			8	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		892			226			564			673	
Travel Time (s)		20.3			6.2			9.6			11.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	33	50	0	42	46	0	73	659	0	40	898	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	14.0		9.5	14.0		9.5	24.0		9.5	24.0	
Total Split (s)	15.0	20.0		15.0	20.0		15.0	90.0		15.0	90.0	
Total Split (%)	10.7%	14.3%		10.7%	14.3%		10.7%	64.3%		10.7%	64.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	16.5	8.9		18.0	11.3		112.7	106.0		111.6	105.5	
Actuated g/C Ratio	0.12	0.06		0.13	0.08		0.81	0.76		0.80	0.75	
v/c Ratio	0.18	0.38		0.23	0.29		0.15	0.25		0.06	0.34	
Control Delay (s/veh)	51.1	43.3		52.3	43.8		4.2	7.2		4.0	8.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	51.1	43.3		52.3	43.8		4.2	7.2		4.0	8.2	
LOS	D	D		D	D		A	A		A	A	
Approach Delay (s/veh)		46.4			47.8			6.9			8.0	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	26	21		34	23		12	101		6	153	
Queue Length 95th (ft)	56	64		67	64		28	151		18	224	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		812			146			484			593	
Turn Bay Length (ft)	95						280			185		
Base Capacity (vph)	236	195		222	205		557	2685		695	2671	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.26		0.19	0.22		0.13	0.25		0.06	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.38			
Intersection Signal Delay (s/veh): 11.2		Intersection LOS: B	
Intersection Capacity Utilization 49.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Weiland Road & Pauline Avenue



Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	89	8	2	76	8	2
Future Vol, veh/h	89	8	2	76	8	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	107	10	2	92	10	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	117	0	163	112
Stage 1	-	-	-	-	112	-
Stage 2	-	-	-	-	51	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1484	-	825	946
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	972	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1484	-	824	946
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	970	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.2	9.32
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	846	-	-	92	-
HCM Lane V/C Ratio	0.014	-	-	0.002	-
HCM Ctrl Dly (s/v)	9.3	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	14	22	689	856	14
Future Vol, veh/h	6	14	22	689	856	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	6	15	23	733	911	15

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1331	463	926	0	-	0
Stage 1	918	-	-	-	-	-
Stage 2	413	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	148	551	747	-	-	-
Stage 1	354	-	-	-	-	-
Stage 2	642	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	144	551	747	-	-	-
Mov Cap-2 Maneuver	261	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	642	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.94	0.31	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	747	-	261	551	-	-
HCM Lane V/C Ratio	0.031	-	0.024	0.027	-	-
HCM Ctrl Dly (s/v)	10	-	19.1	11.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	1	23	28	1	66	21	14	642	31	41	819	10
Future Vol, veh/h	3	1	23	28	1	66	21	14	642	31	41	819	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	120	-	-	245	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	4	0	0	2	0	0	0	0	0	1	10
Mvmt Flow	3	1	26	31	1	73	23	16	713	34	46	910	11

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1442	1832	461	1355	1821	374	921	921	0	0	748	0	0
Stage 1	1007	1007	-	808	808	-	-	-	-	-	-	-	-
Stage 2	435	826	-	547	1012	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.98	7.5	6.5	6.94	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.34	3.5	4	3.32	2.5	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	95	77	542	110	78	624	379	750	-	-	870	-	-
Stage 1	262	321	-	345	397	-	-	-	-	-	-	-	-
Stage 2	575	390	-	494	319	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	72	67	542	90	68	624	456	456	-	-	870	-	-
Mov Cap-2 Maneuver	172	171	-	202	169	-	-	-	-	-	-	-	-
Stage 1	248	304	-	316	363	-	-	-	-	-	-	-	-
Stage 2	463	356	-	445	303	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.45	18.08	0.67	0.44
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	456	-	-	411	380	870	-	-
HCM Lane V/C Ratio	0.085	-	-	0.073	0.278	0.052	-	-
HCM Ctrl Dly (s/v)	13.6	-	-	14.4	18.1	9.4	-	-
HCM Lane LOS	B	-	-	B	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	1.1	0.2	-	-

Capacity Analysis Summary Sheets

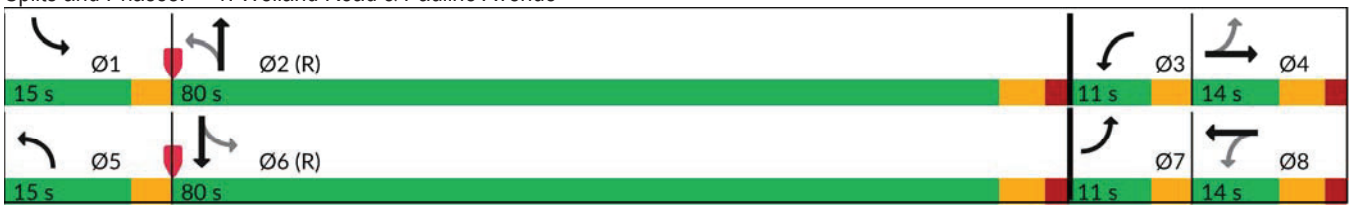
Year 2031 No-Build Weekday Morning Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	7	78	46	17	16	13	721	88	8	468	16
Future Volume (vph)	32	7	78	46	17	16	13	721	88	8	468	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	280		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			180			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.862			0.927			0.984			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1638	0	1770	1761	0	1805	3430	0	1805	3426	0
Flt Permitted	0.733			0.559			0.437			0.291		
Satd. Flow (perm)	1352	1638	0	1041	1761	0	830	3430	0	553	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		88			18			20			5	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		892			226			564			673	
Travel Time (s)		20.3			6.2			9.6			11.5	
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
Heavy Vehicles (%)	3%	0%	0%	2%	0%	0%	0%	4%	0%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	96	0	52	37	0	15	909	0	9	544	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	14.0		9.5	14.0		9.5	24.0		9.5	24.0	
Total Split (s)	11.0	14.0		11.0	14.0		15.0	80.0		15.0	80.0	
Total Split (%)	9.2%	11.7%		9.2%	11.7%		12.5%	66.7%		12.5%	66.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	17.3	8.8		19.4	11.4		91.5	87.8		90.7	85.9	
Actuated g/C Ratio	0.14	0.07		0.16	0.10		0.76	0.73		0.76	0.72	
v/c Ratio	0.17	0.48		0.24	0.20		0.02	0.36		0.02	0.22	
Control Delay (s/veh)	40.8	21.1		42.3	34.0		4.5	7.3		4.6	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	40.8	21.1		42.3	34.0		4.5	7.3		4.6	7.2	
LOS	D	C		D	C		A	A		A	A	
Approach Delay (s/veh)		26.5			38.9			7.2			7.1	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	24	6		34	14		2	111		1	59	
Queue Length 95th (ft)	50	57		66	47		9	221		7	124	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		812			146			484			593	
Turn Bay Length (ft)	95						280			185		
Base Capacity (vph)	225	201		219	183		730	2519		544	2460	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.48		0.24	0.20		0.02	0.36		0.02	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 10.3		Intersection LOS: B	
Intersection Capacity Utilization 41.9%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Weiland Road & Pauline Avenue



Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	4	1	73	6	5
Future Vol, veh/h	99	4	1	73	6	5
Conflicting Peds, #/hr	0	0	3	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	70	70	70	70	70	70
Heavy Vehicles, %	5	0	0	3	0	0
Mvmt Flow	141	6	1	104	9	7

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	150	0	202	147
Stage 1	-	-	-	-	147	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1443	-	782	905
Stage 1	-	-	-	-	885	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1439	-	779	902
Mov Cap-2 Maneuver	-	-	-	-	779	-
Stage 1	-	-	-	-	883	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	9.42
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	831	-	-	49	-
HCM Lane V/C Ratio	0.019	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	31	7	798	580	12
Future Vol, veh/h	24	31	7	798	580	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	14	3	2	0
Mvmt Flow	27	34	8	887	644	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1110	329	658	0	-	0
Stage 1	651	-	-	-	-	-
Stage 2	459	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.38	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.34	-	-	-
Pot Cap-1 Maneuver	207	673	849	-	-	-
Stage 1	486	-	-	-	-	-
Stage 2	609	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	205	673	849	-	-	-
Mov Cap-2 Maneuver	337	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	609	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.24	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	849	-	337	673	-	-
HCM Lane V/C Ratio	0.009	-	0.079	0.051	-	-
HCM Ctrl Dly (s/v)	9.3	-	16.6	10.6	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	0	10	22	1	21	2	13	780	15	48	558	5
Future Vol, veh/h	4	0	10	22	1	21	2	13	780	15	48	558	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	120	-	-	245	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	92	84	84	84	84	84	84
Heavy Vehicles, %	0	0	11	5	0	0	0	8	7	14	2	6	0
Mvmt Flow	5	0	12	26	1	25	2	15	929	18	57	664	6

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1282	1763	335	1419	1757	473	670	670	0	0	946	0	0
Stage 1	782	782	-	973	973	-	-	-	-	-	-	-	-
Stage 2	500	982	-	446	785	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.12	7.6	6.5	6.9	6.4	4.26	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.41	3.55	4	3.3	2.5	2.28	-	-	2.22	-	-
Pot Cap-1 Maneuver	125	85	635	94	86	543	547	877	-	-	721	-	-
Stage 1	358	408	-	265	333	-	-	-	-	-	-	-	-
Stage 2	526	330	-	553	407	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	106	77	635	83	77	543	813	813	-	-	721	-	-
Mov Cap-2 Maneuver	218	176	-	187	191	-	-	-	-	-	-	-	-
Stage 1	330	376	-	259	326	-	-	-	-	-	-	-	-
Stage 2	489	323	-	500	375	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.14	21.31	0.17	0.82
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	813	-	-	411	273	721	-	-
HCM Lane V/C Ratio	0.022	-	-	0.041	0.192	0.079	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	14.1	21.3	10.4	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.7	0.3	-	-

Capacity Analysis Summary Sheets

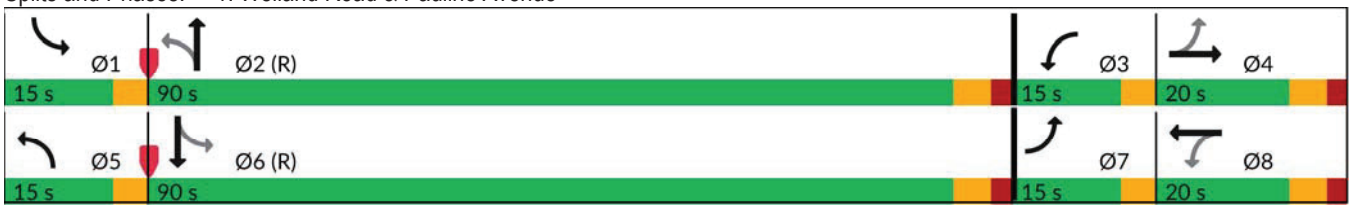
Year 2031 No-Build Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	24	27	42	27	20	73	625	38	40	853	51
Future Volume (vph)	33	24	27	42	27	20	73	625	38	40	853	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	280		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			180			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.921			0.936			0.991			0.991	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1717	0	1805	1778	0	1805	3544	0	1805	3544	0
Flt Permitted	0.725			0.685			0.269			0.378		
Satd. Flow (perm)	1378	1717	0	1302	1778	0	511	3544	0	718	3544	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			21			8			8	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		892			226			564			673	
Travel Time (s)		20.3			6.2			9.6			11.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	53	0	44	49	0	77	698	0	42	952	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	14.0		9.5	14.0		9.5	24.0		9.5	24.0	
Total Split (s)	15.0	20.0		15.0	20.0		15.0	90.0		15.0	90.0	
Total Split (%)	10.7%	14.3%		10.7%	14.3%		10.7%	64.3%		10.7%	64.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	16.6	8.9		17.5	9.4		112.6	105.8		110.7	102.3	
Actuated g/C Ratio	0.12	0.06		0.13	0.07		0.80	0.76		0.79	0.73	
v/c Ratio	0.19	0.39		0.23	0.36		0.16	0.26		0.07	0.37	
Control Delay (s/veh)	51.1	42.8		52.1	46.8		4.4	7.4		4.1	8.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	51.1	42.8		52.1	46.8		4.4	7.4		4.1	8.7	
LOS	D	D		D	D		A	A		A	A	
Approach Delay (s/veh)		46.1			49.3			7.1			8.5	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	28	22		35	25		13	108		7	165	
Queue Length 95th (ft)	58	67		69	66		29	162		18	243	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		812			146			484			593	
Turn Bay Length (ft)	95						280			185		
Base Capacity (vph)	237	196		234	196		525	2681		678	2592	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.27		0.19	0.25		0.15	0.26		0.06	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.39			
Intersection Signal Delay (s/veh): 11.6		Intersection LOS: B	
Intersection Capacity Utilization 51.6%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Weiland Road & Pauline Avenue



Intersection	
Int Delay, s/veh	0.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	8	2	81	8	2
Future Vol, veh/h	94	8	2	81	8	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	113	10	2	98	10	2

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	123	0	172	118
Stage 1	-	-	-	-	118	-
Stage 2	-	-	-	-	54	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1477	-	815	939
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	968	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1477	-	814	939
Mov Cap-2 Maneuver	-	-	-	-	814	-
Stage 1	-	-	-	-	912	-
Stage 2	-	-	-	-	967	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.19	9.37
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	87	-
HCM Lane V/C Ratio	0.014	-	-	0.002	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.4	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	15	24	730	907	15
Future Vol, veh/h	6	15	24	730	907	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	6	16	26	777	965	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1412	490	981	0	-	0
Stage 1	973	-	-	-	-	-
Stage 2	439	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	131	529	712	-	-	-
Stage 1	332	-	-	-	-	-
Stage 2	623	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	127	529	712	-	-	-
Mov Cap-2 Maneuver	243	-	-	-	-	-
Stage 1	320	-	-	-	-	-
Stage 2	623	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.37	0.33	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	712	-	243	529	-	-
HCM Lane V/C Ratio	0.036	-	0.026	0.03	-	-
HCM Ctrl Dly (s/v)	10.2	-	20.2	12	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	1	24	30	1	70	22	15	681	33	43	868	11
Future Vol, veh/h	3	1	24	30	1	70	22	15	681	33	43	868	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	120	-	-	245	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	4	0	0	2	0	0	0	0	0	1	10
Mvmt Flow	3	1	27	33	1	78	24	17	757	37	48	964	12

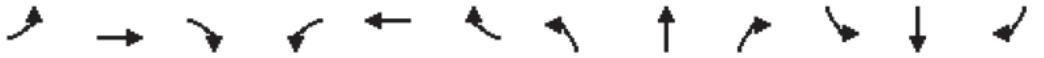
Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1527	1942	488	1436	1929	397	977	977	0	0	793	0	0
Stage 1	1066	1066	-	857	857	-	-	-	-	-	-	-	-
Stage 2	461	876	-	578	1072	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.98	7.5	6.5	6.94	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.34	3.5	4	3.32	2.5	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	82	66	520	96	67	603	349	714	-	-	837	-	-
Stage 1	241	301	-	322	377	-	-	-	-	-	-	-	-
Stage 2	555	369	-	473	299	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	60	56	520	77	57	603	423	423	-	-	837	-	-
Mov Cap-2 Maneuver	156	156	-	185	154	-	-	-	-	-	-	-	-
Stage 1	227	284	-	291	340	-	-	-	-	-	-	-	-
Stage 2	435	334	-	422	282	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.03	19.79	0.71	0.45
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	423	-	-	390	355	837	-	-
HCM Lane V/C Ratio	0.097	-	-	0.08	0.317	0.057	-	-
HCM Ctrl Dly (s/v)	14.4	-	-	15	19.8	9.6	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	1.3	0.2	-	-

Capacity Analysis Summary Sheets

Year 2031 Total Projected Weekday Morning Peak Hour

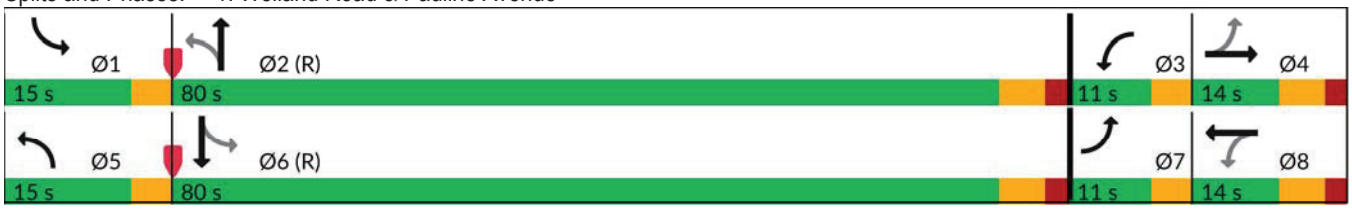


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	32	7	79	46	18	19	14	727	88	9	470	16
Future Volume (vph)	32	7	79	46	18	19	14	727	88	9	470	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	280		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			180			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.862			0.923			0.984			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1752	1638	0	1770	1754	0	1805	3430	0	1805	3426	0
Flt Permitted	0.730			0.554			0.436			0.288		
Satd. Flow (perm)	1347	1638	0	1032	1754	0	828	3430	0	547	3426	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		89			21			20			5	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		892			226			564			673	
Travel Time (s)		20.3			6.2			9.6			11.5	
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
Heavy Vehicles (%)	3%	0%	0%	2%	0%	0%	0%	4%	0%	0%	5%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	97	0	52	41	0	16	916	0	10	546	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	14.0		9.5	14.0		9.5	24.0		9.5	24.0	
Total Split (s)	11.0	14.0		11.0	14.0		15.0	80.0		15.0	80.0	
Total Split (%)	9.2%	11.7%		9.2%	11.7%		12.5%	66.7%		12.5%	66.7%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	17.3	8.8		19.4	11.4		91.5	87.8		90.7	85.9	
Actuated g/C Ratio	0.14	0.07		0.16	0.10		0.76	0.73		0.76	0.72	
v/c Ratio	0.17	0.48		0.24	0.22		0.02	0.36		0.02	0.22	
Control Delay (s/veh)	40.8	21.0		42.3	33.0		4.6	7.3		4.7	7.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	40.8	21.0		42.3	33.0		4.6	7.3		4.7	7.2	
LOS	D	C		D	C		A	A		A	A	
Approach Delay (s/veh)		26.3			38.2			7.3			7.1	
Approach LOS		C			D			A			A	
Queue Length 50th (ft)	24	6		34	15		3	112		2	59	
Queue Length 95th (ft)	50	58		66	49		10	224		7	125	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		812			146			484			593	
Turn Bay Length (ft)	95						280			185		
Base Capacity (vph)	225	202		219	186		729	2519		540	2460	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.48		0.24	0.22		0.02	0.36		0.02	0.22	

Intersection Summary			
Area Type:	Other		
Cycle Length: 120			
Actuated Cycle Length: 120			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.48			
Intersection Signal Delay (s/veh): 10.4		Intersection LOS: B	
Intersection Capacity Utilization 42.1%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Weiland Road & Pauline Avenue



Intersection	
Int Delay, s/veh	0.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	99	5	1	73	10	6
Future Vol, veh/h	99	5	1	73	10	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	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	70	70	70	70	70	70
Heavy Vehicles, %	5	0	0	3	0	0
Mvmt Flow	141	7	1	104	14	9

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	149	0	200	145
Stage 1	-	-	-	-	145	-
Stage 2	-	-	-	-	55	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1445	-	784	908
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	967	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1445	-	784	908
Mov Cap-2 Maneuver	-	-	-	-	784	-
Stage 1	-	-	-	-	887	-
Stage 2	-	-	-	-	966	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.11	9.48
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	826	-	-	49	-
HCM Lane V/C Ratio	0.028	-	-	0.001	-
HCM Ctrl Dly (s/v)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	31	7	801	589	12
Future Vol, veh/h	24	31	7	801	589	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	0	0	14	3	2	0
Mvmt Flow	27	34	8	890	654	13

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1122	334	668	0	-	0
Stage 1	661	-	-	-	-	-
Stage 2	461	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.38	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.34	-	-	-
Pot Cap-1 Maneuver	203	668	842	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	608	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	201	668	842	-	-	-
Mov Cap-2 Maneuver	333	-	-	-	-	-
Stage 1	476	-	-	-	-	-
Stage 2	608	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.33	0.08	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	842	-	333	668	-	-
HCM Lane V/C Ratio	0.009	-	0.08	0.052	-	-
HCM Ctrl Dly (s/v)	9.3	-	16.7	10.7	-	-
HCM Lane LOS	A	-	C	B	-	-
HCM 95th %tile Q(veh)	0	-	0.3	0.2	-	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	4	0	10	22	1	21	2	13	783	15	48	567	5
Future Vol, veh/h	4	0	10	22	1	21	2	13	783	15	48	567	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	120	-	-	245	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	92	84	84	84	84	84	84
Heavy Vehicles, %	0	0	11	5	0	0	0	8	7	14	2	6	0
Mvmt Flow	5	0	12	26	1	25	2	15	932	18	57	675	6

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1294	1778	340	1428	1772	475	681	681	0	0	950	0	0
Stage 1	792	792	-	976	976	-	-	-	-	-	-	-	-
Stage 2	502	985	-	452	795	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	7.12	7.6	6.5	6.9	6.4	4.26	-	-	4.14	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.6	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.41	3.55	4	3.3	2.5	2.28	-	-	2.22	-	-
Pot Cap-1 Maneuver	122	83	630	93	84	541	539	868	-	-	719	-	-
Stage 1	353	403	-	264	332	-	-	-	-	-	-	-	-
Stage 2	525	329	-	549	402	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	104	75	630	82	76	541	805	805	-	-	719	-	-
Mov Cap-2 Maneuver	215	174	-	186	189	-	-	-	-	-	-	-	-
Stage 1	325	371	-	258	325	-	-	-	-	-	-	-	-
Stage 2	488	321	-	496	370	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	14.24	21.44	0.17	0.81
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	805	-	-	406	271	719	-	-
HCM Lane V/C Ratio	0.022	-	-	0.041	0.193	0.08	-	-
HCM Ctrl Dly (s/v)	9.6	-	-	14.2	21.4	10.4	-	-
HCM Lane LOS	A	-	-	B	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.1	0.7	0.3	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	7	822	3	3	592
Future Vol, veh/h	9	7	822	3	3	592
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	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	9	7	865	3	3	623

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1185	434	0	0	868	0
Stage 1	867	-	-	-	-	-
Stage 2	318	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	185	575	-	-	784	-
Stage 1	377	-	-	-	-	-
Stage 2	716	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	184	575	-	-	784	-
Mov Cap-2 Maneuver	297	-	-	-	-	-
Stage 1	377	-	-	-	-	-
Stage 2	714	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15	0	0.05
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	377	784	-
HCM Lane V/C Ratio	-	-	0.045	0.004	-
HCM Ctrl Dly (s/v)	-	-	15	9.6	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Capacity Analysis Summary Sheets

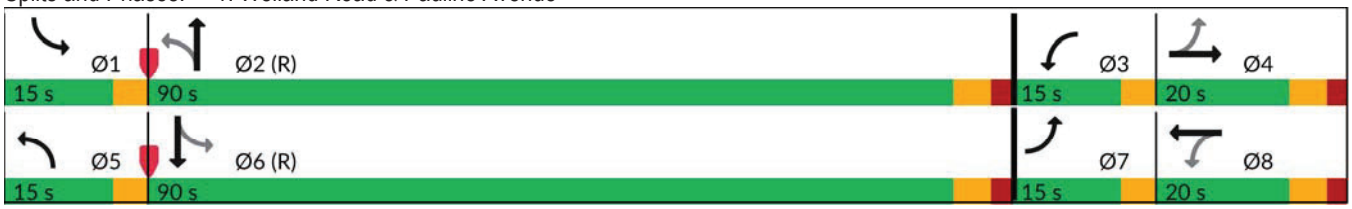
Year 2031 Total Projected Weekday Evening Peak Hour

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	33	25	28	42	27	22	74	628	38	43	859	51
Future Volume (vph)	33	25	28	42	27	22	74	628	38	43	859	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	95		0	0		0	280		0	185		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	50			25			180			180		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	1.00	0.95	0.95
Frt		0.921			0.932			0.991			0.992	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1717	0	1805	1771	0	1805	3544	0	1805	3548	0
Flt Permitted	0.724			0.685			0.267			0.376		
Satd. Flow (perm)	1376	1717	0	1302	1771	0	507	3544	0	714	3548	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			23			8			8	
Link Speed (mph)		30			25			40			40	
Link Distance (ft)		892			226			564			673	
Travel Time (s)		20.3			6.2			9.6			11.5	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	0%	4%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	55	0	44	51	0	78	701	0	45	958	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8			2			6		
Detector Phase	7	4		3	8		5	2		1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0		3.0	15.0		3.0	15.0	
Minimum Split (s)	9.5	14.0		9.5	14.0		9.5	24.0		9.5	24.0	
Total Split (s)	15.0	20.0		15.0	20.0		15.0	90.0		15.0	90.0	
Total Split (%)	10.7%	14.3%		10.7%	14.3%		10.7%	64.3%		10.7%	64.3%	
Yellow Time (s)	3.5	4.0		3.5	4.0		3.5	4.0		3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0		0.0	2.0		0.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	3.5	6.0		3.5	6.0		3.5	6.0		3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Recall Mode	None	None		None	None		None	C-Min		None	C-Min	
Act Effct Green (s)	16.7	9.0		17.6	9.5		112.5	105.7		110.7	102.2	
Actuated g/C Ratio	0.12	0.06		0.13	0.07		0.80	0.76		0.79	0.73	
v/c Ratio	0.19	0.40		0.23	0.36		0.17	0.26		0.07	0.37	
Control Delay (s/veh)	51.0	42.8		52.0	45.3		4.4	7.5		4.1	8.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay (s/veh)	51.0	42.8		52.0	45.3		4.4	7.5		4.1	8.7	
LOS	D	D		D	D		A	A		A	A	
Approach Delay (s/veh)		46.0			48.4			7.1			8.5	
Approach LOS		D			D			A			A	
Queue Length 50th (ft)	28	23		35	25		13	109		7	167	
Queue Length 95th (ft)	58	68		69	68		30	164		19	247	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Internal Link Dist (ft)		812			146			484			593	
Turn Bay Length (ft)	95						280			185		
Base Capacity (vph)	237	197		235	197		522	2677		674	2592	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.28		0.19	0.26		0.15	0.26		0.07	0.37	

Intersection Summary			
Area Type:	Other		
Cycle Length: 140			
Actuated Cycle Length: 140			
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green			
Natural Cycle: 60			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.40			
Intersection Signal Delay (s/veh): 11.6		Intersection LOS: B	
Intersection Capacity Utilization 51.8%		ICU Level of Service A	
Analysis Period (min) 15			

Splits and Phases: 1: Weiland Road & Pauline Avenue



Intersection	
Int Delay, s/veh	0.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	94	12	3	81	10	3
Future Vol, veh/h	94	12	3	81	10	3
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	83	83	83	83	83	83
Heavy Vehicles, %	1	0	0	0	0	0
Mvmt Flow	113	14	4	98	12	4

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	128	0	177	120
Stage 1	-	-	-	-	120	-
Stage 2	-	-	-	-	56	-
Critical Hdwy	-	-	4.1	-	6.6	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.8	-
Follow-up Hdwy	-	-	2.2	-	3.5	3.3
Pot Cap-1 Maneuver	-	-	1471	-	810	936
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	966	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1471	-	808	936
Mov Cap-2 Maneuver	-	-	-	-	808	-
Stage 1	-	-	-	-	910	-
Stage 2	-	-	-	-	963	-

Approach	EB	WB	NB
HCM Ctrl Dly, s/v	0	0.28	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	834	-	-	129	-
HCM Lane V/C Ratio	0.019	-	-	0.002	-
HCM Ctrl Dly (s/v)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	6	15	24	740	913	15
Future Vol, veh/h	6	15	24	740	913	15
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	75	0	140	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	0	1	1	0
Mvmt Flow	6	16	26	787	971	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1424	494	987	0	-	0
Stage 1	979	-	-	-	-	-
Stage 2	445	-	-	-	-	-
Critical Hdwy	6.8	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	129	527	708	-	-	-
Stage 1	329	-	-	-	-	-
Stage 2	619	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	124	527	708	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	317	-	-	-	-	-
Stage 2	619	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	14.43	0.32	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	708	-	240	527	-	-
HCM Lane V/C Ratio	0.036	-	0.027	0.03	-	-
HCM Ctrl Dly (s/v)	10.3	-	20.4	12.1	-	-
HCM Lane LOS	B	-	C	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	0.1	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	3	1	24	30	1	70	22	15	691	33	43	874	11
Future Vol, veh/h	3	1	24	30	1	70	22	15	691	33	43	874	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	120	-	-	245	-	-
Veh in Median Storage, #	-	1	-	-	1	-	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	0	0	4	0	0	2	0	0	0	0	0	1	10
Mvmt Flow	3	1	27	33	1	78	24	17	768	37	48	971	12

Major/Minor	Minor2			Minor1			Major1				Major2		
Conflicting Flow All	1539	1959	492	1450	1947	402	983	983	0	0	804	0	0
Stage 1	1073	1073	-	868	868	-	-	-	-	-	-	-	-
Stage 2	467	887	-	582	1079	-	-	-	-	-	-	-	-
Critical Hdwy	7.5	6.5	6.98	7.5	6.5	6.94	6.4	4.1	-	-	4.1	-	-
Critical Hdwy Stg 1	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.5	5.5	-	6.5	5.5	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.5	4	3.34	3.5	4	3.32	2.5	2.2	-	-	2.2	-	-
Pot Cap-1 Maneuver	80	64	517	94	65	598	346	710	-	-	829	-	-
Stage 1	239	299	-	318	372	-	-	-	-	-	-	-	-
Stage 2	551	365	-	471	297	-	-	-	-	-	-	-	-
Platoon blocked, %									-	-		-	-
Mov Cap-1 Maneuver	59	55	517	75	56	598	420	420	-	-	829	-	-
Mov Cap-2 Maneuver	154	154	-	182	152	-	-	-	-	-	-	-	-
Stage 1	225	282	-	286	336	-	-	-	-	-	-	-	-
Stage 2	431	329	-	419	280	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	15.12	20.05	0.71	0.45
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	420	-	-	387	350	829	-	-
HCM Lane V/C Ratio	0.098	-	-	0.08	0.32	0.058	-	-
HCM Ctrl Dly (s/v)	14.5	-	-	15.1	20.1	9.6	-	-
HCM Lane LOS	B	-	-	C	C	A	-	-
HCM 95th %tile Q(veh)	0.3	-	-	0.3	1.4	0.2	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	4	736	10	7	922
Future Vol, veh/h	6	4	736	10	7	922
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	-	-	-	50	-
Veh in Median Storage, #	1	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	0	0	0	0	0	0
Mvmt Flow	6	4	775	11	7	971

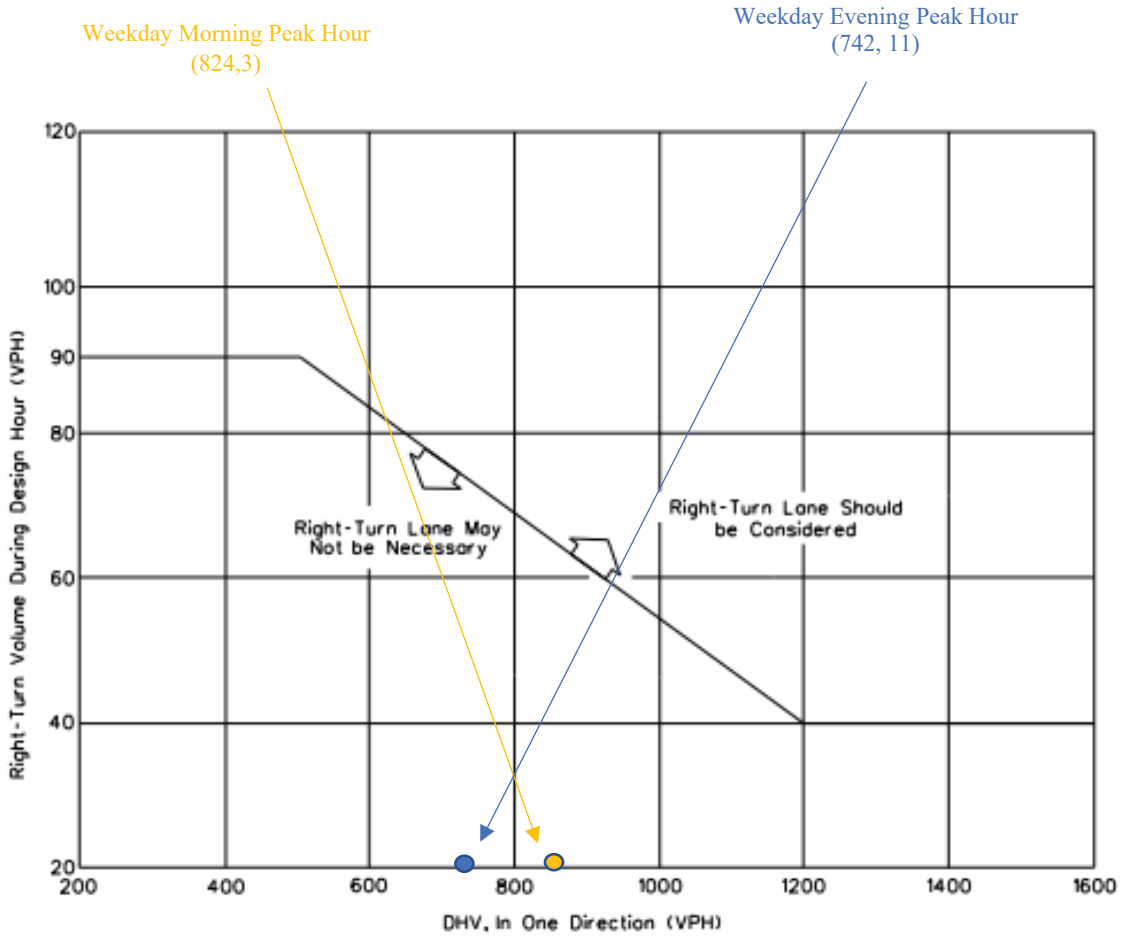
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1280	393	0	0	785	0
Stage 1	780	-	-	-	-	-
Stage 2	500	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.1	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.2	-
Pot Cap-1 Maneuver	160	612	-	-	842	-
Stage 1	418	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	159	612	-	-	842	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	575	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.07	0	0.07
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	368	842	-
HCM Lane V/C Ratio	-	-	0.029	0.009	-
HCM Ctrl Dly (s/v)	-	-	15.1	9.3	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Right Turn Warrant

Weiland Road with Proposed Access Road



Note: For speeds less than 50 mph (80 km/hr), see Section 36-3.01(a).

GUIDELINES FOR RIGHT-TURN LANES AT UNSIGNALIZED INTERSECTION ON FOUR-LANE HIGHWAYS
(Design Speed of 50 mph (80 km/hr) or Greater)

Figure 36-3.B

M/I Homes of Chicago, LLC
Highbury Club, Buffalo Grove, Illinois
Responses to Standards for Special Use, Planned Unit Development and Variations

M/I Homes of Chicago, LLC ("**Applicant**") requests consideration of an Annexation, Special Use for Planned Unit Development (PUD), Final Plat of Subdivision and Variations for the property to be known as "Highbury Club" (the "**Project**") located on approximately 8.5 acres located east of Weiland Road in Buffalo Grove, Illinois (the "**Property**"). Applicant is providing the following statement in accordance with Sections 17.28.040, 17.28.050 and 17.52.070 of the Village of Buffalo Grove Zoning Ordinance.

Responses to Standards for Special Use Permits (Section 17.28.040)

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.*

As an approved Special Use, the Project will be conveniently located to enable its residents to be active members of the community in a convenient location. The Project will not have any detrimental impact on adjacent property or the character of the area. The Project will complement and enhance the character, public health, safety, morals, comfort and general welfare by providing quality modern residences in a thoughtfully designed and curated setting.

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 size and location of the Project in relation to the requested special use is harmonious with the surrounding community. The single family homes provide an ideal transition from one existing neighborhood to the next within the greater Buffalo Grove community. The point of access to the Project is simple and efficient and will allow the orderly development, use and enjoyment of the Property.

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 Project will not be injurious to the use and enjoyment of other property in the vicinity, nor will it diminish or impair property values. Rather, the Project will improve the quality of life in the Village of Buffalo Grove and will conserve, and increase, property values in the Village. The Project provides for an abundance of light, and air with plentiful landscaping. The Project will foster the character and stability of the Village. The Project will not create any ongoing nuisances. Construction will comply with Village restrictions.

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 single family homes within the Project will not impede, hinder or discourage development and use of adjacent land, which is already fully developed and built out.

5. *Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided.*

The Project has been meticulously designed to provide all necessary public services, from utilities to road and pedestrian improvements. The traffic pattern within the community is intentionally designed to integrate with the greater community and to provide for the smooth and efficient flow of vehicles into, out of and within the community. The Project will also provide a connection to the local bicycle path system, for the benefit of the greater community. Each home within the Project will enjoy abundant light and air. Additionally, Petitioner is committed to paying all applicable impact fees to the school and library districts.

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.*

Adequate parking will be provided in accordance with the Zoning Ordinance. Garage, driveway and street parking will be available for residents and guests. Driveways are thoughtfully designed to eliminate nuisances and minimize congestion by encouraging residents to park within their own lots.

Responses to Standards for Planned Unit Development (Section 17.28.050)

The granting of flexibility as provided for in the special use ordinance for a planned unit development shall be dependent upon the ability of the land as utilized by the developer to meet such general objectives set forth below as shall apply:

1. *The protection of both the aesthetics and functions of the natural environment.*

There are no natural, scenic or historic features on the Property with the exception of a natural wetland area which will be preserved as the stormwater detention area within the Project and enhanced with landscaping.

2. *The arrangement of buildings and other improvements advantageous to the orderly function and aesthetics of both the natural and man-made environment*.

The design of the community provides for the maximum number of lots to be oriented in a desirable east-west pattern with a variety of lot sizes to appeal to a number of different potential residents. The Project provides for aesthetic interest via architectural details included in home facades and the application of abundant and verdant landscaping to both individual lots and open spaces.

3. *The preservation of adequate, permanent open space for the use of the residents in the development.*

The Project includes a green area within the cul-de-sac at its south end. It also includes a 0.9 acre stormwater detention area which will serve as a functional yet aesthetic green space for residents' enjoyment while walking or riding through the community.

4. The provision of land area necessary to accommodate any cultural, educational, recreational or other public and quasi-public activities necessary to serve the needs of the neighborhood.

The Project will foster the residents' needs for outdoor movement and ease of transportation. The convenient location of the Project will enable residents to participate actively in local cultural, educational, recreational and other public and quasi-public activities.

5. The orderly and creative arrangement of all land uses with respect to each other and to the entire Village.

The Project contains a single residential land use and reflects the creative and orderly arrangement of homes and roadways within the community as well as the thoughtful inclusion of green areas and landscaping that are both functional and aesthetically pleasing.

6. The provision of developed recreational activity areas necessary to serve the needs of the residential portion of the development.

Despite its size, the Project delivers opportunities for recreational activity by incorporating sidewalks and bike paths for recreation and exercise. The Project is also located in very close proximity to existing parks for the enjoyment of its residents.

7. The provision of a pedestrian environment separate from the vehicular environment.

The community will include sidewalks and a bike path to allow for pedestrian and bike movement separate from the roadways.

D. General Standards. All planned unit developments shall meet the following general standards:

a. Have the minimum areas as set forth in Section 17.16.060.

Confirmed.

b. 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.

There will be no detrimental influence or effect on the surrounding neighborhood or the character of the area as a result of the Project. Rather, the Project will complement and enhance the character, public health, safety, morals, comfort and general welfare by providing quality modern residences in a thoughtfully designed and curated setting.

c. 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.

As noted above, there are no natural, scenic or historic features on the Property with the exception of a natural wetland area which will be preserved as the stormwater detention area within the Project and enhanced with landscaping.

d. 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.

Confirmed.

e. 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.

Virtually every square foot of the Property has been thoughtfully designed in order to put the Property to the best possible use, avoiding any wasted space or outlots that would be difficult to develop.

Responses to Standards for Variation (Sections 17.52.070; 17.40.030(C), 17.28.050(E))

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.

If permitted to be used only under R-7 zoning without a PUD and variations, the property will not yield a reasonable return, as it is likely to remain undeveloped. Specifically, variations pursuant to Section 17.40.030(C) for reduced interior side, corner side and rear yard building setbacks as well as reduced lot areas and lot widths will allow for the development of a well-designed community with appropriately sized and located lots that accommodate single family homes of a size and style appropriate for the community and desirable to residents. Additionally, Section 17.28.050(E) restricts density to four (4) dwelling units per (net) acre of one-family dwellings, and M/I Homes requests density of five (5) dwelling units per net acre. The proposed density on a gross acreage basis is less than 4 and would meet code requirements but for the inclusion of roadways. The net density is a moderate and reasonable increase over the density allowed by the code and is necessary to develop the Project in a manner that not only provides a better return but will benefit the greater Buffalo Grove community.

Specifically, the development of a residential community at this location pursuant to the limited but necessary variations will yield a significantly better return and will benefit not only homeowners in the community, with modern and comfortable housing, but also the Village as a whole, given the additional tax base and customer base for local businesses. More customers for local businesses should result in job creation within the community. The construction of the Project will also contribute homebuilding jobs in various trades. Finally, the aesthetics of the Project will be appeal to discerning buyers, which enhance the Village's reputation as an appealing place to live. For these reasons, the Project will allow the Applicant to develop the Property to yield an excellent return both for Applicant and the community as a whole.

2. *The plight of the owner is due to unique circumstances.*

The location and odd shape of the Property create a unique set of circumstances that would make it extremely difficult, if not impossible, to develop the Project without the requested variations.

3. *The proposed variation will not alter the essential character of the neighborhood.*

The Project is sized and designed so as not to alter the essential character of properties in the vicinity. The Project will complement the surrounding neighborhood. Further, Applicant will take all reasonable steps to minimize and mitigate the impacts of the Project on the immediate vicinity. First, the locations of the homes and the overall layout of the community will allow the Project to maintain appropriate distance from surrounding communities and businesses. Second, the thoughtful site design will include abundant landscaping and screening which will maintain the privacy of the homes within the community as well as screening from the adjacent roads and businesses, including but not limited to a landscape buffer between the west side of the Project and Weiland Road, and the detention area serving an added function of being a buffer between the community and the neighborhood to the northeast of the Project.

Response to Standard for Variations and Exceptions from Title 16 of the Development Code (16.10.050-A):

A. *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 topographical conditions of the site as reflected in the M/I Homes's submittal package, including (i) its existing drainage patterns, (ii) proximity to other neighborhoods and (iii) desired connection to the existing Village retention pond located to the east of the Project necessitate the variations described above. The Project is largely landlocked and limited in terms of locations for potential streets and utilities. In order to develop a single family residential community at this location as desired by the Village and M/I Homes, and in order to provide easy and smooth access to all homes in the community, variations are needed for the extended cul-de-sac, and for modifications to grade and slope of the streets. These variations will not destroy the intent of the Development Ordinance, which is to regulate the development of land and provide standards and specifications for improvements thereto, and which allows for variations when the standards therefor are satisfied as set forth herein.

Response to Standards for Sign Variations pursuant to Section 14.16.010 to allow a residential subdivision sign in the R-7 district and to allow residential development sign to exceed the 5' height limitation and be placed within the required setback area:

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 the Development Ordinance would cause undue and unnecessary hardships to M/I Homes because the location of the property requires definitive and unique signage which not only blends with the design of the community but also

provides necessary wayfinding for residents, guests and deliveries to the community. The efficiently planned layout of the community requires that the sign be placed less than 25 feet from the front property line and within the required setback. The design of the community contains little excess space and M/I Homes has no other alternative for an appropriate placement of the monument sign. The proposed monument sign will be 6'3" tall and 3'9" wide, which is not obtrusive or excessive.

2. *The granting of the requested variance would not be materially detrimental to the property owners in the vicinity.*

The location of the Highbury Club monument sign would not be detrimental to property owners in the vicinity as it will blend seamlessly with the landscaping and overall design of Highbury Club, will not be obtrusive and will not block sight lines.

3. *The unusual conditions applying to the specific property do not apply generally to other properties in the Village.*

M/I Homes is not aware of any other properties that have similar conditions.

4. *The granting of the variance will not be contrary to the purpose of this Title pursuant to Section 14.04.020.*

The monument sign will contribute to the attractive aesthetic of Highbury Club as it will be compatible with the overall design of the community; it will serve the community's needs by providing necessary wayfinding; it will not endanger public safety or traffic safety; it will be legible, readable and visible, and as a result will help to protect the health, safety, and general welfare of the community without creating a nuisance to neighboring properties or upon the Village as a whole; will support the visual character of the Village; and will prevent traffic hazards by providing meaningful wayfinding.

AGENDA ITEM SUMMARY

PLANNING AND ZONING COMMISSION

Regular Meeting: December 17, 2025

AGENDA ITEM 2.B.

Consideration of an amendment to the Planned Unit Development and Preliminary Plan approved by Ordinance No. 84-028, to allow a health club greater than 10,000 square feet, and drive-through restaurants as future uses within the shopping center, as well as approval of a sign package with Variations to the Sign Code for the redevelopment of Chase Plaza at 1160 Lake Cook Road.

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 to allow an amendment to the Planned Unit Development and Preliminary Plan approved by Ordinance No. 84-028, to allow a health club greater than 10,000 square feet, and drive-through restaurants as future uses within the shopping center, as well as approval of a sign package with Variations to the Sign Code for the redevelopment of Chase Plaza at 1160 Lake Cook Road, 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. The Engineering plans shall be revised in a manner acceptable to the Village.
3. Any directional or incidental signage added to the sign package shall be reviewed administratively by staff.
4. The landscaping plan shall be revised in a matter acceptable to the Village Forester prior to approval of final engineering.
5. Landscaping shall be added around the base of both freestanding monument signs in compliance with Code requirements.
6. The landscaping on the site shall be maintained in accordance with the final landscape plan in perpetuity.
7. The developer shall work with staff to revise the elevations in a manner acceptable to the Village.

Summary

Background

Shorewood Development Group (SDG Lake Cook, LLC) has the former Dominick's property and the adjacent outlot parcel in Chase Plaza under contract (see Figure 1.). SDG is requesting an amendment to the Planned Unit Development and Preliminary Plan approved by Ordinance No. 84-028, and approval of a sign package with Variations to the Sign Code to allow the current Dominick's space to be redeveloped into two tenant spaces, one for a 34,500 square foot health club while the remaining 27,000 square feet will be reserved for general retail uses. The project would include an update to the façade for the two-tenant spaces, new signage, lighting and landscaping, and a redesign of the parking lot. SDG is also requesting that the PUD be amended to allow restaurants with drive-throughs as future uses within the shopping center.

File Attachments

1. 1160 Lake Cook Rd - Staff Report
2. Final Plan Set

VILLAGE OF BUFFALO GROVE
PLANNING & ZONING COMMISSION
STAFF REPORT

Meeting Date:	December 17, 2025
Subject Property Location:	1160 Lake Cook Road, Buffalo Grove, IL 60089
Petitioner:	Matt Jung, SDG Lake Cook, LLC
Prepared By:	Kelly Purvis, Deputy Community Development Director
Request:	The petitioner seeks approval of an amendment to the Planned Development and Preliminary Plan approved by Ordinance No. 84-028 to allow new uses on the site, and to approve a Unified Sign Package with Variations to the Sign Code.
Existing Lane Use and Zoning:	The property is improved with a multi-tenant shopping center which previously included Dominick's Grocery Store. The site is zoned B-2 General Retail, Business District.
Comprehensive Plan:	The Village Comprehensive Plan calls for this property to be commercial.

PROJECT BACKGROUND

Shorewood Development Group (SDG Lake Cook, LLC) has the former Dominick's property and the adjacent outlot parcel in Chase Plaza under contract (see Figure 1.). SDG is requesting an amendment to the Planned Unit Development and Preliminary Plan approved by Ordinance No. 84-028, and approval of a sign package with Variations to the Sign Code to allow the current Dominick's space to be redeveloped into two tenant spaces, one for a 34,500 square foot health club while the remaining 27,000 square feet will be reserved for general retail uses. The project would include an update to the façade for the two-tenant spaces, new signage, lighting and landscaping, and a redesign of the parking lot. SDG is also requesting that the PUD be amended to allow restaurants with drive-throughs as future uses within the shopping center.

Figure 1. Chase Plaza redevelopment site

The above represents the first phase of SDG's multi-phased plan to transition Chase Plaza and its adjacent properties into a larger mixed-use development. Future phases of the development will be brought to the PZC and Village Board for consideration of the plans and appropriate approvals.

LAKE COOK CORRIDOR MARKET STUDY AND PLAN

The subject property is located on the western gateway to the 475-acre Lake Cook Corridor. The Lake Cook Corridor Market Study and Plan (LCCP), represents a community-driven vision and plan for the Corridor. In 2018, Buffalo Grove adopted the LCCP as a component of the Village's Comprehensive Plan. As a long-term vision, the plan provides a framework for the type and character of development that could occur in the Corridor, rather than a specific development plan. The framework is meant to be flexible to accommodate changing market demands and community needs.

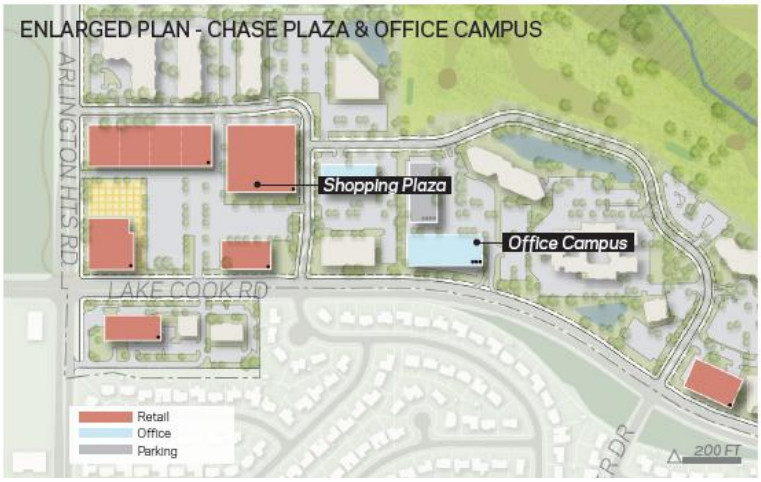


Figure 2. Chase Plaza & Office Campus Plan, LCCP

Chase Plaza and Town Center were highlighted as critical catalyst sites in the LCCP, as underutilized properties that could initiate transformation within the Corridor. The redevelopment of the Town Center into The Clove, has spurred significant development activity and reshaped the east end of the Corridor. Now, focus is shifting to the west end, where Chase Plaza is envisioned to retain a traditional retail center format, but be modernized to best optimize visibility from Lake Cook Road and Arlington Heights Road. The proposed plan upholds this vision for Chase Plaza.

PLANNING & ZONING ANALYSIS

The development will consist of two primary components under a unified site plan: a 34,000 square foot state of the art fitness and wellness center (Club Studio) and 24,000 square feet of flexible retail space designed to accommodate local and national tenants. The business operations of the two proposed uses are outlined below.

Use and Operations

The 2009 Comprehensive Plan and the LCCP designate the site for commercial use. Health clubs under 10,000 square feet and general retail uses are permitted in the B-2 District. Since the proposed health club is approx. 34,500 square feet, the use will need to be considered as part of the amendment to the PUD.

Club Studio will feature a full range of exercise equipment, group fitness studios, locker rooms, and ancillary services (physical therapy, smoothie bar, etc.), and will operate on a membership-based model, common for modern health clubs. The hours of operation are anticipated to be Monday – Friday from 5:00am – 10:00pm and Saturday – Sunday 7:00am – 8:00pm. Staffing will depend upon membership volume and class schedules, but it is anticipated that there would be 15-25 full-time and part-time staff for the facility.

While tenant selection has not been finalized, the retail tenant's hours would be standard commercial operating hours for the Village, and any deliveries to the site would be restricted to business hours to avoid noise disruption to adjacent properties.

An amendment to the PUD Ordinance is proposed to allow future drive-throughs within the Chase Plaza shopping center. While a tenant has not been selected for the outlot parcel along Lake Cook Road, the developer would like the option to market the site for a drive-through use. Drive-through uses are not permitted per the current PUD Ordinance. If and when SDG would like to construct a drive-through on the site, they will need to submit the appropriate plans and applications (Special Use, Preliminary Plan, PUD amendment) for Commission and Board consideration. Staff is in favor of this amendment as the site has high traffic counts and roadway visibility and would be well suited for a drive-through use.

Building Elevations & Site Improvements

The building façade will be updated in a neutral color pallet with modern materials (aluminum composite panels, painted precast panels, Hardie fiber cement siding, stone veneer, metal canopies, etc.). Staff will continue to work with the developer to refine the elevations to create a cohesive look for the development. It is anticipated that the west end of the shopping center along Arlington Heights Road (under different ownership) will be updated as part of a later phase of the development. Installation of new signage, (both wall signs and free standing), lighting and landscaping are proposed in addition to a redesign of the parking lot. Other site modifications will include new landscape islands, site curb work, and new ADA compliant sidewalks.

Figure 3. South Building Elevation

Signage

SDG is proposing a sign package which includes new wall signs over the tenant spaces and the removal and replacement of the two free-standing signs for the shopping center. One wall sign is proposed for the Club Studio space, while one primary and four ancillary signs are proposed for the retail tenant space. The sizes and areas for all the wall signs are compliant with Code requirements; however a variation is needed to allow more than one sign per tenant space.

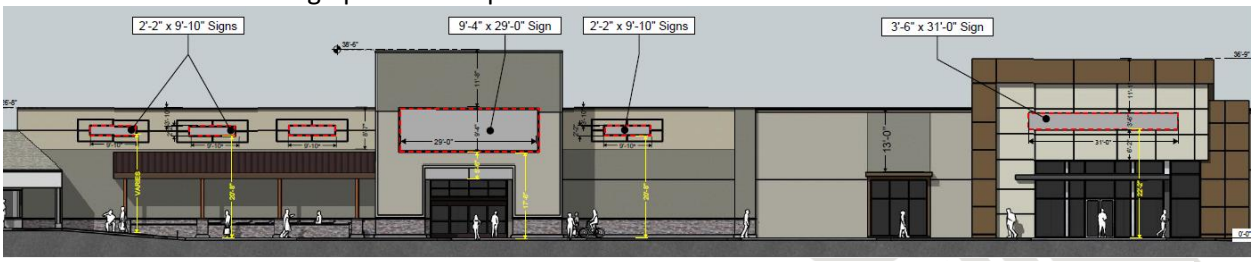


Figure 4. South Building Elevation with Proposed Signage

The developer is looking for flexibility related to this requirement to attract a specialty retailer to the site. An additional variation from the Sign Code is needed to allow two free-standing signs where one is permitted. Staff is supportive of the variation requests as the development signs need to be visible from Lake Cook Road and Arlington Heights Road, the signage does not exceed the maximum square footage

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for the site, and the sign package is similar to other recent commercial developments such as The Clove and the Shoppes at Buffalo Grove.

Traffic & Accessibility

The traffic impact memo includes traffic generation tables showing the prior uses on the site (when it was occupied) compared to those that are proposed. The data indicates there will be a net reduction in traffic and no additional roadway improvements would be necessary to accommodate this development. It should be noted that the comparison includes a two-tenant retail/drive-through coffee shop on the outlot parcel. While these uses are not being proposed at this time, the memo confirms that a multi-tenant drive-thru use could also be accommodated on the site.

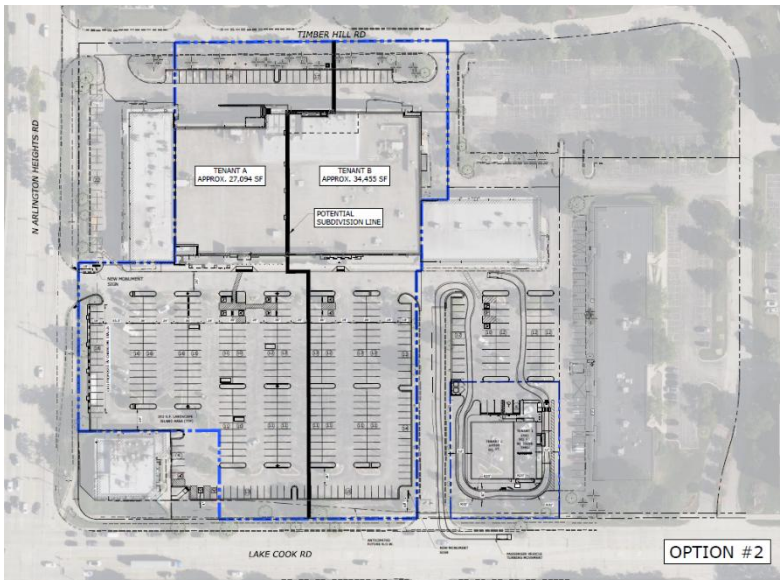


Figure 5. Chase Plaza Site Plan

The center has two main unsignalized access drives, one connecting to each main road, with secondary access to the site provided behind the center via Timer Hills Road. No changes to the access drives are proposed as part of this project.

Parking

The Zoning Ordinance requires a minimum of 1 parking space per 250 square feet of floor area for general retail establishments. There is not a specific requirement in the Code for fitness centers, so the retail requirement is being used for both tenant spaces. This is a conservative approach, as most other uses (such as shopping centers) require less parking. Ample parking is available on the site with 350 spaces provided and 247 parking spaces required for the two proposed uses. Sixteen EV charging stations are also being added to the west side of the parking lot adjacent to Arlington Heights Road.

Lighting

New building lighting, safety lighting and parking lot lighting will be installed as part of the project. The lighting will meet Village illumination and shielding requirements.

Landscaping

Landscaping will be updated throughout the site. New landscape islands are being added to the parking lot, which will be fully landscaped with trees, deciduous shrubs and perennials. Parking lot screening will be added along Lake Cook Road and Arlington Heights Road. The freestanding signs will also have landscaping around the base of the signs. The Village Forester reviewed the plan and had some comments regarding the variety of trees and some of the tree species proposed. Staff will work with the developer to revise the landscape plan to the satisfaction of the Village Forester prior to approval of final engineering.

Stormwater & Engineering

Engineering staff completed a limited review for the Preliminary Engineering submittal and has no concerns regarding the geometric layout of the parking lot at this time. A full engineering review (including grading and utility improvements) will be completed as part of the final engineering review for the Development Improvement Agreement and permitting processes.

The Village engineering staff and Cook County Department of Transportation and Highways are working on a Phase 1 engineering study for improvements at Lake-Cook Road and Arlington Heights Road. The study currently has a plan option for widening Lake Cook Road to add a westbound right-turn lane along the north side of the road across the frontage of the subject property. Consideration for the future roadwork was made with the parking lot reconfiguration and appears to allow for such a turn lane to be installed. It should be noted that the landscaped area and setbacks may be reduced with future roadway improvements.

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 preliminary engineering plans and has no concerns; a complete engineering review will be done with at final engineering.
Forestry	The Village Forester has reviewed the landscape plan and minor modifications to the plans are needed prior to approval of final engineering.
Fire	The Fire Department has reviewed the plans and does not have any concerns.

Surrounding Property Owners

Pursuant to Village Code, the surrounding property owners within 250 feet were notified by mail, notice was published in the Daily Herald, and a public hearing sign was posted on the subject property. All notifications were completed within the prescribed timeframe as required. As of the date of this Staff Report, the Village has not received any comments or questions related to the project.

Standards

The Planning & Zoning Commission is authorized to make a recommendation to the Village Board on requested Planned Unit Developments/Amendments 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.

Sign Variation Requests:

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 provided written responses to the variation standards in the attached packet.

STAFF RECOMMENDATION

Staff recommends approval of an amendment to the Planned Unit Development and Preliminary Plan approved by Ordinance No. 84-028, and approval of a sign package with Variations to the Sign Code for the redevelopment of Chase Plaza at 1160 Lake Cook Road, subject to the conditions outlined 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 an approval of an amendment to the Planned Unit Development and Preliminary Plan approved by Ordinance No. 84-028, and approval of a sign package with Variations to the Sign Code for the redevelopment of Chase Plaza at 1160 Lake Cook Road. The PZC shall make a recommendation to the Village Board regarding the requested approvals.

Suggested PZC Motion

The PZC moves to make a positive recommendation to the Village Board to allow an amendment to the Planned Unit Development and Preliminary Plan approved by Ordinance No. 84-028, to allow a health club greater than 10,000 square feet, and drive-through restaurants as future uses within the shopping center, as well as approval of a sign package with Variations to the Sign Code for the redevelopment of Chase Plaza at 1160 Lake Cook Road, 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. *The Engineering plans shall be revised in a manner acceptable to the Village.*
3. *Any directional or incidental signage added to the sign package shall be reviewed administratively by staff.*
4. *The landscaping plan shall be revised in a matter acceptable to the Village Forester prior to approval of final engineering.*
5. *Landscaping shall be added around the base of both freestanding monument signs in compliance with Code requirements.*
6. *The landscaping on the site shall be maintained in accordance with the final landscape plan in perpetuity.*
7. *The developer shall work with staff to revise the elevations in a manner acceptable to the Village.*

ATTACHMENTS

- Narrative Description
- Building Elevation
- Floor Plans
- Site Plans
- Landscaping Plan
- Preliminary Engineering Plans
- Signage Plans
- Traffic Memo
- Response to PUD, Special Use, and Sign Variation Standards
- Ord. 84-028

shorewood

PROPOSED DEVELOPMENT AT 1160 W. LAKE COOK ROAD

Narrative Statement and Business Operations

I. Project Narrative and Intent

The applicant proposes a Planned Unit Development (PUD) at 1160 W Lake Cook Road for the reconstruction of approximately **61,000 square feet (sf) of commercial development**. The project is strategically located within the established Lake Cook Road commercial corridor. It is designed to serve the community's demand for modern health and wellness facilities alongside accessible retail services.

The development will consist of two primary components under a unified site plan:

1. **34,000 sf Health Club:** A state-of-the-art fitness and wellness center.
2. **27,000 sf Retail:** Flexible retail space designed to accommodate local and national tenants offering complementary services and goods.

II. Business Operations Summary

The following outlines the general operational parameters for the two proposed uses:

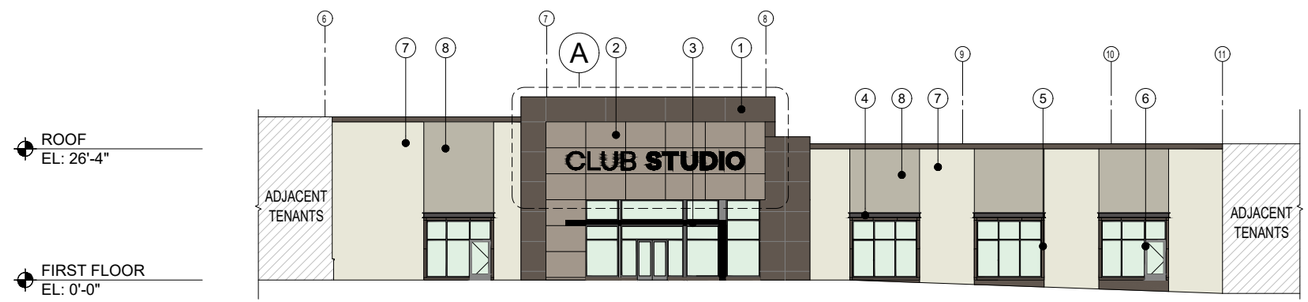
A. Health Club Operations (34,000 sf)

Operational Detail	Description
Primary Use	Fitness and wellness center, including exercise equipment, group fitness studios, locker rooms, and ancillary services (e.g., physical therapy, smoothie bar).
Membership	The facility will operate on a membership-based model, typical of modern health clubs.
Hours of Operation	**Standard:** Anticipated to be Monday–Friday, 5:00 AM – 10:00 PM; Saturday–Sunday, 7:00 AM – 8:00 PM. Specific hours may vary but will be controlled to minimize late-night traffic impact.
Staffing	Approximately 15-25 full-time and part-time staff, depending on membership volume and class schedules.

B. Retail Operations (27,000 sf)

Operational Detail	Description
Primary Use	General retail, potentially including specialty shop or service retailer.
Hours of Operation	**Standard:** Anticipated to be Monday–Sunday, 7:00 AM – 10:00 PM; Hours will conform to standard commercial operating times in Buffalo Grove.
Deliveries/Service	Delivery hours will be restricted to standard business hours to avoid noise disruption to adjacent properties.
Tenant Standards	All tenant uses will be subject to a strict Tenant Criteria Manual to ensure consistency with the PUD's design standards and maintain compliance with all Village Code requirements.

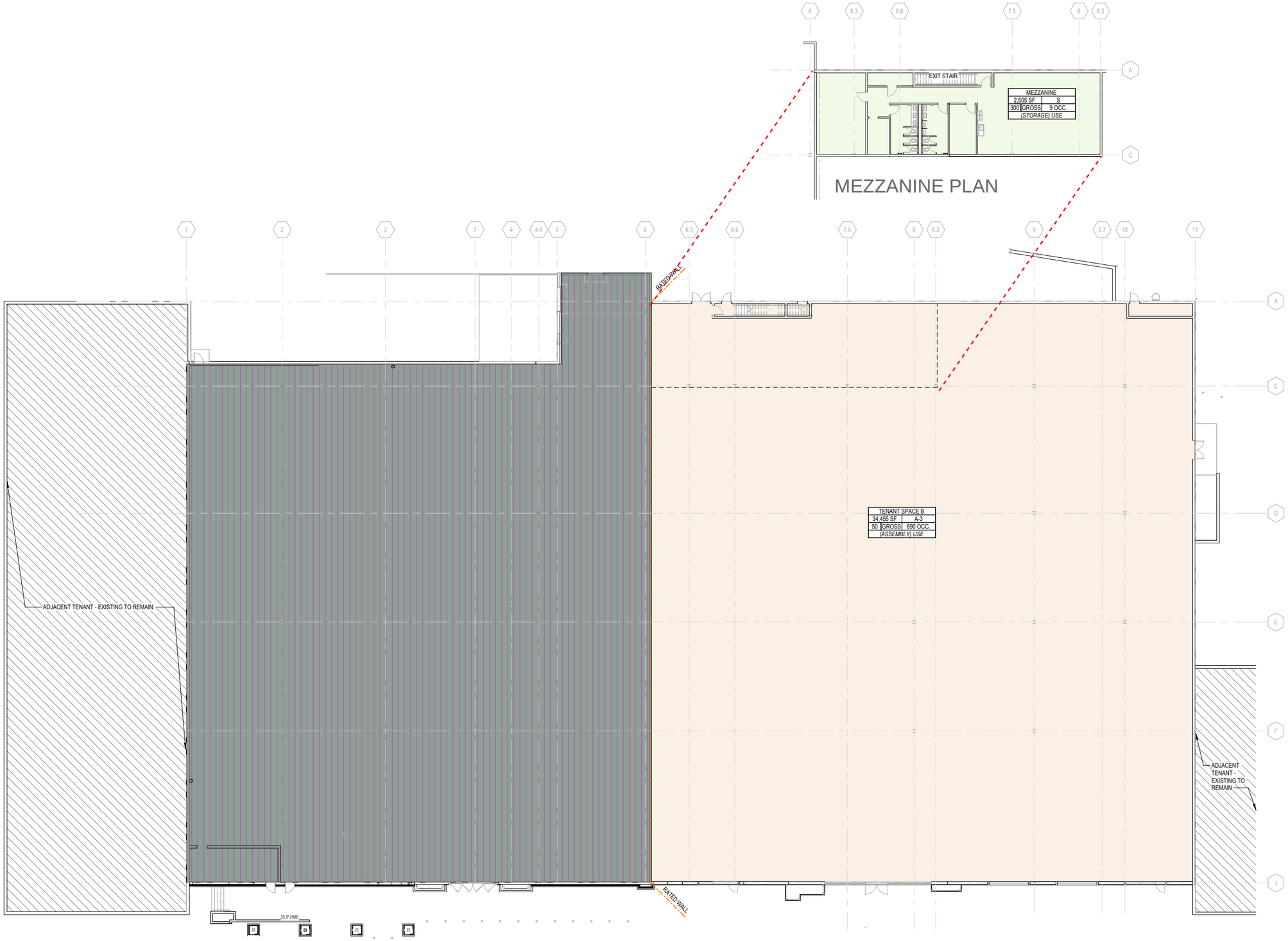
OVERALL BUILDING ELEVATION



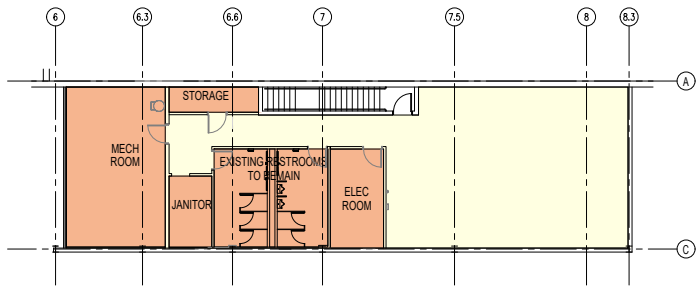
CLUB STUDIO ELEVATION

MATERIAL LEGEND:

1. Pre-finished Aluminum Composite Panels - Sherwin Williams - Fluropon 432R1430 Charcoal Gray
2. Pre-finished Aluminum Composite Panels - Sherwin Williams - Fluropon 432AA857 Granite
3. Pre-finished Aluminum Composite Panels - Sherwin Williams - Fluropon 438R462 Mattte Black
4. Painted Galvanized Steel Canopy Sherwin Williams SW6258 Tricorn Black
5. Pre-finished Aluminum Composite Panels Window Surrounds Sherwin Williams - Fluropon 432R1430 Charcoal Gray
6. Curtainwall and Entry Doors - Clear Anodized Finish w/ Dual Glazed Green Tint Glass
7. Painted Precast Panel - Sherwin Williams SW7008 Alabaster
8. Painted Precast Panel - Sherwin Williams SW7016 Mindful Gray


EXIT STAIR
MEZZANINE
2,505 SF S
300 GROSS 9 OCC.
(STORAGE) USE
MEZZANINE PLAN
RATED WALL
TENANT SPACE B
34,455 SF A-3
50 GROSS 690 OCC.
(ASSEMBLY) USE
ADJACENT TENANT - EXISTING TO REMAIN
ADJACENT TENANT - EXISTING TO REMAIN
RATED WALL
33.5' (168)
FIRST FLOOR PLAN
N

PRELIMINARY



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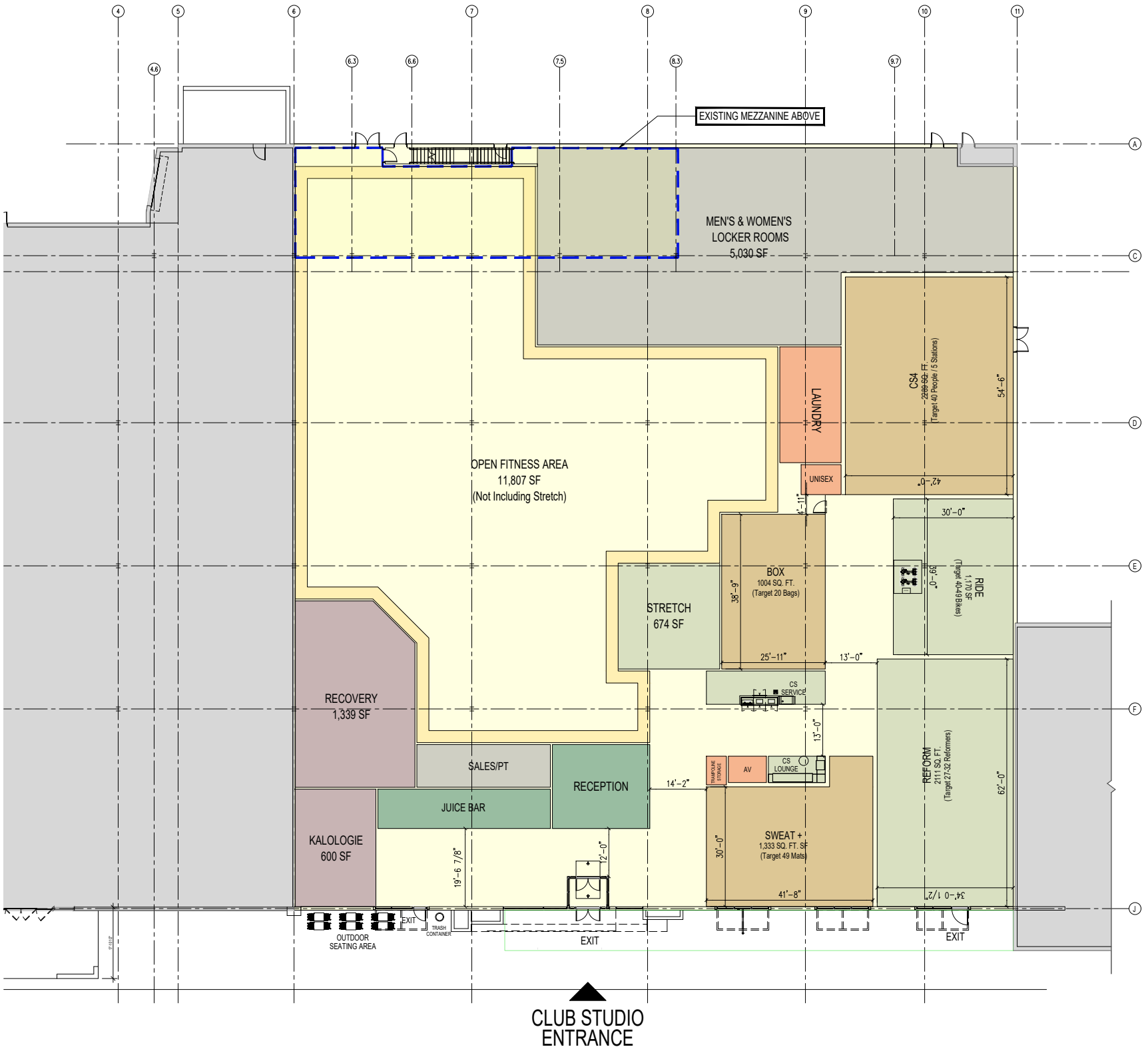
Mezzanine Level



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Ground Floor Level

Ground Floor - 34,613 S.F.
Mezzanine - 2,387 S.F.
TOTAL - 37,000 S.F.

GENERAL NOTES:

1. Information provided for design intent only. Design professional of record is responsible for verification of all applicable code requirements. Wall types illustrated are for preliminary space planning only; the design professional shall be responsible for code conformance and floor plan development per LAF's programming criteria. These plans are specifically not for use as layers to be imported into documents / files or to be used as tracing underlayment(s) for construction documents / files by the professional of record for this or any other project.

2. Ground floor area tabulation is the gross leasable area measure from the exterior surface of exterior walls, face of glass and from the center of Tenant demising partitions, including interior columns; excluding arcades, bump-outs, elevators, shafts, leave-outs. Existing mezzanines at the rear of the premises will not be counted unless they provide usable space such as electrical room or if they are large enough for fitness use.

ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com

TIMBER HILL RD

N ARLINGTON HEIGHTS RD

TENANT A
APPROX. 27,094 SF

TENANT B
APPROX. 34,455 SF

POTENTIAL
SUBDIVISION LINE

NEW MONUMENT
SIGN

(16) PROPOSED EV CHARGING STALLS

202 S.F. LANDSCAPE
ISLAND AREA (TYP)

7,000 SQ. FT.
RETAIL/DRIVE-THRU

ANTICIPATED
FUTURE R.O.W.

NEW MONUMENT
SIGN

LAKE COOK RD

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NORTH

SCALE = 1"=40'
(24"x36" SHEET)

OPTION #1

CHASE PLAZA
REDEVELOPMENT

SITE PLAN OVERVIEW

1160 W LAKE COOK RD,
BUFFALO GROVE, IL

DATE	CONCEPT #
12/09/25	1

ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com

TIMBER HILL RD

N ARLINGTON HEIGHTS RD

TENANT A
APPROX. 27,094 SF

TENANT B
APPROX. 34,455 SF

POTENTIAL
SUBDIVISION LINE

NEW MONUMENT
SIGN

(16) PROPOSED EV CHARGING STALLS

202 S.F. LANDSCAPE
ISLAND AREA (TYP)

TENANT 2
±4500
SQ. FT.

TENANT 1
2441
SQ. FT.
W/ DRIVE
THRU

ANTICIPATED
FUTURE R.O.W.

NEW MONUMENT
SIGN

PASSENGER VEHICLE
TURNING MOVEMENT

LAKE COOK RD

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NORTH

SCALE = 1"=40'
(24"x36" SHEET)

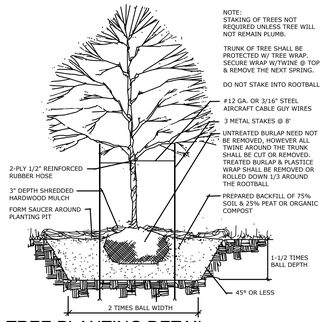
OPTION #2

CHASE PLAZA
REDEVELOPMENT

SITE PLAN OVERVIEW

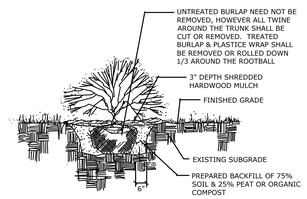
1160 W LAKE COOK RD,
BUFFALO GROVE, IL

DATE	CONCEPT #
12/09/25	2



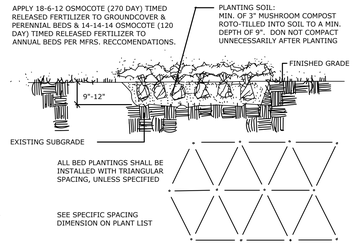
TREE PLANTING DETAIL

NOT TO SCALE



SHRUB PLANTING DETAIL

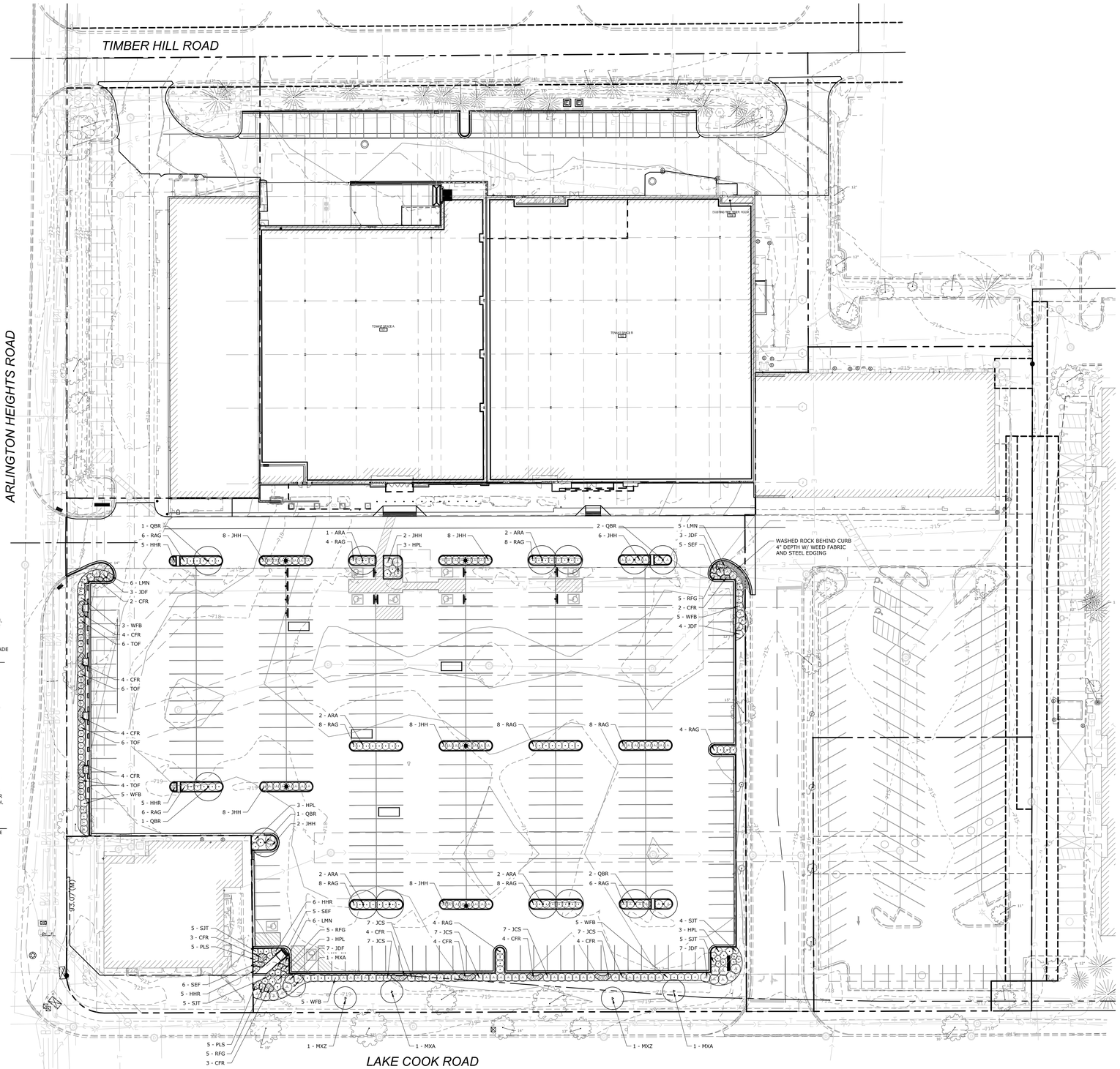
NOT TO SCALE



BED PLANTING DETAIL

(GROUNDCOVER, PERENNIALS & ANNUALS)

NOT TO SCALE



LEGEND

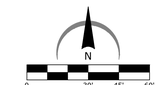
- MIXED PERENNIALS / ORNAMENTAL GRASSES
- EVERGREEN / DECIDUOUS SHRUBS
- DECIDUOUS CANOPY TREE
- EVERGREEN / ORNAMENTAL TREE
- SEED AREA FOR TURF WITHIN P.L. UNLESS OTHERWISE DIRECTED BY OWNER - SEE ENGINEERING PLANS
- EXISTING TREE TO REMAIN

PLANT LIST

KEY	QTY	Botanical Name / COMMON NAME	SIZE	REMARKS
ARA	7	Acer rubrum x 'Armstrong' FREEMAN RED MAPLE	2"	
MXA	2	Malus x 'Adirondak' ADIRONDAK CRABAPPLE	2"	ORNAMENTAL UPRIGHT
MXZ	2	Malus x 'Zumi' ZUMI CRABAPPLE	7'	MULTI-STEMMED / ORNAMENTAL
QBR	7	Quercus bicolor x 'Regal Prince' REGAL PRINCE OAK	2"	
HPL	12	Hydrangea paniculata 'Little Lime' LITTLE LIMELIGHT HYDRANGEA	5 GAL	DECIDUOUS
JCS	35	Juniperus chinensis x viridis 'Sargentii' GREEN SARGENT JUNIPER	5 GAL.	EVERGREEN
JDF	24	Juniperus chinensis 'Daubs Frosted' DAUBS FROSTED JUNIPER	5 GAL.	EVERGREEN - GOLD TIPPED
JHH	64	Juniperus horizontalis 'Hughes' HUGHES JUNIPER	5 GAL.	EVERGREEN
RAG	64	Rhus aromatica x 'Gro Lo' GROW LOW SUMAC	5 GAL.	DECIDUOUS
SJT	19	Spiraea japonica 'Tracy' DOUBLE PLAY PINK SPIREA	5 GAL.	DECIDUOUS
TOF	22	Thujia occidentalis 'Fire Chief' FIRE CHIEF GLOBE ARBORVITAE	5 GAL.	EVERGREEN
WFB	23	Weigela florida "Bokrasopin' SONIC BLOOM PINK WEIGELA	5 GAL	DECIDUOUS
CFR	34	Calamogrostis acutifolia 'Karl Forster' FEATHER REED GRASS	GAL	3'-0" O.C. / ORN. UPRIGHT GRASS
HHR	21	Hemerocallis 'Passionate Returns' PASSIONATE RETURNS DAYLILY	GAL	2' O.C. - PERENNIAL / REBLOOMER
LMN	17	Lavandula angusifolia x 'Munstead' MUNSTEAD LAVENDER	1 GAL	2'-0" O.C. - PERENNIAL
PLS	10	Perovskia angustifolia x 'Little Sprite' LITTLE SPRITE RUSSIAN SAGE	GAL	2'-0" O.C. - PERENNIAL
RFG	15	Rudbeckia fulgida 'Goldsturm' BLACK-EYED SUSAN	GAL	2'-0" O.C. - PERENNIAL
SEF	16	Salvia x 'East Freisland' EAST FREISLAND MEADOWOOD SAGE	GAL	2'-0" O.C. - PERENNIAL

PLANTING NOTES

1. Contractor shall verify locations of all underground utilities prior to begining construction on his phase of work. Electric, gas, telephone, and cable television can be located by calling J.U.L.I.E. at '811'. For regional locating, contact "Digger's Hotline". Any damage or interruption of services shall be the responsibility of the contractor. Contractor to coordinate all related activities with other trades on the job and shall report any unacceptable job conditions to owner's representative prior to commencing work.
2. Contractor shall grade entire site to correct surface irregularities in preparation for sod/seed. Roto-til, disc, drag, harrow or hand rake sub grade in all lawn areas and remove construction debris, foreign matter or stones larger than 2". Grading shall provide slopes which are smooth, continuous, free from depressions or ridges. Level, rake and roll as necessary to an even and true condition and obtain positive drainage in all areas. Finish grades shall meet the approval of owner prior to lawn installation.
3. All disturbed areas should be brought to grade with "topsoil" to a depth of 6 inches in areas to be seeded or sodded, and 12 inches for all interior (curbed) landscape islands All lawn areas are to be finished with mulch, straw mulch, seed, sod, etc. or as noted. All lawn areas to be watered until a healthy stand of grass is established. (see seed/sod notes for acceptance details).
4. Quantity lists are supplied as a convenience; however, the contractor should verify all quantities. The drawings shall take precedence over the lists.
5. Plantings may need to be adjusted in the field as necessary to accommodate site conditions, utilities, easements, drainage ways, downspouts, etc.; however, quantities and sizes shall remain consistent with these plans.
6. Size & grading standards of plant material shall conform to the latest addition of ANSI Z60.1 AMERICAN STANDARD OF NURSERY STOCK, by the American Nursery & Landscape Association. Plant material shall be nursery grown and be either balled and burlap or container grown.
7. All plant species and seex mixes specified are subject to availability. Material shortages in the landscape industry may require substitutions. All substitutions must be approved by the Landscape Architect, Owner and/or Lake in the Hills Community Development Department.
8. Any plant materials with damaged or crooked/disfigured leaders, bark abrasion, sun scald, insect damage, etc. are not acceptable and will be rejected by Landscape Architect and/or Owner. Trees with multiple leaders will be rejected unless called for in the plant list as multi-stem or clump.
9. All plant material, especially trees, must be sourced within a one-hundred and fifty (150) mile radius of the subject property or construction site.
10. All plant material shall be guaranteed for one (1) year after acceptance by landscape architect and/or owner. Contractor shall replace without cost to owner any dead or unacceptable plants, as determined by the landscape architect at the end of one (1) year guarantee period. Contractor shall notify immediately, in writing, any concerns related to maintenance practices.
11. All planting beds and tree saucers shall be mulched continuous with 3" depth shredded hardwood mulch, see planting details. All deciduous trees (shade / ornamental) that are not located in in a planting bed shall be mulched with a 3'-0" diameter circle. Evergreen trees and multi-stemmed ornamental trees shall be mulched to outer-most branches at the time of installation.
12. Planting edge delineation at all planting bed lines and tree saucers shall require a minimum 4" depth "vee" shaped cultivated, spaded edge with a vertical face abutting all lawn areas and sloped to inside of plant bed continuous between lawn and mulched areas as indicated on plan.
13. Contractor to install IDOT Class 1 seed mix for all general disturbed lawn areas as shown on plan, or Village approved equal. Seeded lawn mix to be a combination of bluegrass, perennial rye and red fescue with the suggested following analysis by weight: 30% rugby Kentucky bluegrass, 20% park Kentucky bluegrass, 20% creeping red fescue, 20% scalids hard fescue, and 10% perennial ryegrass. Seed to be applied at a rate of 250 lbs. per acre or 0.5 lbs. per 1,000 s.f..
14. Contractor to install IDOT Class 4B Wetland seed mix (or Tollway Class D1 Wetland seed mix), or other Village approved equal, in the detention pond bottoms up to the Normal Water Line (NWL) as shown and noted on landscape and civil plans. Seed mix to be a combination of wetland grasses, sedges, rushes, and annual ryegrass with the suggested following analysis by weight: 40% grasses, 30% rushes, 20% sedges, and 10% annual ryegrass. Seed to be applied at a rate of 46 lbs. per acre.
15. All seed shall be fresh, dry, new seed crop tested for purity and germination and mixed in proportions by weight. Seed weights specified indicate weights per acre in pure, live seed. Seed mixes to be blended by the vendor, and accompanied by a written affidavit certifying composition of seed mixtures and integrity of seed with respect to species, variety and source and shall be submitted for review by Landscape Architect and/or Owner prior to installation.
16. Seeding shall be performed by a qualified contractor with experience in turf, natural, and/or wetland seeding installation.
17. All seed shall be preferentially installed with a rangeland type grain drill or no-till planter, such as a Truax or equivalent. Prior to starting work, calibrate the seeding equipment to sow weeds at the proper seeding rate. Equipment shall be operated in a manner to ensure complete and uniform coverage of entire area. Drill-seed slopes greater than 5:1 parallel to contours, by drilling once at half the specified rate in one direction and again at half the specified weight perpendicular to the first to ensure even and complete coverage.
18. All seeded lawn areas shall be covered with straw mulch or erosion control netting, consisting of hand or machine application at a rate of 2 ton per acre within two (2) days of seed installation. All areas that are not on slopes greater than 5:1 and not covered with erosion control blanket shall be mulched. Straw mulch shall be compact enough to reduce erosion of seed and topsoil but loose enough to allow air to circulate. Mulch shall be crimped straw or hay either hand or machine applied at a rate of 200 lbs. per acre (2 ton per acre). Crimp mulch with a straight disc or a specialized roller pulled at right angles to the slopes. Hay, or threshed straw shall be seed free. Install per Method 1, Section 251, of the Standard Specifications for Road and Bridge Construction.
19. All sloped seeded areas, 5:1 or greater, shall be protected with erosion control slope blanket. Blanket to be machine produced, 100% biodegradable mat of agricultural straw or excelsior material with a functional longevity of twelve (12) months. Acceptable materials include S75BN straw blanket by North American Green, Curlex 1 Excelsior or AEC Premier straw type SS-G2 by American Excelsior Co., or approved equal.
20. All seeded turf areas shall be fertilized at installation with 6-20-20 analysis (or approved), at a rate of 6 lbs. per 1,000 s.f.. A second application of 21-7-14 (or approved) to be applied at rate of 6 lbs. per 1,000 s.f. after the first cutting. Acceptance and guarantee notes shall apply to all seeded areas.
21. Contractor shall assume maintenance responsibilites of seed for a minimum of thirty (30) days. Acceptance of grading and seed shall be by landscape architect and/or owner. Upon final acceptance, owner shall assume all maintenance responsibilities. After lawn areas have germinated, areas which fail to show a uniform stand of grass for any reason whatsoever shall be re-sodded or re-seeded repeatedly until all areas are covered with a satisfactory stand of grass. Minimum acceptance of seeded lawn areas may include scattered bare or dead spots, none of which are larger than one (1) square foot and when combined do not exceed 2% of total lawn area.
22. Existing trees as shown on plan are to remain and must be protected from construction activity during construction timeline and the Developer shall be fully responsible for the preservation and protection of those existing trees identifed on the approved tree survey.
23. Contractor shall ensure that all landscape plants shall be set back at least two (2) feet from the parking lot curbs or parking perimeter and field adjusted as necessary to protect plantings from damage of car overhang.



ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
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CHASE PLAZA
1160 W. LAKE COOK ROAD, BUFFALO GROVE, IL 60089

NOT FOR CONSTRUCTION

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ISSUANCE

10/15/2025 PERMIT SET

PROJECT NUMBER
95310005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

LANDSCAPE PLAN

L101

GENERAL NOTES

1. Unless noted otherwise on this page, all earthwork, grading and paving shall be performed in accordance with Standard Specifications for Road and Bridge Construction in Illinois, State of Illinois Department of Transportation, Current Edition, and all revisions and supplements thereto, the specifications contained in this project manual, and the requirements and specifications of the Village of Buffalo Grove. In case of conflict between the Standard Specifications and the project specific specifications in this manual, the specifications in the manual shall govern.
2. Unless noted otherwise on this page, all sanitary sewer, water main, and storm sewer shall be constructed in accordance with "Standard Specifications for Water and Sewer Main Construction" in Illinois latest edition and the Standard Specifications and Requirements of Lake County Public Works (Sanitary) and Village of Buffalo Grove Water Department (Water). The Contractor is responsible for familiarizing themselves with the local agency requirements.
3. The designs represented in these plans are in accordance with established practices of civil engineering for the design functions and uses intended by the owner at this time. Neither the engineer nor its personnel can or do warrant these designs or plans as constructed except in the specific cases where the engineer inspects and controls the physical construction on a contemporary basis at the site.
4. The contractor, by agreeing to perform the work, agrees to indemnify and hold harmless the owner, the engineer, the Village, and all agents and assigns of those parties, from all suits and claims arising out of the performance of said work, and further agrees to defend or otherwise pay all legal fees arising out of the defense of said parties.
5. In accordance with generally accepted construction practices, the contractor shall be solely and completely responsible for conditions of the job site, including safety of all persons and property during performance of the work. This requirement will apply continuously and not be limited to normal working hours. Any construction observation by the engineer of the contractor's performance is not intended to include review of the adequacy of the contractors safety measures, in, or near the construction site. The contractor is responsible for maintaining adequate signs, barricades, fencing, traffic control devices and measures, and all other measures that are necessary to protect the safety of the site at all times.
6. Maintain access for vehicular and pedestrian traffic as required for other construction activities. Use traffic control devices to include temporary striping, flagmen, barricades, warning signs, and warning lights shall be in accordance with current MUTCD and IDOT standards.
7. Contractor is responsible to provide secure storage for their own equipment. Designated storage locations will be identified for the contractor. Contractor will have the option of installing secure trailer or fenced yard.
8. All phases of the site work for this project shall meet or exceed industry standards and requirements set forth by the the owner's "Description of Work", the Village of Buffalo Grove, the State of Illinois, and this plan set.
9. The Village of Buffalo Grove must be notified at least two (2) working days prior to the commencement or resumption of any work.
10. The contractor shall coordinate all permit and inspection requirements with responsible local, state, and federal agencies. The contractor shall include the costs of this coordination and all inspection fees in the bid price.
11. All work performed by the contractor shall come with a warranty against defects in workmanship and materials. This warranty period shall run concurrent with the required warranty periods the owner must provide to each local government agency, as a condition of the permit, but shall not be less than 12 months from the date of final acceptance by Owner.
12. The contractor will be held solely responsible for and shall take precautions necessary to avoid property damage to adjacent properties during the construction of this project.
13. All structures, inlets, pipes, swales, roads and public egresses must be kept clean and free of dirt and debris at all times.
14. Any field tiles encountered during construction shall be recorded showing size, location, and depth by the contractor, and either reconnected and rerouted or connected to the storm sewer system. The owner shall be notified immediately upon encountering any tile.
15. The contractor shall field verify the elevations of the benchmarks prior to commencing work. The contractor shall also field verify the location and elevation of existing pipe inverts, curb or pavement where matching into existing work. The contractor shall field verify horizontal control by referencing property corners to known property lines. Notify the engineer of discrepancies in either vertical or horizontal control prior to proceeding.
16. All elevations are on USGS datum.
17. Parking areas designated as A.D.A. and all sidewalk shall be compliant with federal, state, and local A.D.A. requirements.
18. Detectable warning plates per Article 424.09 of the IDOT specifications shall be placed at all locations where sidewalk that is to be replaced intersects public roads and at locations indicated in this plan set.
19. The contractor shall verify the location of all utilities in the field prior to construction. This includes sanitary sewer, water main, storm sewer, General Telephone, Commonwealth Edison, Northern Illinois Gas and cable television, if any. The J.U.L.I.E. number is 1-800-892-0123.
20. Property corners shall be carefully protected until they have been referenced by a Professional Land Surveyor.
21. The contractor shall keep careful measurements and records of all construction and shall furnish the Engineer, the Owner and the Village with record drawings in a digital format compatible with AutoCAD Release 14 upon completion of their work.
22. Any excess dirt or materials shall be removed from the site at no cost to owner.
23. Notify the owner and Village of Buffalo Grove of any existing wells. Obtain permit form the Illinois Bureau of Minerals and the State Water Survey. Cap and abandon wells in accordance with local, state, and federal regulations.
24. Finish grade shall in all areas not specifically reserved for storm water management shall drain freely. No ponding shall occur. Tolerances to be observed will be measured to the nearest 0.04 of a foot for paved surfaces and 0.10 of a foot for unpaved areas.
25. The contractor shall utilize the owner's engineer, Arc Design Resources for construction layout services and shall contact Arc Design directly to negotiate required scope of services and fee. Contractor shall include all necessary construction layout in their bid. Contact Mr. Lee Sprecher at 815-484-4300 x238.

SANITARY SEWER NOTES

1. Sanitary Sewer shall be constructed in accordance with the following:
   A. "Standard Specifications for Water and Sewer Main Construction in Illinois" (Standard Specifications), Seventh Edition dated 2014 (and all revisions and supplements thereto).
   B. All applicable state and local plumbing codes.
   C. Additional details and requirements provided in the contract documents, including this plan set.
   Where criteria of the aforementioned specifications conflict, the more stringent criteria shall be implemented.
2. Contact all public and private utility companies 48 hours prior to any excavation. Cost of replacement or repair of existing utilities damaged as a result of the contractor's operation shall be the contractor's responsibility.
3. The contractor shall field verify the elevations of the benchmarks prior to commencing work. The contractor shall also field verify location, elevation and size of existing utilities, and verify floor, curb or pavement elevations where matching into existing work. The contractor shall field verify horizontal control by referencing shown coordinates to known property lines. Notify engineer of discrepancies in either vertical control prior to proceeding with work.
4. Refer to building plans for exact locations of new utility entries.
5. Install cleanouts and manholes in accordance with the standard details in this plan set and with the aforementioned standard specifications. The contractor shall adjust all cleanouts and manhole castings to final grade as defined in this plan set.
6. Cap ends of any conduits installed and mark ends.
7. All sanitary sewers under and within two feet of any existing or proposed pavement shall be backfilled with granular backfill material IDOT gradation FA-6 or approved equal (grade 8 or grade 9).
8. Sanitary sewer services shall be 6" watermain quality SDR 26 PVC in accordance with ASTM D2241, or solvent welded SCH. 40 PVC in accordance with ASTM D1785 and D2665. All services shall be sloped from the main at 1% minimum unless otherwise noted.
9. Sanitary mains shall be 8" SDR 26 PVC in accordance with ASTM D2241.
10. Joints for all sanitary sewer shall be solvent cemented joints in accordance with ASTM D2855 or flexible elastomeric seal in accordance with ASTM D3212.
11. All new sanitary manholes shall be vacuum tested in accordance with ASTM C1244.
12. Bedding class for flexible pipe shall be IA (CA-6 crushed stone in accordance with ASTM 2321-89. If trench bottom is wet, CA-7 shall be used.
13. Infiltration testing.
    A. It is the intent of this title to secure a sewer system with a minimum amount of infiltration. The maximum allowable infiltration shall not exceed two hundred gallons per inch of diameter of sewer per mile per twenty-four hour day at any time for any section of the system. The joints shall be tight and any joint with visible leakage or leakage in excess of the amount specified above shall be repaired at the contractor's expense.
    B. The repair must be of a permanent nature and of a quality equal to initial work which is constructed in conformance with the applicable specifications.
    C. Immediately after backfilling, the entire length of the sewer trench, including stubs, shall be inundated to normal ground water level or eighteen inches above the top of sewer pipe, whichever is higher. At that time, infiltration tests shall be made to determine compliance with the allowable infiltration criteria. To measure the amount of infiltration, the contractor shall furnish, install, and maintain a v-notch shape crested weir in a metal frame tightly secured at the lower end of each sewer test section as directed by the Village engineer or his / her authorized representative. The Village engineer or his / her authorized representative will check the infiltration by measuring the flow over such weirs. When infiltration is demonstrated to be within the allowable limits, the contractors shall remove such weirs.
14. Exfiltration testing:
    A. If during the construction of the sewer system the engineer determines that it is impractical to obtain a proper infiltration test, then a test for watertightness shall be made by bulkheading the sewer at the manhole at the lower end of the section under test and filling the sewer with water to eighteen inches above the top of the sewer in the manhole at the upper end of the section. Leakage will then be the measured amount of water added to maintain the above described level at a maximum allowable exfiltration rate of two hundred gallons per inch of diameter of sewer per mile per twenty-four hour day at any time for any section of the system.
15. Air testing:
    A. In lieu of infiltration or exfiltration testing, the Village engineer may permit air testing in accordance with ASTM C828.
16. Deflection testing for flexible conduit
    A. All sanitary sewer lines shall be deflection tested after 30 days following final backfill operations.
    B. If the deflection test is to be run using a rigid ball or mandrel, it shall have a diameter equal to 95% of the base diameter of the pipe as described in ASTM D3034. The test shall be performed without mechanical pulling devices.
    C. Wherever possible and practical, the testing shall initiate at the downstream lines and proceed towards the upstream lines.
    D. Maximum allowable pipe deflection is 5%. Where deflection is found to be in excess of 5% of the original pipe diameter, the contractor shall excavate to the point of excess deflection and carefully compact around the point excess deflection was found. The line shall then be retested for deflection. If after the initial testing the deflected pipe fail to return to the original size (inside diameter), the line shall be replaced at the contractor's expense.

EARTHWORK NOTES

1. Boring samples have been taken at the proposed construction site and a boring report has been supplied with the construction documents.
2. Unsuitable Materials:
   Assume that if unsuitable materials are encountered and the replacement of these materials is required, this situation shall be handled as follows:
   A. The site contractor shall notify the general contractor immediately. The project superintendent, prior to the undercutting being completed, shall approve any additional undercutting. The quantities shall be verified by the engineer as the additional removal is being completed.
   B. If approved by the engineer, these materials shall be removed and replaced with compacted granular materials and compacted in accordance to required standards. The cost of this work shall be an extra to the contract, with the cost being adjusted by change order.
   C. If the site contractor is furnishing any off site materials, a representative sample of such materials shall be furnished to the general contractor's approved testing agency to determine a proctor.
   D. These materials shall be placed as homogeneously as possible to facilitate accurate compaction and moisture testing.
3. Definition for materials
   A. "Organic material" is defined as material having an organic content in excess of 8% or as determined by the project owner's engineer.
   B. Topsoil shall be friable and loamy (loam, sandy loam, silt loam, sandy clay loam, or clay loam).
      B.1. Sand content shall generally be less than 70% by weight.
      B.2. Clay content shall generally be less than 35% by weight.
      B.3. Organic soils, such as peat or muck, shall not be used as topsoil.
   C. Topsoil shall be relatively free from large roots, weeds, brush, or stones larger than 25 mm (1 inch). At least 90% shall pass the 2.00 mm (no. 10) sieve.
   D. Topsoil ph shall be between 5.0 and 8.0. Topsoil organic content shall not be less than 1.5% by weight. Topsoil shall contain no substance that is potentially toxic to plant growth.
   E. "Existing on-site material within moisture content limits" is defined as material of such a quality that the specified compaction can be met without any additional work other than "densifying" with a roller. Scarification and drying of this material will not need to be done prior to compaction.
   F. "Existing on-site material NOT within moisture content limits" is defined as material with a high moisture content that can not meet specified compaction requirements without scarification and drying, chemical stabilization, etc. of this material prior to compaction.
   G. "Unsuitable material" is defined as any materials that:
      G.1. Cannot be utilized as "topsoil" (organic) for landscape areas.
      G.2. Cannot be utilized as "engineered fill" regardless of moisture content and / or does not structurally meet the standards of the project owner's engineer's recommendations for "engineered fill".
      G.3. Can be defined as natural materials or materials from "demolition" and / or excavated areas (i.e., materials that would not be suitable for "engineered fill").
   H. "Off-site material" is defined as any materials that are brought from any area not indicated on this plan set.
   I. "Trench backfill" shall be defined as any materials used for the purposes of backfilling any trench and / or any excavation requiring backfilling. Refer to "Standards for fill areas" to determine acceptable materials and procedures.
   J. The term "stripping" or "strip" as used herein shall be defined as the removal of all "organic materials" from a given area. The term "organic materials" is defined as material having an organic content over 8% based on ASTM D2974, or as defined by the owner's engineer.
4. Standards for cut areas:
   A. A "cut area" is defined as any area where "engineered fill" is not required to bring the site to design subgrade elevation. Instead, excavation or "cutting" is required to achieve design subgrade elevation ("engineered fill" being defined as any material being "offsite material").
   B. In "cut areas" the site contractor shall perform one of the following procedures at the discretion and in the presence of a representative of the owner's engineer and the project architect:
      B.1. For exposed building or parking lot subgrades consisting primarily of granular soils, the exposed subgrade should be compacted / densified by at least one (1) pass of a smooth-drummed vibratory roller having a minimum gross weight of 10 tons.
      B.2. For exposed building or parking lot subgrades consisting primarily of cohesive soils, the exposed subgrades should be proof-rolled with a fully-loaded six-wheel truck having a minimum gross weight of 25 tons. The maximum allowable deflection under the specified equipment shall be 1/2".
   C. In the event that adequate stability of granular soils subgrades cannot be achieved by the procedures as outlined in item 1 above, or that deflections greater than 1/2" are observed during the "proof rolling" of cohesive soils subgrades (as outlined in item 2 above) additional corrective measures will be required. These measures could include, but not necessarily be limited to, scarification, moisture conditioning, re-compaction, undercutting and replacement with engineered fill or crushed stone (with or without geotextiles), or chemical stabilization.
   D. It shall be considered as part of the scope of these documents (and thus part of this contractor's responsibility) to perform scarification and drying of the subgrade per Illinois Department of Transportation (IDOT) standards (scarify a 16" depth for 3 days). If this does not work then additional drying measures shall be an extra to the contract.
   E. Any proposed corrective measures by the contractor should be reviewed by the owner's engineer and the project architect. In the event that in the opinion of the owner's engineer and / or the project architect proof rolling is not a good indicator of the subgrade stability, an alternative method shall be specified by the owner's engineer and / or the project architect.
5. Standards for fill areas:
   A. A "fill" area is defined as any area where material is required to adjust the existing elevation to a proposed subgrade elevation (these areas require installation of "engineered fill" to achieve design subgrade elevation). "Engineered fill" material can be defined as either "granular soil" or "soil" that is either from the construction site or is "offsite material". Materials having their origin from the construction site is referred to as "borrow". The composition and the compaction standards of the engineered fill for this project will be specified by owner's engineer and the project architect.
   B. In "fill" areas, "borrow" materials are allowed to be utilized as engineered fill such that the site contractor compacts the "borrow" areas to the specified compaction.
6. Compaction standards (for engineered fill and back filled areas)
   A. Prior to placement of fill in areas below the design grade, the exposed subgrade should be observed by a representative of the owner's engineer to evaluate that adequate stripping has been performed. Additionally, the proof rolling or compacting procedures outlined in the "standards for cut areas" section of these notes should be performed. It is typical practice to proof roll (and densify if necessary) exposed subgrades prior to filling. If soft or unstable subgrades are observed, these areas should be stabilized or undercut. Minimum compaction standards are based upon a percentage of the fill or backfill material's maximum standard proctor dry density (ASTM D698). All engineered subgrades should meet the following minimum compaction:
      A.1. Areas under foundations bases:
         A.1.A. 95% standard proctor for all fill placed below foundation base elevation in the building area.
      A.2. Areas under floor slabs and above foundations/footing bases:
         A.2.A. 95% standard proctor for all fill placed more than 12 inches below final grade for support of floor slabs and above foundation base elevation in the building area.
         A.2.B. 95% standard proctor for fill placed in the upper 12 inches of design subgrade below slabs. The granular fill under the floor slab should be compacted to a minimum of 95% standard proctor.
      A.3. Areas under pavement sections:
         A.3.A. 95% standard proctor for all fill placed more than 12 inches below passenger car pavement sections and 95% standard proctor for the top 12 inches.
      A.4. Landscaped areas:
         A.4.A. 90% standard proctor for all fill placed in landscape areas. These areas should be brought to grade with "topsoil" to a depth of 12 inches in areas to be seeded, 6 inches in areas to be sodded, and 24 inches for all interior curbed landscape islands.
      A.5. Base course portion of pavement sections:
         A.5.A. 95% standard proctor for all base course materials that are part of a "pavement section".
   B. The option of utilizing the modified proctor (ASTM D1557) in lieu of the specified standard proctor (ASTM D698) shall be at the discretion of the general contractor, contingent upon written approval by the architect and owner's engineer.
   C. All backfill and fill materials shall be placed in lifts not greater than 8" in loose depth. Before compacting, moisten or aerate each layer as necessary to provide optimum moisture content. Compact each layer to required percentage of maximum density of the area.
7. Finish grading:
   A. The term "finish grading" as used herein shall be defined as that condition that areas not receiving a finish product such as parking areas, driveways, roadways, sidewalks, etc. Finish graded areas would generally be those areas receiving "landscaping" such as seed, sod, trees, bushes, mulch, etc.
   B. The site contractor is responsible for "finish grading" all areas within the perimeter of the "construction site". The definition of the "construction site" is the area encompassing all disturbed areas that were disturbed as a result of the construction process relating to the general contract of which this site contract was part of.

STORM SEWER NOTES

1. Storm sewer shall be constructed in accordance with the following:
   A. "Standard Specifications for Water and Sewer Main Construction in Illinois" (Standard Specifications), Seventh Edition dated 2014 (and all revisions and supplements thereto)
   B. Standards and requirements of Village of Buffalo Grove.
   C. Additional details and requirements provided in the contract documents, including this plan set.
   Where criteria of the aforementioned specifications conflict, the more stringent criteria shall be implemented.
2. All storm sewer pipe shall be reinforced concrete pipe unless otherwise specified in this plan set.
3. All storm sewer system elements shall conform to the following specifications:
   A. Storm pipe:
      A.1. Sump pump service connection and storm sewer extension (4" and 6"):
         A.1.a. ABS pipe shall be in accordance with ASTM D2751.
         A.1.b. SDR 35 PVC pipe shall be in accordance with ASTM D3034.
      A.2. Concrete sewer pipe (10" diameter and smaller) shall be Class III (minimum) in accordance with ASTM C14.
      A.3. Reinforced circular concrete pipe (12" diameter and larger) shall be Class III (minimum), wall B, in accordance with ASTM C76.
      A.4. Reinforced concrete arch culvert pipe shall be double-lined reinforced, Class III (minimum) in accordance with ASTM C506.
      A.5. Reinforced concrete elliptical culvert pipe shall be Class HE-III or VE-III (minimum) in accordance with ASTM C507.
      A.6. Underdrain pipe (4" and 6") shall be SDR 35 PVC pipe in accordance with ASTM D2729.
      A.7. Galvanized corrugated steel culvert pipe shall be type B, with a minimum wall thickness of 14 gauge per AASHTO M246 (shall only be used for culverts).
   B. Joints for storm pipe:
      B.1. ABS pipe joints shall be in accordance with ASTM D2235.
      B.2. PVC pipe joints shall be in accordance with ASTM 3121 (push-on type), except underdrain pipe, which shall have solvent welded joints.
   C. Casing Pipes.
      C.1. 1/4" thick steel in accordance with ASTM A252, grade 2, or ASTM A139, grade B, or approved equal having a minimum yield strength of 35,000 psi.
   D. Manholes and Catch Basins:
      D.1. Manholes and catch basins shall be precast reinforced concrete in accordance with ASTM C478.
      D.2. Manholes and catch basins shall be sized as follows:
         D.2.a. For sewers eighteen inches in diameter or less, manholes shall have a forty-eight inch inside diameter.
         D.2.b. For sewers twenty-one to thirty-six inches in diameter, manholes shall have a sixty inch inside diameter.
         D.2.c. For sewers greater than thirty-six inches in diameter, manholes shall have a seventy-two inch inside diameter or as specified in this plan set. ~~have an offset riser pipe of forty-eight inches inside diameter~~.
      D.3. Adjusting rings:
         D.3.a. No more than 2 precast concrete adjusting rings shall be allowed.
         D.3.b. Precast concrete adjusting rings shall have a maximum height of 6 inches.
      D.4. Pipe and Frame Seals:
         D.4.a. For pipe and frame seals, all pipe connection openings shall be made watertight with hydraulic cement. The hydraulic cement sealing pipe connections shall extend the full thickness of the structure wall. Hydraulic cement shall also be applied within the structure from the cone section, past all adjustment rings, to the frame.
      D.5. All bottom sections shall be monolithically precast including bases and invert flowlines.
   E. Inlets.
      a. Inlets shall be precast reinforced concrete in accordance with ASTM C478 and ASTM C443.
      b. Inlets shall have a twenty-four inch inside diameter and a maximum depth of four feet.
      c. Adjusting rings:
         c.1.a. No more than 2 precast concrete adjusting rings shall be allowed.
         c.a. Precast concrete adjusting rings shall have a maximum height of 6 inches.
      d. Only one pipe connection shall be allowed, and it shall be precast with resilient rubber watertight pipe to manhole sleeves or seals. External flexible watertight sleeves shall also extend from the manhole cone to the manhole frame.
      e. Bottom sections: All bottom sections shall be monolithically precast including bases and invert flowlines.
   F. Castings (Unless otherwise noted within the plans):
      F.1. Unless otherwise specified as a "closed lid", manhole frames and covers shall be as listed below. Close lid frame and covers shall be Neenah R-1916-C embossed "STORM SEWER".
         e.a. Manhole steps shall be Neenah R-1981-N.
      f. Six inch curb and gutter inlet shall be Neenah R-3278-A
      g. Yard inlets shall be Neenah R-4340-B.
      h. Parking lot inlets shall be Neenah R-2595-A.
   G. Crushed Granular Bedding shall be crushed gravel or crushed stone course aggregate in accordance with ASTM C33 (Size No. 67).
4. All end sections 24" and greater shall come equipped safety bars per IDOT detail Standard 542411.
5. Inspect pipe for defects and cracks before being lowered into the trench, piece by piece. Remove and replace defective, damaged or unsound pipe or pipe that has had its grade disturbed after laying. Protect open ends with a stopper to prevent earth or other material from entering the pipe during construction. Remove dirt, excess water, and other foreign materials from the interior of the pipe during the pipe laying progress.
6. Install pipe in accordance with manufacturer's written recommendations.
7. Commence installation at the lowest point for each segment of the route. Lay RCP with the groove or bell end up-stream.
8. Lay pipe to the required line and slope gradients with the necessary fittings, bends, manhole, risers and other appurtenances placed at the required location as noted on Drawings.
9. All storm sewers under and within two feet of any existing or proposed pavement shall be backfilled with granular backfill material IDOT gradation FA-6 or approved equal (Grade 8 or Grade 9).
10. Compact backfill to 98 percent of maximum density in accordance with ASTM D698, (or 95 percent of maximum density, in accordance with ASTM D1557) obtained at optimum moisture as determined by AASHTO T180.
11. Do not backfill trenches until required tests are performed and utility systems comply with and are accepted by applicable governing authorities.
12. Backfill trenches to contours and elevations shown on the drawings.

GENERAL PAVING NOTES

1. All pavement shall be constructed in accordance with the following:
   A. Concrete pavement shall be constructed in accordance with the Illinois Department of Transportation (IDOT) "Standard Specifications for Road and Bridge Construction" (Standard Specifications), latest edition, including all updates and standards thereto.
   B. Standards and requirements of Village of Buffalo Grove.
   C. Additional details and requirements provided in the contract documents, including this plan set.
2. All proposed pavement areas shall be stripped of all topsoil and unsuitable material and excavated or filled to within 0.10 feet of design subgrade.
3. The subgrade of pavement areas shall be free of all unsuitable material and shall be compacted to a minimum 95 per cent of Standard proctor density.
4. The subgrade shall be proof rolled, inspected and approved by the Village of Buffalo Grove prior to placing the base material. Notify the engineer at least 48 hours prior to finished subgrade preparation.
5. The earthwork contractor shall be responsible for removal of spoil material from the underground contractors, preparing the roadway subgrade, proof rolled, placing topsoil to a minimum depth of 4 inches to finished grade in the parkways areas only, grading of drainage swales, and all other tasks as directed by the owner or engineer.
6. The quantities contained in these documents are approximate and estimated, and are presented as a guide to the contractor in determining the scope of work. It is the Contractor's responsibility to determine all quantities and to become familiar with the site and soil conditions.
7. The paving Contractor is responsible for the final subgrade preparation, proof rolling, the pavement base, binder, and surface, and all final clean-up and related work associated with the paving operation.
8. The proposed pavement shall be of the type and thickness as specified in the engineering drawings, and constructed in strict conformance with the previously referenced IDOT standard specifications and Village of Buffalo Grove.
9. Areas of deficient paving, including compaction, smoothness, thickness, and asphalt mixture, shall be delineated, removed, and replaced in compliance with Specifications requirements unless corrected otherwise as directed and approved by the owner.
10. Field quality control tests specified herein will be conducted by the owner's Independent Testing Laboratory (ITL) at no cost to the contractor. Any testing and inspection resulting from the requirements of necessary permits by Village of Buffalo Grove or the State of Illinois shall be at the contractor's expense. The contractor shall perform additional testing as considered necessary by the contractor for assurance of quality control. Retesting required as a result of failed initial tests shall be at the contractor's expense.
    A. Field testing, frequency, and methods may vary as determined by and between the owner, the ITL and Village of Buffalo Grove.
    B. Testing shall be performed on finished surface of each asphalt concrete course for smoothness, using 10'-0" straightedge applied parallel with, and at right angles to centerline of paved area. The following tolerances in 10 ft shall not be exceeded: Base Course Surface: 1/4-inch, Wearing Course Surface: 1/8-inch.
    C. No ponding shall occur on paved surfaces.

PAVEMENT MARKING NOTES

1. Material description: a fast drying, high hiding marking paint for concrete, brick, and bituminous surface, suitable for painting centerlines and edgelines of highways, Village of Buffalo Grove crosswalks and stop zones, parking lots, traffic aisles, etc. Do not apply to in temperatures below 50 °F.

WATER UTILITY NOTES

1. Water mains and services shall be constructed in accordance with the following:
   A. "Standard Specifications for Water and Sewer Main Construction in Illinois" (Standard Specifications), Seventh Edition dated 2014 (and all revisions and supplements thereto).
   B. All applicable state and local plumbing codes.
   C. Additional details and requirements provided in the contract documents, including this plan set.
   D. Village of Buffalo Grove watermain codes.
   Where criteria of the aforementioned specifications conflict, the more stringent criteria shall be implemented.
2. Contact all public and private utility companies 48 hours prior to any excavation. Cost of replacement or repair of existing utilities damaged as a result of the contractor's operation shall be the contractor's responsibility.
3. All water main and service pipe greater than 2" in diameter shall be ductile iron pipe conforming to AWWA C151, class or thickness per AWWA C150, seal coated and / or cement line per AWWA C104, with mechanical or rubber ring (slip seal or push on) joints. Fittings shall comply with AWWA C110. Joints shall comply with AWWA C111.
4. The minimum cover for all water main and water service pipe is 6' from finished grade to top of pipe.
5. All water mains under and within two feet of any existing or proposed street pavement or curb shall be backfilled with IDOT approved granular backfill material.
6. Trench backfill shall be placed in lifts not to exceed 12" compacted to 95% of maximum Standard proctor density.
7. All valves shall be resilient gate Mueller model A-2361 or approved equal. All valves shall open left.
8. Water main separation from storm and sanitary sewer shall conform to section 41-2.01 of the Standard Specifications.
9. The water service pipe shall be type K copper tubing in accordance with ASTM B88 and ASTM 251 up to 2" in diameter.
10. All corporation stops and curb stops shall be fabricated of brass and shall be provided with outlets suitable for copper connections. The corporation stop, curb stop, and the service box shall be of type and manufacture acceptable to the Village of Buffalo Grove.
11. No object may be constructed, maintained or installed within 48 inches of a fire hydrant. No trees, bushes, poles, or other obstacles which may hide or impede the use of a fire hydrant will not be permitted.
12. Hydrants shall be painted in conformity to AWWA C502. The contractor shall verify color of paint with the Village of Buffalo Grove prior to procurement.
13. All fire hydrants shall comply with AWWA Standard C502 and Village of Buffalo Grove requirements. The contractor shall contact the Village of Buffalo Grove for specific requirements. All public hydrants shall have a "breakaway" design and shall be placed so that the center of the pumper nozzle is 18 to 24 inches above the ground line. A hole of 1/2 cubic yard volume shall be dug at each hydrant and filled with washed gravel to act as a drain for two (2) bronze lined outlets. Hydrants shall be Mueller Centurion model A-423 unless a different model is approved in advance by Village of Buffalo Grove.
14. Fire hydrants shall be placed at least 3 feet off the edge of pavement.
15. Connections to Existing Mains. All connections to the Village water distribution system shall be made under full water service pressure unless otherwise approved by the Village Engineer at locations approved by the Village Engineer.
16. Pressure Test.
    A. As part of the construction, the water mains shall be pressure tested in accordance with Section 41-2.12 of the Standard Specifications.
    B. All newly laid pipe shall be subjected to a hydrostatic pressure of 150 pounds per square inch. Duration of each pressure test shall be for a period of not less than two hours. Each valved section of pipe shall be filled with water and the specified test pressure shall be applied by means of a pump connected to the pipe.
    C. Before applying the specified test pressure, all air shall be expelled from the pipe. All leaks shall be repaired until tight. Any cracked or defective pipes, fittings, valves, or hydrants discovered in consequence of this pressure test shall be removed and replaced and the test repeated until satisfactory results are obtained.
15. All testing shall be done after the installation of service lines. Suitable means shall be provided for determining the quantity of water lost by leakage under the specified test pressure in accordance with Section 41-2.14C of the Standard Specifications.
16. Disinfection.
    A. Water from the existing distribution system or other source of supply shall be controlled so as to flow slowly into the newly laid pipeline during the application of chlorine gas. The rate of chlorine mixture flow shall be in such proportion to the rate of water entering the pipe that the chlorine dose applied to the water entering the newly laid pipe shall be at least forty to fifty ppm, or enough to meet the requirements during the retention period. This may require as much as one hundred ppm of chlorine in the water left in the line after chlorination.
    B. Valves shall be manipulated so that the strong chlorine solution in the line being treated will not flow back into the line supplying the water.
    C. Treated water shall be retained in the pipe long enough to destroy all spore-forming bacteria. This retention period shall be at least twenty-four hours. After the chlorine-treated water has been retained for the required time, the chlorine residual at the pipe extremities and at other representative points should be at least ten ppm.
    D. In the process of chlorinating newly laid pipe, all valves or other appurtenances shall be operated while the pipeline is filled with the chlorinating agent.
    E. All water mains and services shall be disinfected and tested according to the requirements of the Standards for Disinfecting Water Mains, AWWA C601. All disinfection shall be performed by an independent firm exhibiting experience in the methods and techniques of this operation, and shall be approved by the Village.
17. Final Flushing and Testing.
    A. Following chlorination, all treated water shall be thoroughly flushed from the newly laid pipeline at its extremities until the replacement water, throughout its length shall, upon test, be approved as safe water by the Village Engineer. This quality of water delivered by the new main should continue for a period of at least two full days as demonstrated by laboratory examination of samples taken from a tap located and installed in such a way as to prevent outside contamination. Samples should never be taken from an unsterilized hose or from a fire hydrant, because such samples seldom meet current bacteriological standards.
    B. After disinfecting and flushing, water samples shall be collected by the contractor on two successive days, with notice given, so that the collection may be witnessed by the Village. Bacteriological sampling and analysis of the samples shall be performed by a laboratory approved by the Illinois Department of Public Health and the Village. Should the initial treatment result in an unsatisfactory bacterial test, the procedure shall be repeated until satisfactory results are obtained. The contractor or developer shall pay for the sampling and analysis. Results of the analysis shall be transmitted by the laboratory directly to the Village Engineer. Test results shall indicate the date the sample was collected, the date the analysis was made, the exact locations at which samples were taken, the firm submitting the sample, and the project at which the samples were collected. Sufficient samples shall be collected in order to insure that the system is bacteriologically safe.
18. Any areas where solid rock is encountered when laying the water main, approved bedding material shall be used.

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CHASE PLAZA
1180 W. LAKE COOK ROAD, BUFFALO GROVE, IL, 60089

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ISSUANCE
10/15/2025 PERMIT SET

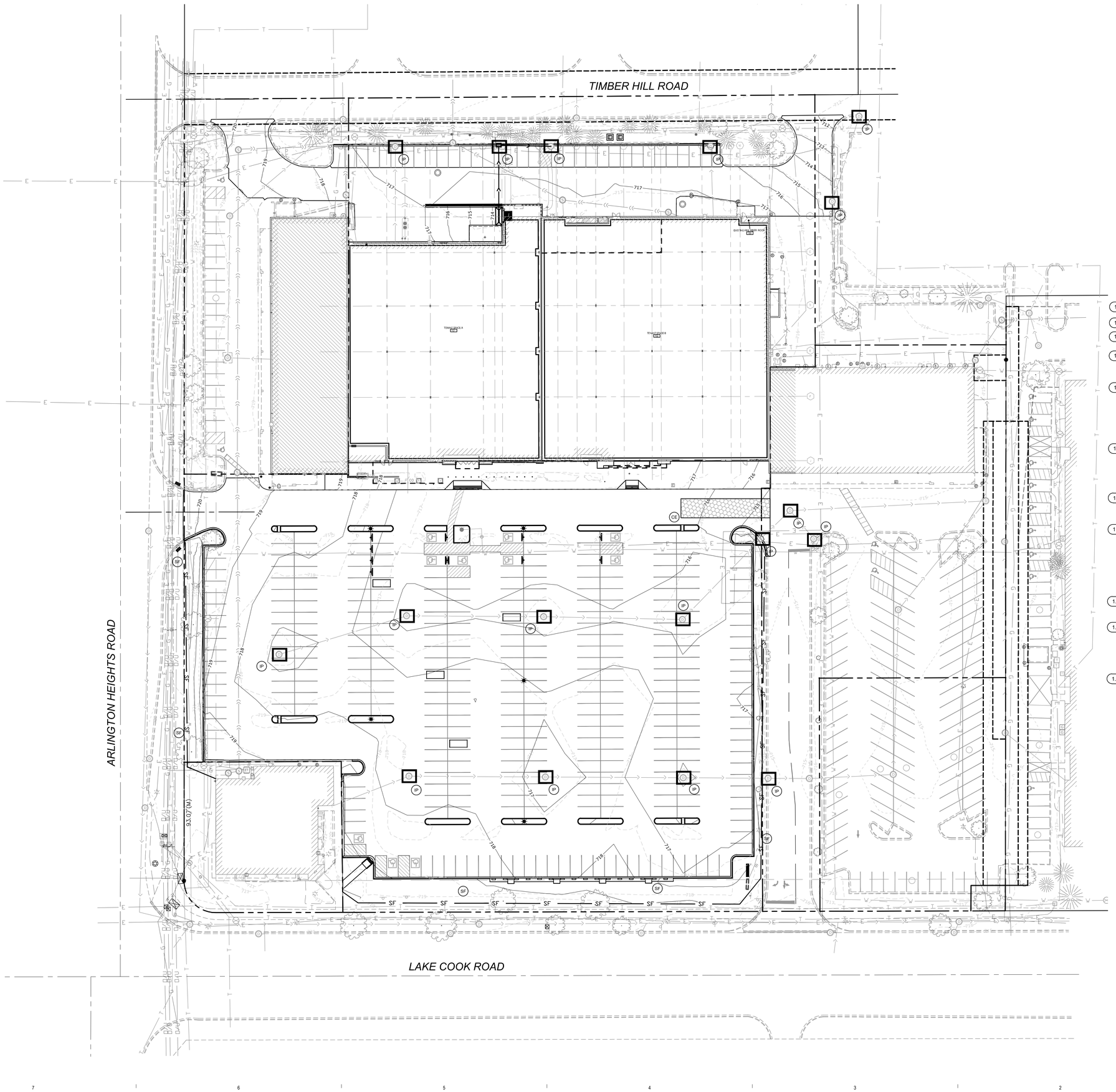
PROJECT NUMBER
9531005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

LICENSED PROFESSIONAL ENGINEER
MICHAEL J HEITING
062-075701
OF ILLINOIS
Expires 11-30-2027
Stamp applied for C101-C110

ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
Illinois Design Firm License No. 184-001334

ARC PROJECT: #25056

GENERAL NOTES
C101



LEGEND

SEE SITE PLAN SET FOR EXISTING SYMBOLS

- PROPERTY LINE
- LIMITS OF DISTURBANCE
- PERMANENT STORM SEWER FLOWING TO THE LEFT. SEE SITE DRAINAGE PLAN FOR PERMANENT STORM SEWER INFORMATION
- 800 — PROPOSED CONTOUR LINE
- 800 — EXISTING CONTOUR LINE
- PROPOSED CURB AND GUTTER
- PROPOSED CATCH BASIN OR MANHOLE
- DIRECTION OF OVERLAND FLOOD ROUTE
- DIRECTION OF OVERLAND FLOW AND SLOPE
- TURF AREA (SEE LANDSCAPING PLAN FOR TYPE)
- X.XX — SEE SPECIFIC KEY NOTE ON THIS SHEET

EROSION DETAILS (SEE SWPPP DETAILS SHEET FOR ITEMS BELOW)

- 1.01 CE — TEMPORARY STONE CONSTRUCTION EXIT
- 1.02 SF — SF — TEMPORARY SILT FENCE
- 1.03 IP — INLET PROTECTION PER STRUCTURE TYPE
- 1.04 OCP — OUTLET CONTROL PROTECTION
- CD — TEMPORARY CHECK DAM
- 1.05 BLS — SHORT TERM SLOPE EROSION CONTROL BLANKET

EROSION CONTROL REFERENCE NOTES

1.01 SEE CONSTRUCTION EXIT DETAIL IL-630 FROM THE ILLINOIS URBAN MANUAL (THIS DETAIL AND OTHERS CAN BE FOUND IN THE SWPPP BINDER FOR THIS SITE). THE CONSTRUCTION EXIT SHALL BE A MINIMUM OF 24' IN WIDTH AND 50' FEET IN LENGTH FROM EXISTING PAVED SURFACE. ALL CONSTRUCTION TRAFFIC MUST UTILIZE CONSTRUCTION EXITS PER DETAIL TO ACCESS THE PUBLIC ROAD. DURING CONSTRUCTION, THE CONSTRUCTION EXITS MAY BE SHIFTED AT THE CONTRACTOR'S DISCRETION TO FACILITATE GRADING OPERATION. EXIT MUST TERMINATE AT EXISTING PAVED SURFACE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ENSURING THAT THE RUNOFF FROM THE CONSTRUCTION EXIT IS DIRECTED BACK TOWARD THE SITE OR THAT THE RUNOFF IS CLEAR OF SEDIMENT.

1.02 THE CONTRACTOR MAY PERMANENTLY REMOVE ANY PORTION OF THE PERIMETER SILT FENCE AFTER ESTABLISHMENT OF FINAL GRADE AND/OR FINAL STABILIZATION RENDERS THE RESPECTIVE PORTION OF THE PERIMETER SILT FENCE UPSTREAM OF A DISTURBANCE AND/OR INEFFECTIVE AS A BEST MANAGEMENT PRACTICE. ANY SUCH REMOVAL SHALL BE NOTED ON THE SWPPP SITE MAPS ALONG WITH UPSTREAM STABILIZATION AND GRADING CONDITIONS.

1.03 NO STRUCTURE SHALL BE ALLOWED TO BE PROTECTED WITH ANY MEASURE OTHER THAN THOSE DETAILED IN THIS SWPPP SITE MAP FOR MORE THAN 48 HOURS OR IF RAIN IS IMMINENT. STRUCTURES THAT WILL NOT RECEIVE A CASTING WITHIN 48 HOURS OF INSTALLATION SHALL RECEIVE INLET PROTECTION. UPON INSTALLATION OF THE GRATE, INLET PROTECTION SHALL BE INSTALLED RESPECTIVE TO THE TYPE OF GRATE. STRUCTURES WITH CLOSED LIDS WILL NOT REQUIRE PROTECTION FOLLOWING INSTALLATION OF LID. CONTRACTOR SHALL NOTE TIME STRUCTURE INSTALLATION (AND PROTECTION INSTALLATION, INCLUDING TYPES OF PROTECTION) ARE EMPLOYED. WHENEVER PIPE INSTALLATION IS HALTED FOR MORE THAN 24 HOURS OR WHEN RAIN IS IMMINENT, THE OPEN END SHALL BE PROTECTED WITH A TEMPORARY BULK HEAD. A 3/4" SHEET OF PLYWOOD THAT EXTENDS 6" BEYOND THE OUTSIDE DIAMETER OF THE PIPE SHALL BE PLACED AGAINST THE EXPOSED PIPE END. GRAVEL SHALL BE PLACED AGAINST THE PLYWOOD IN SUFFICIENT QUANTITY SO AS TO ENSURE THE TIGHTEST POSSIBLE SEAL. THE TRENCH SHALL BE DEWATERED PRIOR TO REMOVING THE BULKHEAD.

1.04 OCP SHALL BE PLACED TO PROTECT THE UPSTREAM END OF THE PERMANENT OUTFALL PIPE PRIOR TO PIPE INSTALLATION. SEE PLAN FOR FINAL LOCATION AND TOP OF OCP ELEVATION. FOLLOWING BASIN SIDE SLOPE STABILIZATION, THE OCP SHALL BE REPLACED WITH THE PERMANENT RIPRAP PAD SPECIFIED ON THE SITE DRAINAGE PLAN.

1.05 SHORT TERM EROSION CONTROL FABRIC NAG SC150 SHALL BE APPLIED TO ALL SLOPES 4:1 OR STEEPER THAN 4:1 AFTER PERMANENT SEEDING. FOLLOW MANUFACTURER SPECIFICATIONS FOR INSTALLATION. CONTRACTOR SHALL NOTE ALL AREAS WHERE NAG SC150 HAS BEEN INSTALLED RELATIVE TO ASBUILT GRADES AND FURNISH THESE BOUNDARIES TO THE CIVIL ENGINEER UPON REQUEST. PERMANENT SEEDING SHOULD BE PLANTED AS SOON AS IT IS PRACTICAL TO ENSURE PROPER GERMINATION PRIOR TO TERMINATION OF PERMIT COVERAGE. THE CONTRACTOR SHALL PLANT PERMANENT SEEDING AS SPECIFIED ON THE LANDSCAPING PLAN AS SOON AS FINAL BASIN GRADES ARE ESTABLISHED AS SPECIFIED ON THE GRADING PLAN. SEE SITE LANDSCAPING PLAN FOR EXACT GROUND COVER TYPE AND LOCATION.

1.06 OFFSITE UTILITY TRENCHING SPOILS MUST BE TREATED AS STOCKPILES FOR SWPPP PURPOSES. BMP'S MUST PROTECT THE SIDE OF THE SPOIL STOCKPILE THAT IS FARTHEST AWAY FROM THE TRENCH. INTERMEDIATE BMP'S SHALL BE LOCATED IN THE FIELD TO PREVENT DOWNSTREAM SEDIMENT RUNOFF. NO MORE THAN 100 LF OF TRENCH MAY REMAIN OPEN AT ANY ONE TIME. CONTRACTOR IS RESPONSIBLE FOR RESTORING GRADE AND VEGETATION THROUGHOUT THE DISTURBED AREA. THE CONTRACTOR SHALL ENSURE THAT THE OFFSITE WORK ZONES POSE NO PUBLIC SAFETY HAZARDS.

SEQUENCE OF CONSTRUCTION

1. PLACE SWPPP BOX ON SITE. SWPPP BOX SHALL CONTAIN A COPY OF THE LETTER OF COVERAGE AND ILLINOIS GENERAL PERMIT. SWPPP BOX SHALL CONSIST OF LARGE MAILBOX WITH THE LETTERS "SWPPP" ON THE SIDES. MAILBOX SHALL BY SUPPORTED BY A 4"X4" POST IN A 5-GALLON BUCKET OF CONCRETE, TO ALLOW THE BOX TO BE PORTABLE AND REUSABLE.
2. PREPARE TEMPORARY PARKING AND STORAGE AREA. UPON IMPLEMENTATION AND INSTALLATION OF THE FOLLOWING AREAS:TRAILER, PARKING, LAY DOWN, PORTA-POTTY, WHEEL WASH, CONCRETE WASHOUT, MASONS AREA, FUEL AND MATERIAL STORAGE CONTAINERS, ETC., DENOTE THEM ON THE SITE MAPS IMMEDIATELY AND NOTE ANY CHANGES IN THE LOCATIONS AS THEY OCCUR THROUGHOUT THE CONSTRUCTION PROCESS.
3. CONSTRUCT THE SILT FENCES ON THE SITE. INSTALL INLET PROTECTION DEVICES IN EXISTING STRUCTURES.
4. TEMPORARILY SEED, THROUGHOUT CONSTRUCTION, DENUDED AREAS THAT WILL BE INACTIVE FOR 14 DAYS OR MORE.
5. INSTALL UTILITIES, UNDERDRAINS, AND STORM SEWERS. INSTALL INLET PROTECTION CONCURRENTLY.
6. PERMANENTLY STABILIZE AREAS TO BE VEGETATED AS THEY ARE BROUGHT TO FINAL GRADE.
7. PREPARE AREA OF SITE FOR PAVING FOR PARKING AREAS.
8. PAVE AREA OF SITE.
9. COMPLETE GRADING AND INSTALLATION OF PERMANENT STABILIZATION OVER ALL AREAS.
10. REMOVE ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES (ONLY IF SITE IS STABILIZED.)

N
0 30' 45' 60'

ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
Illinois Design Firm License No. 184-001334
ARC PROJECT: #25056

PROGRESSIVE ARCHITECTURE ENGINEERING & PLANNING BY, INC.
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1180 W. LAKE COOK ROAD, BUFFALO GROVE, IL 60089

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ISSUANCE

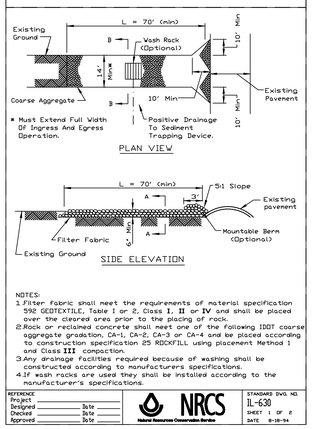
10/15/2025 PERMIT SET

PROJECT NUMBER
9531005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

SWPPP SITE MAP

C102

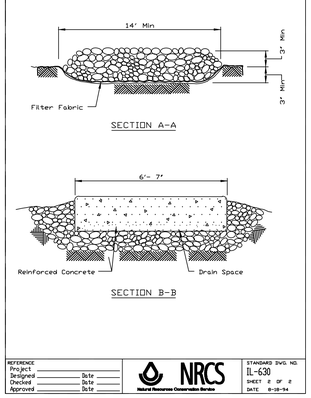
STABILIZED CONSTRUCTION ENTRANCE PLAN



NOTES:
1. Filter fabric shall meet the requirements of material specification 592 GEOTEXTILE, Table I or 2, Class **I**, **II** or **IV** and shall be placed over the cleared area prior to the placing of rock.
2. Rock or reclaimed concrete shall meet one of the following IDOT coarse aggregate gradation, CA-1, CA-2, CA-3 or CA-4 and be placed according to construction specification 25 ROCKFILL using placement Method 1 and Class **III** compaction.
3. Any drainage facilities required because of washing shall be constructed according to manufacturers specifications.
4. If wash racks are used they shall be installed according to the manufacturer's specifications.

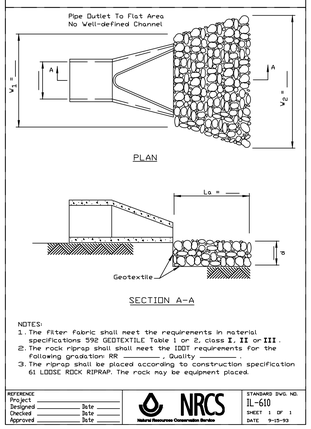
REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-630
Designed Date		SHEET 1 OF 2
Checked Date		DATE 8-18-94
Approved Date		

STABILIZED CONSTRUCTION ENTRANCE PLAN



REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-630
Designed Date		SHEET 2 OF 2
Checked Date		DATE 8-18-94
Approved Date		

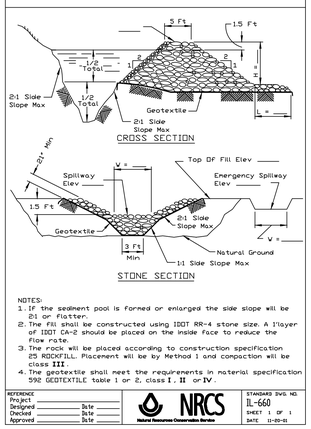
PIPE OUTLET TO FLAT AREA



NOTES:
1. The Filter fabric shall meet the requirements in material specifications 592 GEOTEXTILE Table I or 2, class **I**, **II** or **III**.
2. The rock riprap shall shall meet the IDOT requirements for the following gradation: RR _____, Quality _____
3. The riprap shall be placed according to construction specification 61 LOOSE ROCK RIPRAP. The rock may be equipment placed.

REFERENCE		STANDARD DWG. NO.
Project	NRCS Natural Resources Conservation Service	IL-610
Designed Date		SHEET 1 OF 1
Checked Date		DATE 9-15-93
Approved Date		

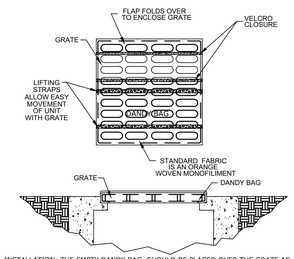
TEMPORARY SEDIMENT TRAP



NOTES:
1. If the sediment pool is formed or enlarged the side slope will be 2:1 or flatter.
2. The Fill shall be constructed using IDOT RR-4 stone size. A 1'layer of IDOT CA-2 should be placed on the inside face to reduce the flow rate.
3. The rock will be placed according to construction specification 25 ROCKFILL. Placement will be by Method 1 and compaction will be class **III**.
4. The geotextile shall meet the requirements in material specification 592 GEOTEXTILE table 1 or 2, class **I** , **II** or **IV** .

TEMP. DANDY PRODUCTS, INC. DANDY BAG

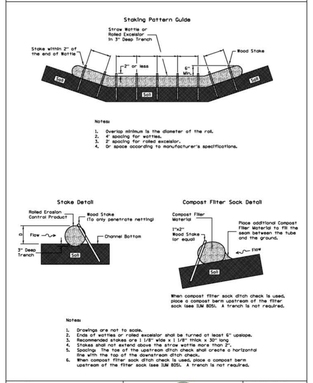
NOT TO SCALE



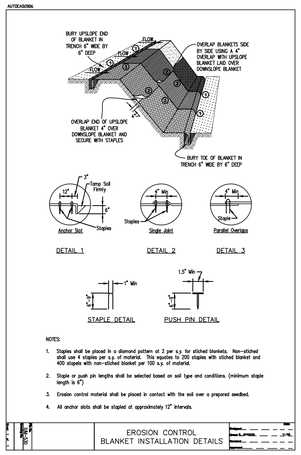
INSTALLATION: THE EMPTY DANDY BAG SHOULD BE PLACED OVER THE GRATE AS THE GRATE STANDS ON END. IF USING OPTIONAL OIL ABSORBENTS; PLACE ABSORBENT PILLOW IN POUCH, ON THE BOTTOM (BELOW-GRADE SIDE) OF THE UNIT. ATTACH ABSORBENT PILLOW TO TETHER LOOP. TUCK THE ENCLOSURE FLAP INSIDE TO COMPLETELY ENCLOSE THE GRATE. HOLDING THE LIFTING DEVICES (DO NOT RELY ON LIFTING DEVICES TO SUPPORT THE ENTIRE WEIGHT OF THE GRATE), PLACE THE GRATE INTO ITS FRAME.

MAINTENANCE: REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM SURFACE AND VICINITY OF UNIT AFTER EACH STORM EVENT. REMOVE SEDIMENT THAT HAS ACCUMULATED WITHIN THE CONTAINMENT AREA OF THE DANDY BAG AS NEEDED. IF USING OPTIONAL OIL ABSORBENTS; REMOVE AND REPLACE ABSORBENT PILLOW WHEN NEAR SATURATION.

ROLLED EROSION CONTROL PRODUCTS

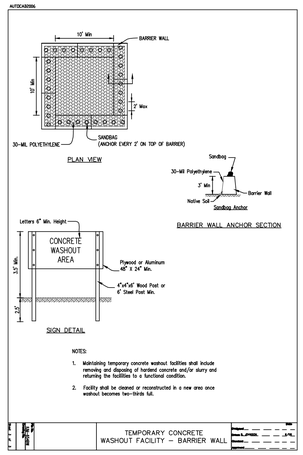


REFERENCE		STANDARD DWG. NO.
Project		IUM-514
Designed Date		SHEET 1 OF 1
Checked Date		DATE 8-19-11
Approved Date		



NOTES:
1. Staples shall be placed in a diamond pattern at 2 per s.y. for stitched blankets. Non-stitched shall use 4 staples per s.y. of material. This equates to 200 staples with stitched blanket and 400 staples with non-stitched blanket per 100 s.y. of material.
2. Staple or push pin lengths shall be selected based on soil type and conditions. (minimum staple length is 6")
3. Erosion control material shall be placed in contact with the soil over a prepared seedbed.
4. All anchor slots shall be stapled at approximately 12" intervals.

REFERENCE		STANDARD DWG. NO.
Project		
Designed Date	EROSION CONTROL BLANKET INSTALLATION DETAILS	
Checked Date		
Approved Date		

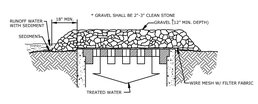


NOTES:
1. Maintaining temporary concrete washout facilities shall include removing and disposing of hardend concrete and/or slurry and returning the facilities to a functional condition.
2. Facility shall be cleared or reconstructed in a new area once washout becomes two-thirds full.

REFERENCE		STANDARD DWG. NO.
Project		
Designed Date	TEMPORARY CONCRETE WASHOUT FACILITY – BARRIER WALL	
Checked Date		
Approved Date		

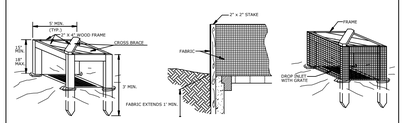
TEMP. GRAVEL AND WIRE MESH INLET SEDIMENT FILTER

NOT TO SCALE



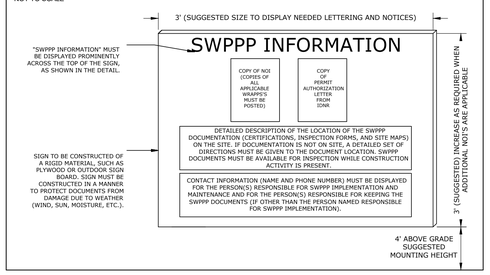
TEMP. SILT FENCE INLET PROTECTION

NOT TO SCALE



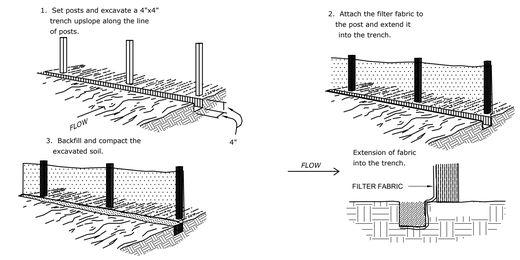
SWPPP INFORMATION SIGN (EXAMPLE)

NOT TO SCALE



TEMP. SILT FENCE (PERIMETER) DETAIL

NOT TO SCALE



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CHASE PLAZA
1160 W. LAKE COOK ROAD, BUFFALO GROVE, IL 60089

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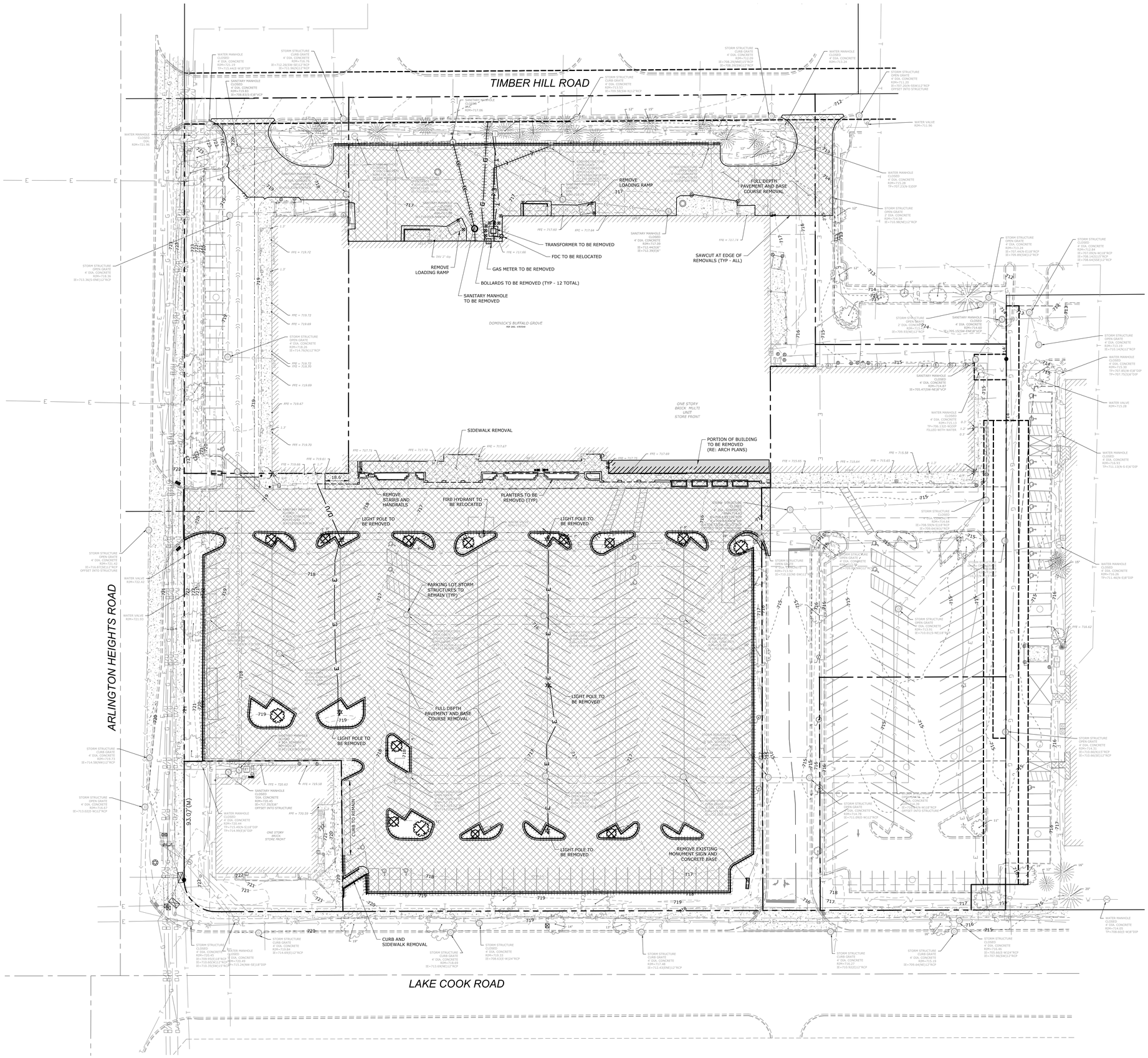
ISSUANCE
10/15/2025 PERMIT SET

PROJECT NUMBER
95310005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
Illinois Design Firm License No. 184-001334

ARC PROJECT: #25056

SWPPP DETAILS
C103



LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT LINE
- EXISTING CURB AND GUTTER
- REMOVE EXISTING CURB AND GUTTER
- EXISTING SANITARY SEWER TO REMAIN
- REMOVE EXISTING SANITARY SEWER
- EXISTING STORM SEWER TO REMAIN
- REMOVE EXISTING STORM SEWER
- EXISTING WATER TO REMAIN
- REMOVE EXISTING WATER
- EXISTING OVERHEAD UTILITIES TO REMAIN
- REMOVE EXISTING OVERHEAD UTILITIES
- EXISTING GAS MAIN TO REMAIN
- REMOVE EXISTING GAS MAIN
- EXISTING FENCE TO REMAIN
- REMOVE EXISTING FENCE
- EXISTING CONTOUR LINE
- REMOVE EXISTING PAVEMENT, CONCRETE SIDEWALKS OR FOUNDATIONS
- REMOVE EXISTING BUILDINGS AND APPURTENANCES
- (SVG) "SALVAGE"
- (TYP) "TYPICAL" FOR ALL SIMILAR ITEMS
- EXISTING WATER TO REMAIN
- REMOVE EXISTING WATER
- EXISTING SIGN TO REMAIN
- REMOVE EXISTING SIGN
- EXISTING GAS METER TO REMAIN
- REMOVE EXISTING GAS METER
- EXISTING ELECTRIC METER TO REMAIN
- REMOVE EXISTING ELECTRIC METER
- EXISTING STORM SEWER TO REMAIN
- REMOVE EXISTING STORM SEWER
- EXISTING SANITARY SEWER TO REMAIN
- REMOVE EXISTING SANITARY SEWER
- BENCHMARK
- EXISTING TRAFFIC SIGNAL MAST ARM
- EXISTING SIGNAL CONTROLLER
- EXISTING LIGHT POLE TO REMAIN
- REMOVE EXISTING LIGHT POLE
- REMOVE EXISTING SHRUBS
- REMOVE EXISTING TREE
- EXISTING TREE TO REMAIN

N
0 30' 45' 60'

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CHASE PLAZA
1160 W. LAKE COOK ROAD, BUFFALO GROVE, IL 60089

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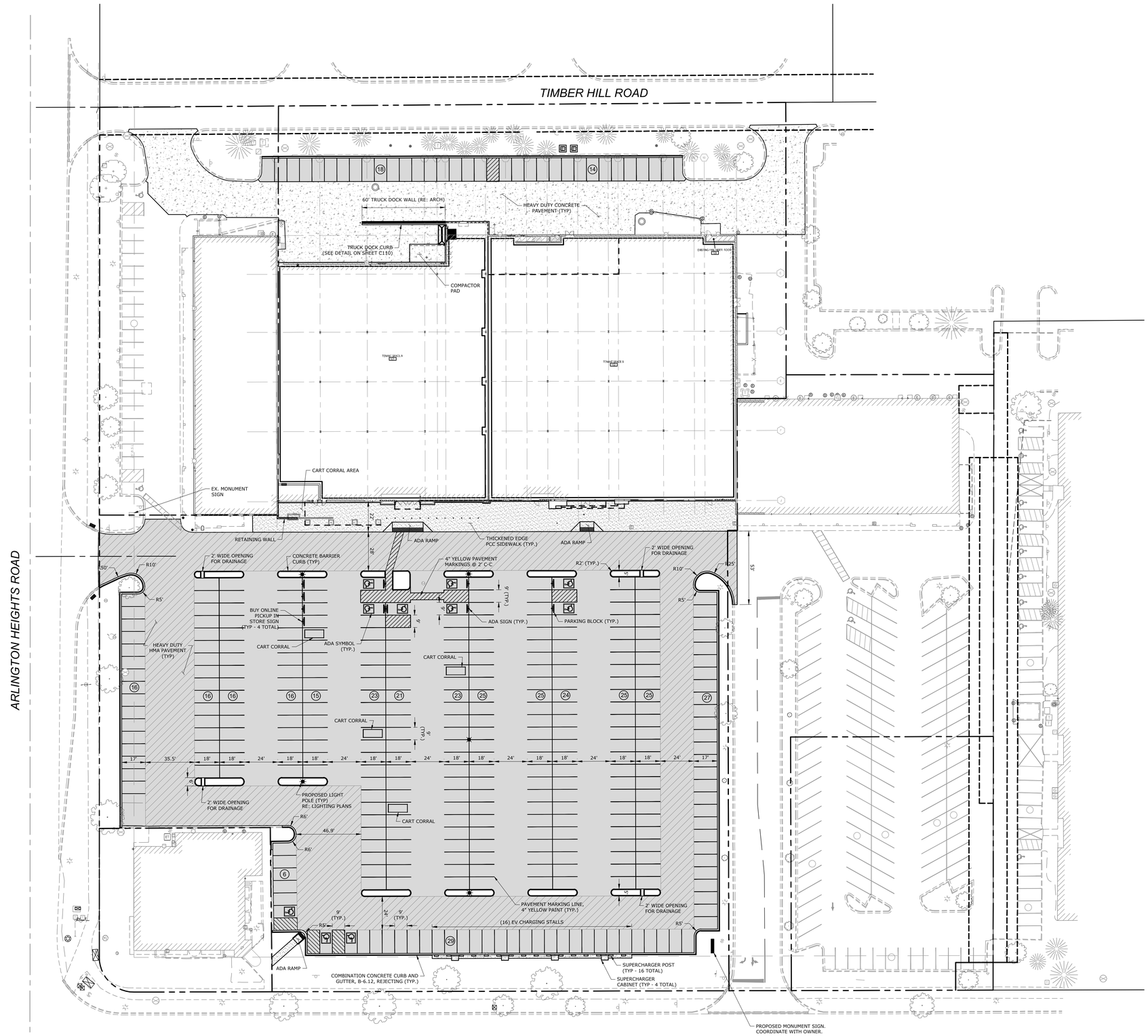
ISSUANCE

10/15/2025 PERMIT SET

PROJECT NUMBER
95310005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
Illinois Design Firm License No. 184-001334
ARC PROJECT: #25056

EXISTING CONDITIONS & REMOVALS PLAN
C104



LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- EXISTING EASEMENT LINE
- PROPOSED EASEMENT LINE
- EXISTING CURB AND GUTTER
- PROPOSED CURB AND GUTTER
- EXISTING FENCE
- LIGHT POLE AND FIXTURE
- PROPOSED ADA PARKING SPACE
- NUMBER OF PROPOSED PARKING SPACES IN A ROW
- PROPOSED PARKING STALLS
- PROPOSED CONCRETE SIDEWALK
- PROPOSED HEAVY DUTY CONCRETE PAVEMENT
- PROPOSED STANDARD DUTY ASPHALT PAVEMENT
- PROPOSED HEAVY DUTY ASPHALT PAVEMENT
- PROPOSED TURF AREA

LAYOUT NOTES

1. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION AND ELEVATION OF EXISTING PIPE INVERTS, FLOOR ELEVATIONS, CURB OR PAVEMENT WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL OR HORIZONTAL CONTROL PRIOR TO PROCEEDING WITH WORK.
2. REFER TO ARCHITECTURAL PLANS FOR EXACT BUILDING DIMENSIONS.
3. DIMENSIONS THAT LOCATE THE BUILDING ARE MEASURED TO THE OUTSIDE FACE OF THE BUILDING.
4. SIGN CONSTRUCTION AND PAVEMENT MARKINGS SHALL CONFORM TO THE REQUIREMENTS OF THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES, CURRENT EDITION.
5. ALL RADII ARE DIMENSIONED TO THE EDGE OF PAVEMENT.
6. SOME FIELD ADJUSTMENTS MAY BE NECESSARY AT POINTS WHERE PROPOSED PAVEMENT, CURB AND SIDEWALKS MEET EXISTING PAVEMENT, CURB AND SIDEWALKS. REVIEW ANY REQUIRED CHANGES WITH ENGINEER PRIOR TO CONSTRUCTION OF WORK.
7. ELECTRICAL CIRCUITRY TO SITE LIGHTING AND MONUMENT SIGN SHOWN ON ARCHITECTURAL PLANS.

364 PARKING STALLS PROVIDED
8 ADA STALLS REQUIRED
10 ADA STALLS PROVIDED

N
0 30' 45' 60'

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5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
Illinois Design Firm License No. 184-001334

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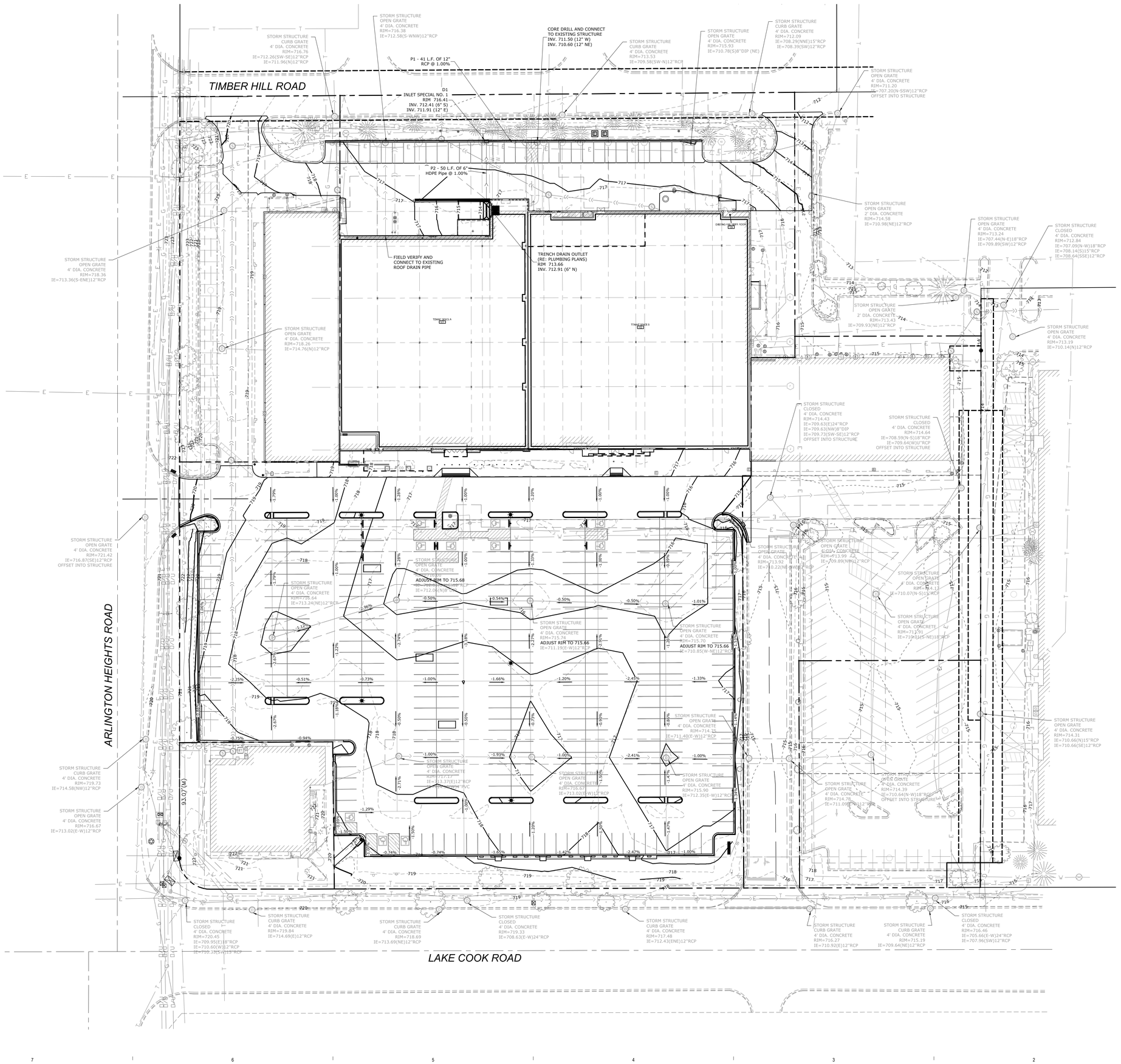
ISSUANCE

10/15/2025 PERMIT SET

PROJECT NUMBER
9531005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

LAYOUT PLAN

C105



LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED GRADE BREAK LINE
- 800 PROPOSED CONTOUR LINE
- 800 EXISTING CONTOUR LINE
- PROPOSED CATCH BASIN OR MANHOLE
- CO. PROPOSED CLEANOUT
- 1.6% DIRECTION OF SHEET FLOW
- BENCHMARK
- EMERGENCY OVERLAND FLOW ROUTE

GRADING NOTES

1. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION AND ELEVATION OF EXISTING PIPE INVERTS, FLOOR ELEVATIONS CURB OR PAVEMENT WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL OR VERTICAL CONTROL BY REFERENCING SHOWN COORDINATES OR ELEVATIONS TO HORIZONTAL OR VERTICAL CONTROL POINTS PRIOR TO PROCEEDING WITH WORK.
2. ALL UNSURFACED AREAS ARE TO RECEIVE FOUR INCHES OF TOPSOIL AND SODDED (OR SEEDED WHERE NOTED) AND WATERED UNTIL A HEALTHY STAND OF GRASS IS OBTAINED.
3. ALL STORM SEWER PIPE IS TO BE REINFORCED CONCRETE CULVERT PIPE CLASS IV UNLESS OTHERWISE NOTED. WHERE HDPE OR PVC PIPE IS LISTED AS ACCEPTABLE MATERIALS, PVC SDR 35, HDPE DOUBLE WALL (ADS N-12), OR PVC SCHEDULE 40 MAY BE USED AT THE CONTRACTOR'S DISCRETION.
4. THE MAXIMUM SLOPE RATIO ON CUT/FILL SLOPES IS 3.5 HORIZONTAL TO 1 VERTICAL.
5. PROPERTY CORNERS SHALL BE CAREFULLY PROTECTED UNTIL THEY HAVE BEEN REFERENCED BY A PROFESSIONAL LAND SURVEYOR. PROPERTY MONUMENTS DISTURBED BY THE CONTRACTOR'S OPERATION SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
6. CONTRACTOR SHALL SET ALL CLEANOUT, MANHOLE AND INLET CASTINGS, FIRE HYDRANTS AND VALVE BOXES TO FINISHED GRADE.
7. ALL PROPOSED PAVED AREAS SHALL BE STRIPPED OF ALL TOPSOIL AND UNSUITABLE MATERIAL AND EXCAVATED OR FILLED TO WITHIN 0.10 FEET OF DESIGN SUBGRADE.
8. THE EARTHWORK CONTRACTOR IS RESPONSIBLE FOR MAINTAINING POSITIVE DRAINAGE AT THE CONCLUSION OF EACH WORKING DAY.
9. ROOF AND CANOPY DRAIN SHALL INCORPORATE BOOT PER DETAIL. 6" PVC PIPE SHALL EXTEND TO A MAIN AS SHOWN ON THE PLAN. POSITIVE DRAINAGE SHALL BE MAINTAINED TOWARD MAIN AT 1.0% MINIMUM SLOPE. 6" PVC CONNECTION TO BE MADE WITH INSERT-A-TEE OR ENGINEER APPROVED EQUIVALENT BETWEEN DISSIMILAR MATERIALS.

0 30' 45' 60'

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5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
Illinois Design Firm License No. 184-001334
ARC PROJECT: #25056

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PROGRESSIVE COMPANIES
Charlotte, NC | Detroit, MI | Grand Rapids, MI
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CHASE PLAZA

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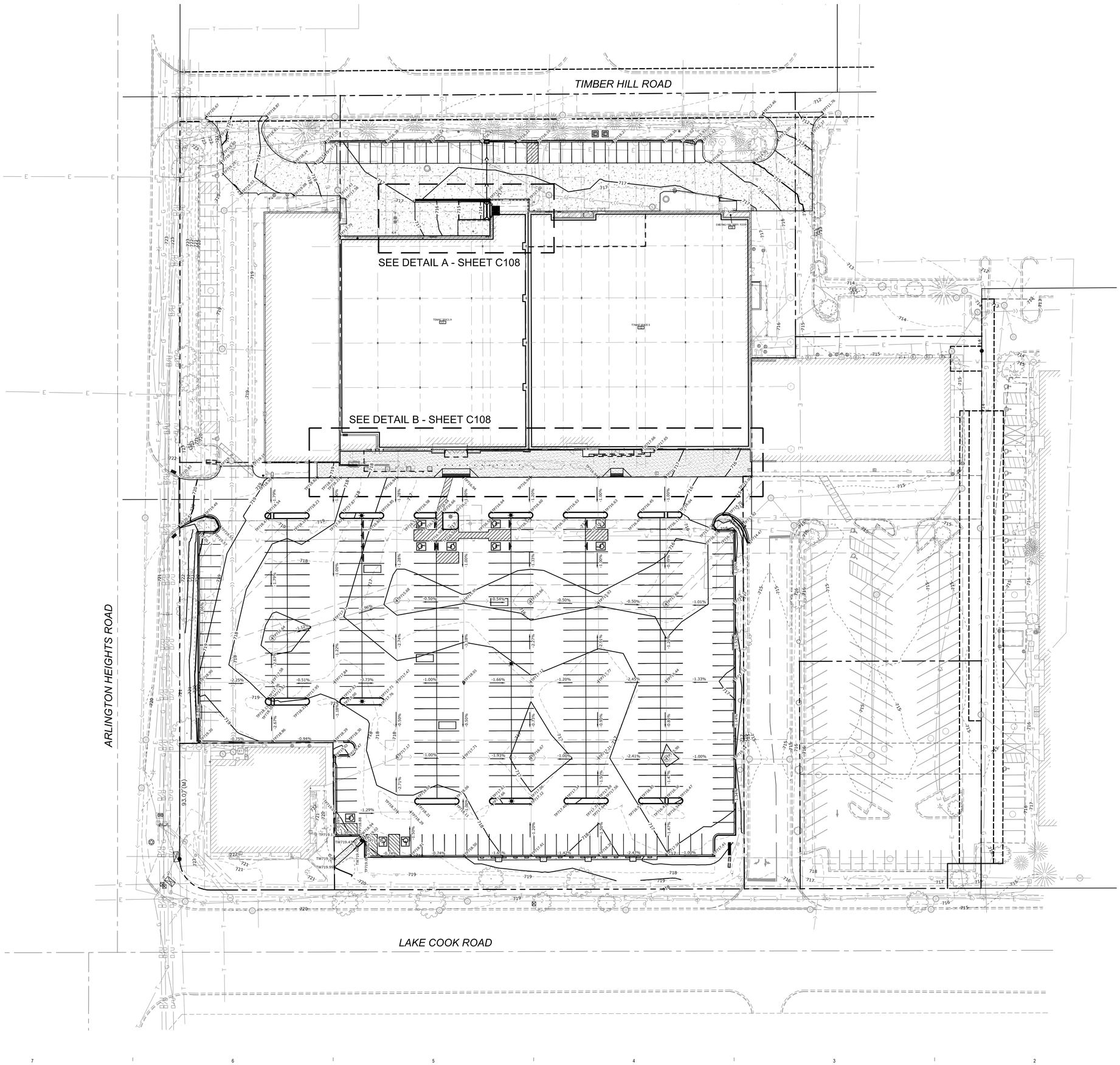
ISSUANCE

10/15/2025 PERMIT SET

PROJECT NUMBER
95310005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

GRADING & DRAINAGE PLAN

C106



LEGEND

- PROPERTY LINE
- LOT LINE
- EXISTING RIGHT-OF-WAY
- PROPOSED CURB AND GUTTER
- EXISTING CURB AND GUTTER
- PROPOSED STORM SEWER
- EXISTING STORM SEWER
- PROPOSED GRADE BREAK LINE
- 800 PROPOSED CONTOUR LINE
- 800 EXISTING CONTOUR LINE
- PROPOSED CATCH BASIN OR MANHOLE
- CO. PROPOSED CLEANOUT
- 1.6% DIRECTION OF SHEET FLOW
- TW000.00 TOP OF WALK ELEVATION
- TP000.00 TOP OF PAVEMENT ELEVATION
- FG000.00 FINISHED GRADE ELEVATION
- TOW000.00 TOP OF WALL ELEVATION
- BOW000.00 BOTTOM OF WALL ELEVATION
- BENCHMARK
- EMERGENCY OVERLAND FLOW ROUTE

N
0 30' 45' 60'

ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
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PROGRESSIVE ARCHITECTURE ENGINEERING & PLANNING, INC.
PROGRESSIVE COMPANIES
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CHASE PLAZA
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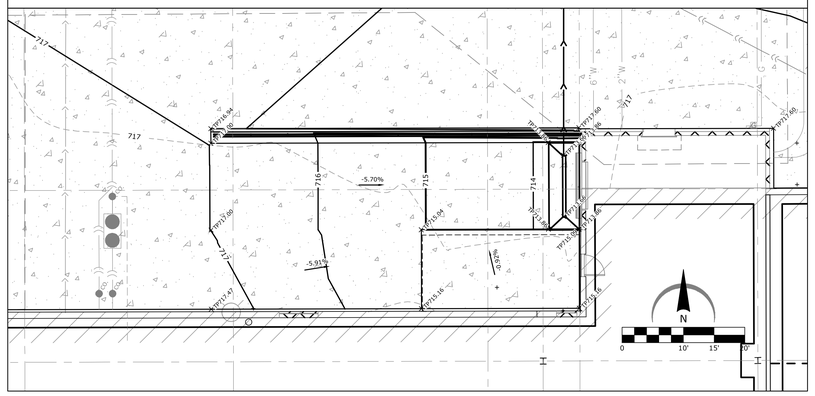
ISSUANCE
10/15/2025 PERMIT SET

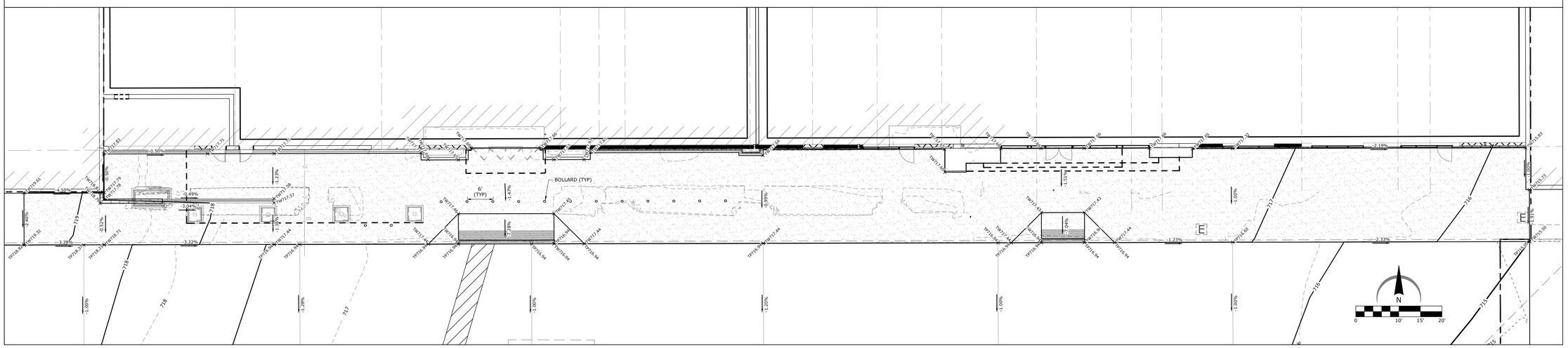
PROJECT NUMBER
05310005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

SPOT ELEVATION PLAN
C107

GRADING DETAIL A



GRADING DETAIL B



ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
www.arcdesign.com
Illinois Design Firm License No. 184-001334

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PROGRESSIVE COMPANIES
Charlotte, NC | Detroit, MI | Grand Rapids, MI
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CHASE PLAZA

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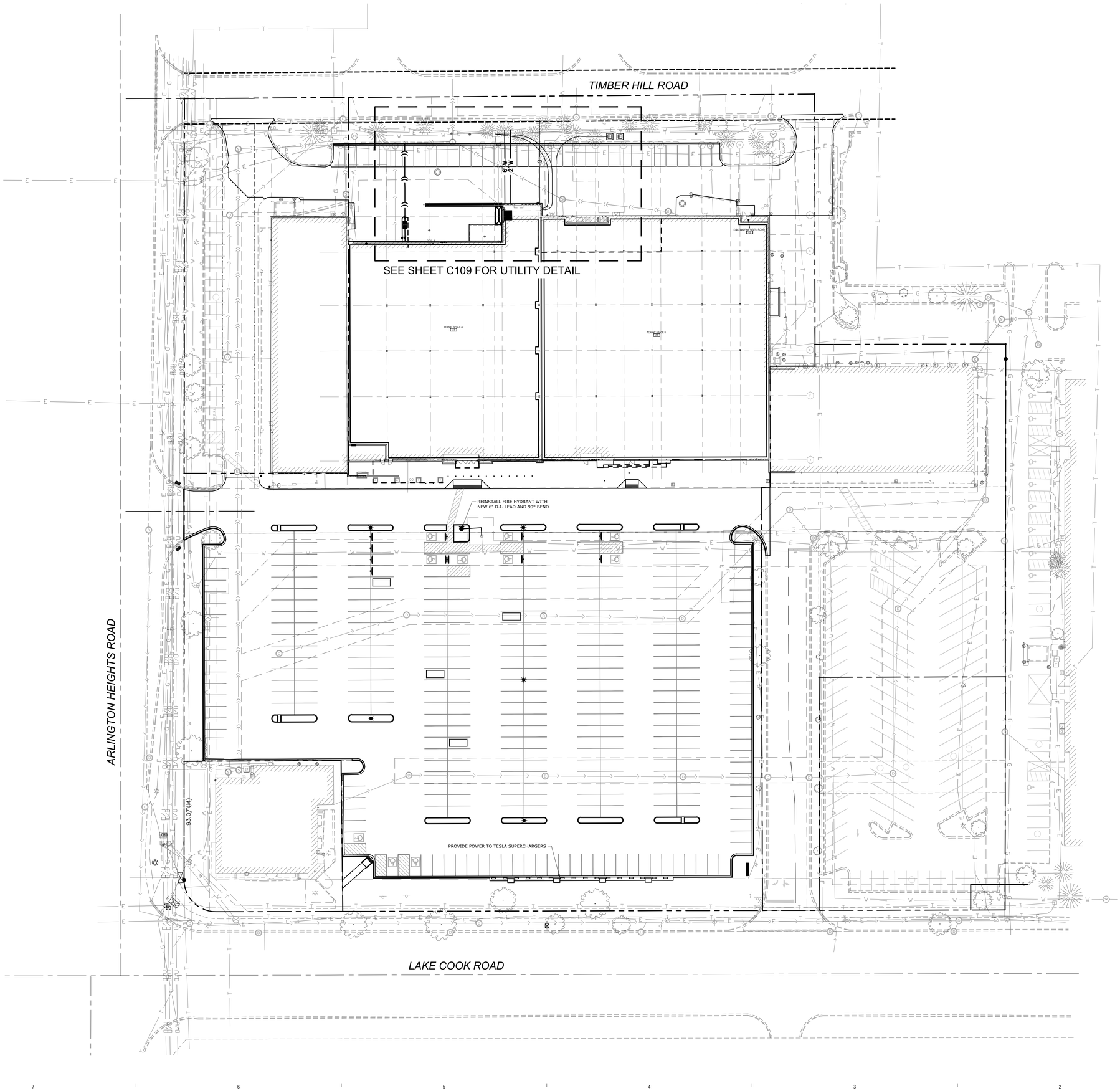
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

GRADING DETAILS

C108



LEGEND

- PROPERTY LINE
- EXISTING WATER MAIN
- PROPOSED WATER SERVICE
- EXISTING SANITARY SEWER
- PROPOSED SANITARY SEWER
- PROPOSED STORM SEWER
- EXISTING GAS MAIN
- PROPOSED GAS MAIN
- PROPOSED UNDERGROUND ELECTRIC SERVICE
- PROPOSED TELEPHONE SERVICE
- EXISTING OVERHEAD UTILITY LINES
- PROPOSED TRANSFORMER
- EXISTING FIRE HYDRANT ASSEMBLY
- EXISTING WATER VALVE
- PROPOSED WATER VALVE
- EXISTING MANHOLE OR CATCH BASIN
- PROPOSED SANITARY MANHOLE
- PROPOSED SANITARY CLEANOUT
- PROPOSED GREASE TRAP (SEE ARCH PLANS FOR DETAIL)
- EXISTING SANITARY MANHOLE
- EXISTING UTILITY POLE
- PROPOSED UTILITY POLE
- EXISTING LIGHT POLE
- LIGHT POLE AND FIXTURE

UTILITY NOTES

1. THE CONTRACTOR SHALL PROVIDE PROPER SAFETY DEVICES IN ACCORDANCE WITH OSHA STANDARDS FOR ALL STAFF WORKING IN OPEN TRENCH CONDITIONS. TRENCH BOXES AND OTHER SHORING SHALL BE REQUIRED FOR ALL TRENCH WORK, IN THE RIGHT-OF-WAY, AND ON PRIVATE PROPERTY, WHILE THE SITE IS UNDER CONSTRUCTION.
2. ALL PRIVATE WATER MAINS CONSTRUCTED ON THE PROPERTY ARE TO BE CONSTRUCTED WITH MATERIALS THAT FOLLOW THE STATE AND LOCAL REQUIREMENTS. THE CONTRACTOR IS RESPONSIBLE FOR FAMILIARIZING HIMSELF WITH ALL REQUIREMENTS FOR PIPE MATERIAL AND OTHER WATER MAIN APPURTENANCES PRIOR TO THE START OF CONSTRUCTION.
3. EXISTING UTILITY INFORMATION IS SHOWN FROM SURVEY WORK BY OTHERS, FIELD OBSERVATIONS, AVAILABLE PUBLIC RECORDS AND AS-BUILT DRAWINGS. EXACT LOCATIONS AND ELEVATIONS OF UTILITIES SHALL BE DETERMINED PRIOR TO INSTALLING NEW WORK. EXCAVATE TEST PITS AS REQUIRED.
4. CONTACT ALL PUBLIC AND PRIVATE UTILITY COMPANIES 48 HOURS PRIOR TO ANY EXCAVATION. COST OF REPLACEMENT OR REPAIR OF EXISTING UTILITIES DAMAGED AS A RESULT OF THE CONTRACTOR'S OPERATION SHALL BE THE CONTRACTOR'S RESPONSIBILITY.
5. THE CONTRACTOR SHALL FIELD VERIFY THE ELEVATIONS OF THE BENCHMARKS PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL ALSO FIELD VERIFY LOCATION, ELEVATION AND SIZE OF EXISTING UTILITIES, AND VERIFY FLOOR, CURB OR PAVEMENT ELEVATIONS WHERE MATCHING INTO EXISTING WORK. THE CONTRACTOR SHALL FIELD VERIFY HORIZONTAL CONTROL BY REFERENCING SHOWN COORDINATES TO KNOWN PROPERTY LINES. NOTIFY ENGINEER OF DISCREPANCIES IN EITHER VERTICAL CONTROL PRIOR TO PROCEEDING WITH WORK.
6. REFER TO BUILDING PLANS FOR EXACT LOCATIONS OF NEW UTILITY ENTRIES.
7. CONTRACTOR SHALL SET ALL CLEANOUT, CASTINGS, AND VALVE BOXES TO FINISHED GRADE.

N

0 30' 45' 60'

ARC DESIGN RESOURCES INC.
5291 ZENITH PARKWAY
LOVES PARK, IL 61111
VOICE: (815) 484-4300
FAX: (815) 484-4303
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Illinois Design Firm License No. 184-001334

ARC PROJECT: #25056

PROGRESSIVE ARCHITECTURE ENGINEERING & PLANNING BY, INC.
PROGRESSIVE COMPANIES
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SHOREWOOD DEVELOPMENT GROUP

CHASE PLAZA

1160 W. LAKE COOK ROAD, BUFFALO GROVE, IL 60089

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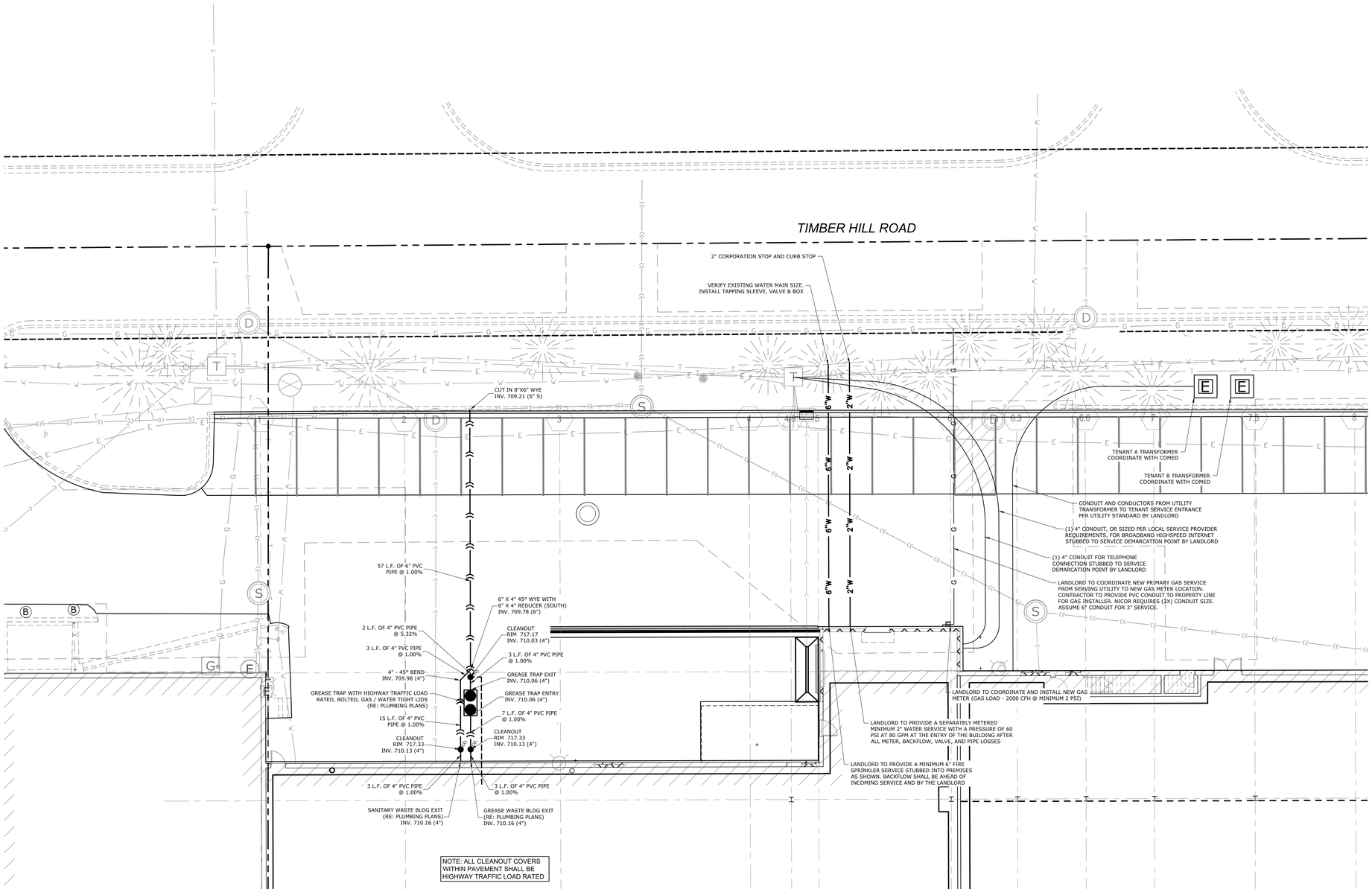
ISSUANCE

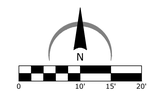
10/15/2025 PERMIT SET

PROJECT NUMBER
95310005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

UTILITY PLAN

C109





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VOICE: (815) 484-4300
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PROGRESSIVE COMPANIES
Charlotte, NC | Detroit, MI | Grand Rapids, MI
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CHASE PLAZA

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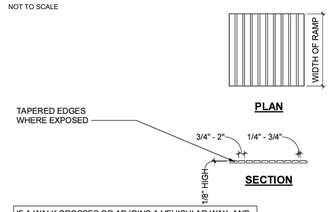
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

UTILITY PLAN DETAILS

C110

DETECTABLE WARNING DETAIL

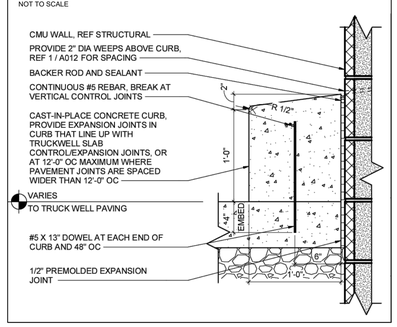
NOT TO SCALE



IF A WALK CROSSES OR ADJOINS A VEHICULAR WAY, AND THE WALKING SURFACES ARE NOT SEPARATED BY CURBS, RAILINGS, OR OTHER ELEMENTS BETWEEN THE PEDESTRIAN AREAS AND THE VEHICULAR AREAS, THE BOUNDARY BETWEEN THE AREAS SHALL BE DEFINED BY A CONTINUOUS DETECTABLE WARNING WHICH IS 36" WIDE

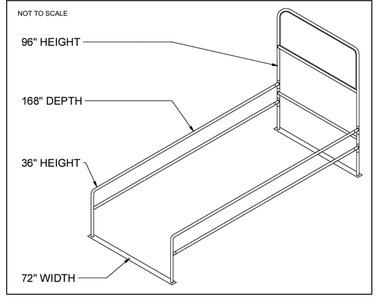
TRUCKWELL CONCRETE CURB DETAIL

NOT TO SCALE



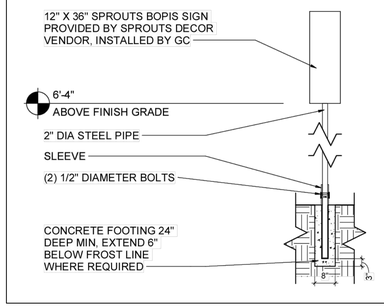
CART CORRAL DETAIL

NOT TO SCALE



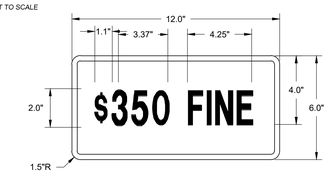
BUY ONLINE PICK UP IN STORE SIGN DETAIL

NOT TO SCALE

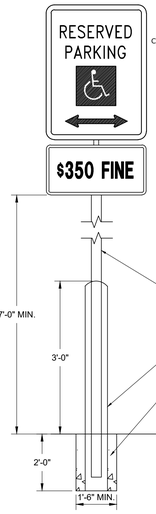


BOLLARD AND HANDICAPPED PARKING SIGN DETAIL

NOT TO SCALE



COLOR: LEGEND AND BORDER; GREEN NON-REFLECTORIZED BACKGROUND; WHITE REFLECTORIZED



COLOR: TEXT, ARROW, AND BORDER; GREEN WHITE SYMBOL ON BLUE BACKGROUND BACKGROUND WHITE

18" X 12" 18 GA. STEEL BAKED ENAMEL INTERNATIONAL HANDICAP SYMBOL MANUFACTURED IN ACCORDANCE WITH MUTCD R7-8

REFER TO DETAIL

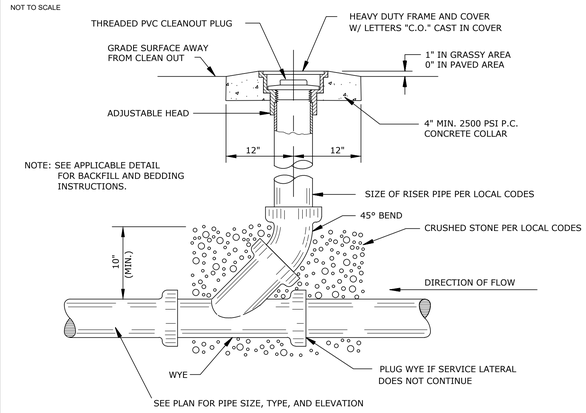
U-CHANNEL SIGN POST

4" STEEL BOLLARD FILLED WITH CONCRETE PAINTED YELLOW (NOTE: NO BOLLARD REQUIRED IF SIGN POST IS IN GRASS AREA)

CONCRETE SURROUND AROUND PIPE COLUMN

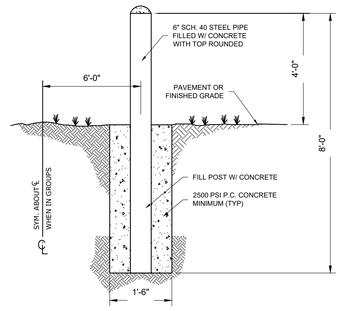
SANITARY CLEANOUT DETAIL

NOT TO SCALE



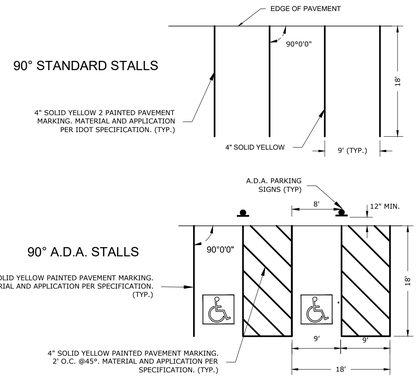
BOLLARD DETAIL

NOT TO SCALE



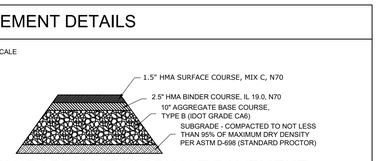
TYPICAL 90 DEGREE PARKING STRIPING DETAILS

NOT TO SCALE

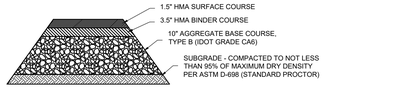


PAVEMENT DETAILS

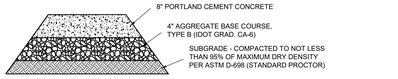
NOT TO SCALE



STANDARD DUTY ASPHALT PAVEMENT



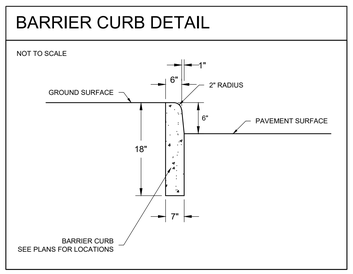
HEAVY DUTY ASPHALT PAVEMENT



HEAVY DUTY CONCRETE PAVEMENT

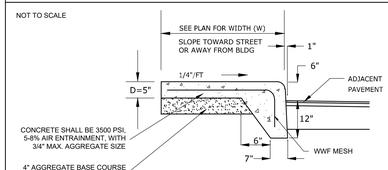
BARRIER CURB DETAIL

NOT TO SCALE



THICKENED EDGE SIDEWALK DETAIL

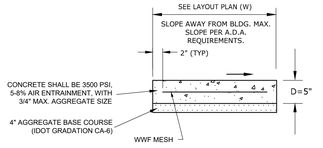
NOT TO SCALE



1. TOOLED JOINTS SHALL BE 1/4 D AND SHALL BE SPACED EQUAL TO W (MAX) AND SHALL DIVIDE PANELS EQUALLY.
2. EXPANSION JOINTS SHALL BE 3/4" BITUMINOUS IMPREGNATED FIBERBOARD ALONG THE PERIMETER OF THE SIDEWALK PANEL WERE PROPOSED SIDEWALK IS FLUSH WITH ADJACENT EXISTING CONCRETE.
3. SIDEWALK RAMPS AT DRIVES SHALL BE BUILT ACCORDING TO IDOT STANDARDS
4. WWF MESH SHALL BE 6 X 6 -10/10 CONTINUOUS WELDED WIRE
5. USE LIGHT BARN BROOM FINISH WITH 4" RETOOLED JOINTS AND EDGES.

CONCRETE SIDEWALK DETAIL

NOT TO SCALE



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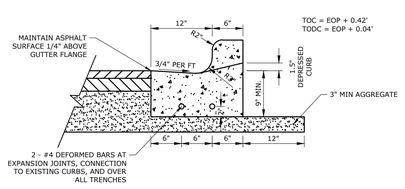
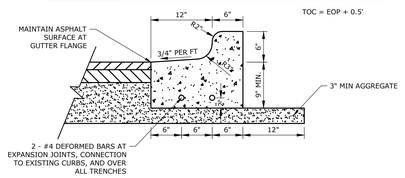
4. WWF MESH SHALL BE 6 X 6 -10/10 CONTINUOUS WELDED WIRE
5. USE LIGHT BARN BROOM FINISH WITH 4" RETOOLED JOINTS AND EDGES.

CONCRETE CURB & GUTTER DETAIL

NOT TO SCALE



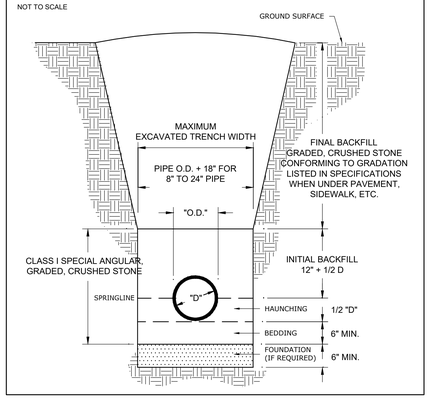
B-6.12 SECTION



B-6.12 SECTION (REJECTING)

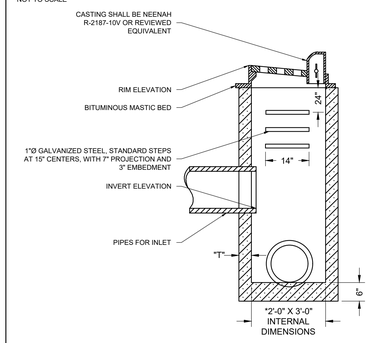
PIPE EMBEDMENT DETAIL

NOT TO SCALE



INLET SPECIAL NO. 1 DETAIL

NOT TO SCALE



MATERIALS	"T"
PRECAST CONCRETE	6"
BUILDING BRICK, GRADE S.W. FROM CLAY OR SHALE	8"
MONOLITHIC CONCRETE	6"
CONCRETE BUILDING BRICK, GRADE A	8"

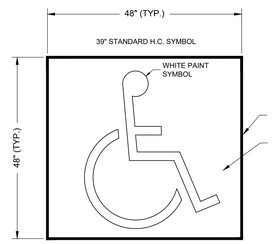
NOTE:

1. EXCEPT AS NOTED HEREON, INLET SPECIAL NO. 1 SHALL BE CONSTRUCTED IN ACCORDANCE WITH SECTION 612 OF THE STANDARD SPECIFICATIONS.
2. THE CONTRACT PRICE FOR "INLET SPECIAL NO. 1" SHALL INCLUDE THE COST OF FURNISHING AND INSTALLING THE FRAME & GRATE, THE GALVANIZED STEEL STEPS (IF USED), THE PRECAST FLOOR SLABS, AND THE SAND CUSHION (WHEN USED).
3. BRICKS AND CONC. MASONRY UNITS (IF USED) ARE TO BE LAID IN FULL MORTAR BEDS WITH FLUSH JOINTS.
4. CAST IRON FRAME & GRATE SHALL BE TRAFFIC BEARING, HEAVY DUTY.
5. STEPS SHALL BE OMITTED WHEN DEPTH FROM RIM TO INVERT IS LESS THAN 5 FEET.

*2'-0" DIMENSION NORMAL TO CURB LINE

ADA PAVEMENT MARKING DETAIL

NOT TO SCALE



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SHOREWOOD DEVELOPMENT GROUP

CHASE PLAZA

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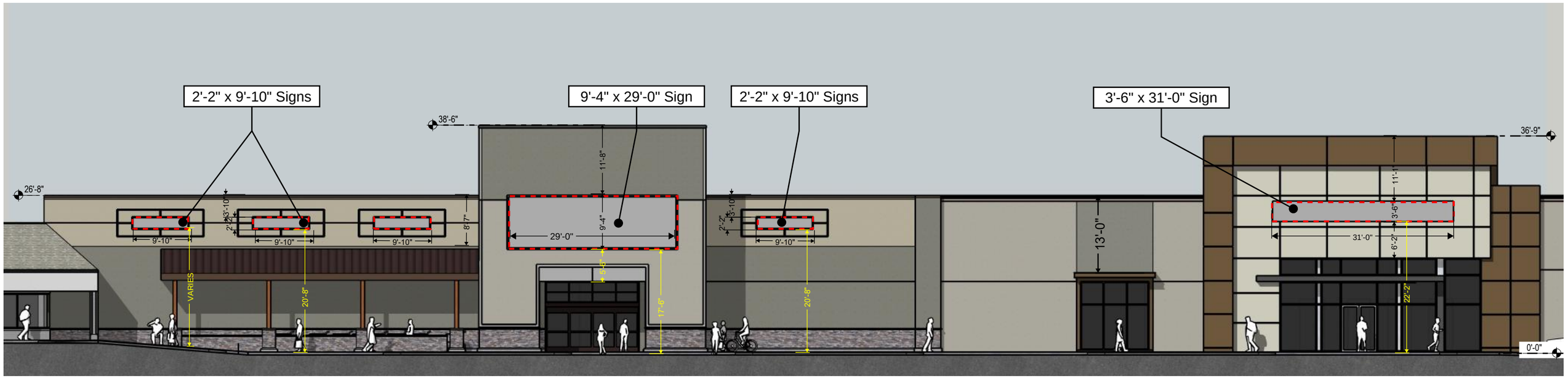
ISSUANCE

10/15/2025 PERMIT SET

PROJECT NUMBER
9531005
PROJECT MANAGER
S. CHOVAN
PROFESSIONAL
J. LINKENHELD
DRAWN BY
M. HEITING
CHECKED BY
J. LINKENHELD

SITE DETAILS

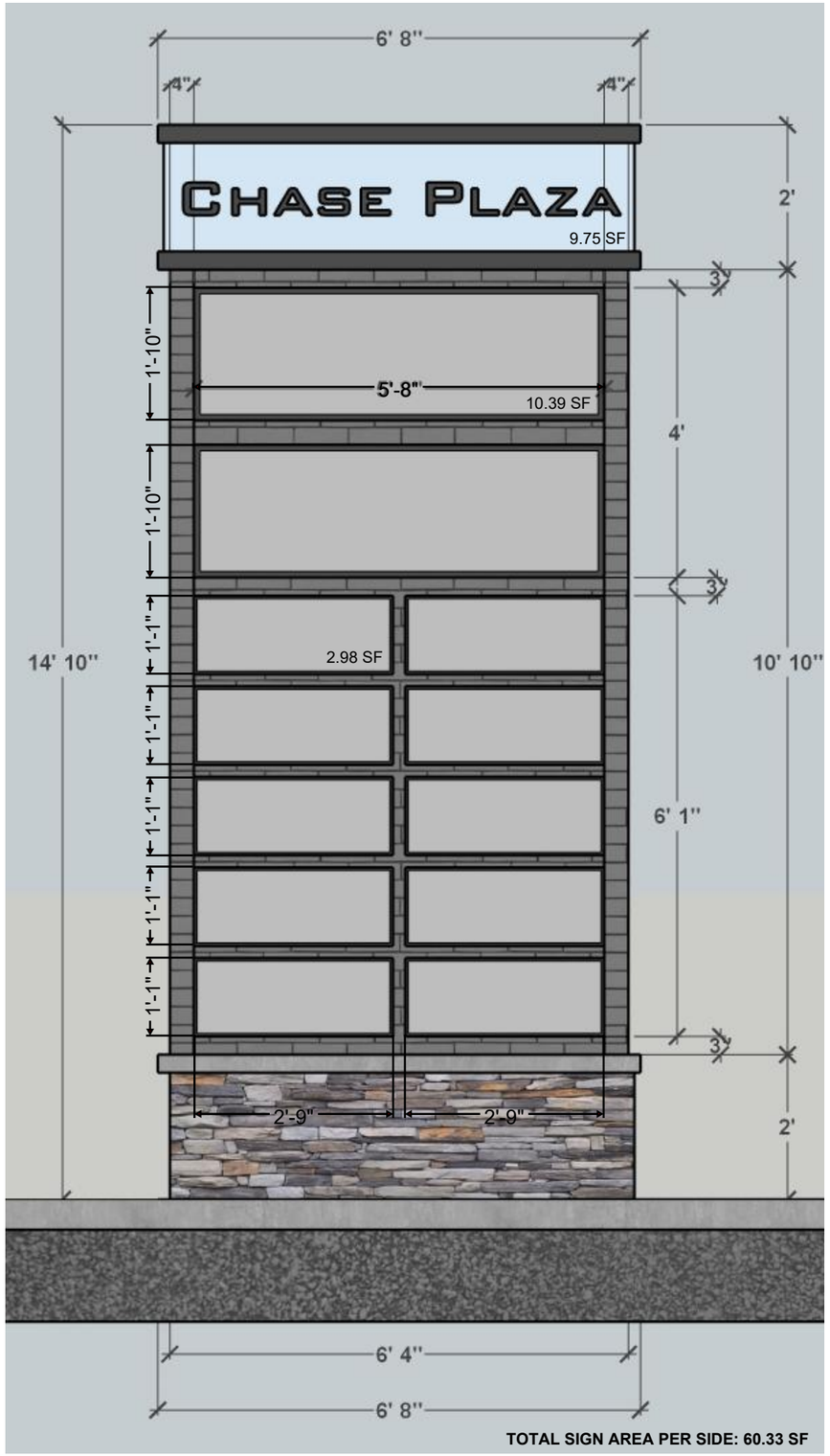
C111



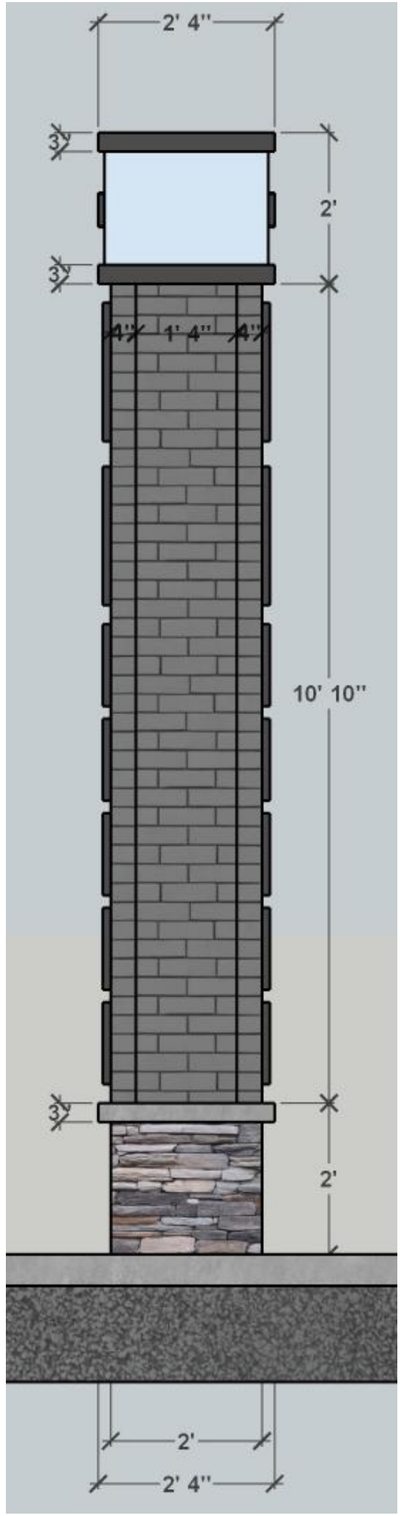
SOUTH PARTIAL ELEVATION

SOUTH OVERALL ELEVATION

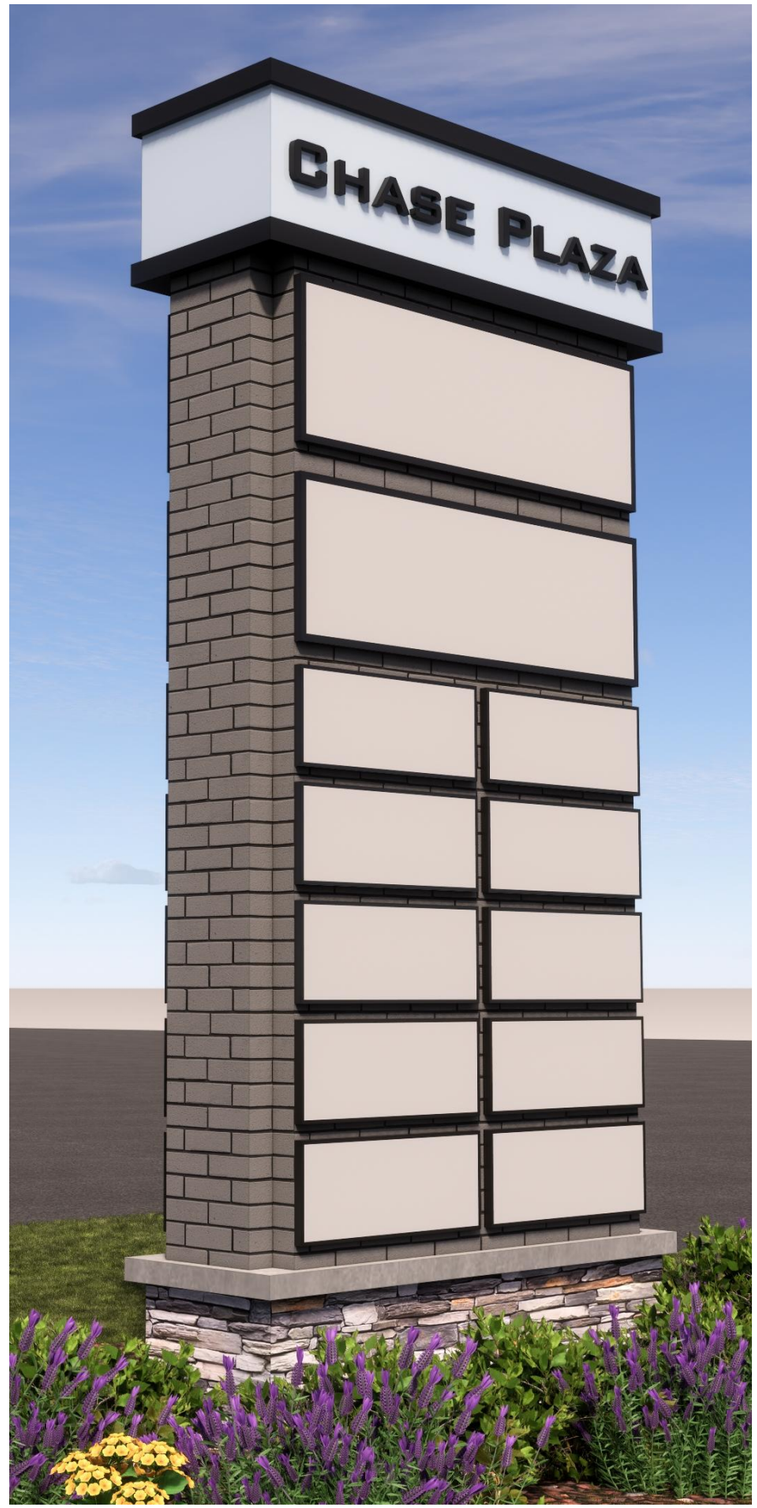
CHASE PLAZA - BUILDING ELEVATION



FRONT ELEVATION



SIDE ELEVATION



MONUMENT RENDERING

1/4"=1'-0"

CHASE PLAZA - MONUMENT SIGN

ARC DESIGN RESOURCES INC.

CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE

5291 Zenith Parkway
Loves Park, IL 61111
815-484-4300 p
815-484-4303 f

Project Memorandum

To: Matt Jung, Shorewood Development
From: Jeffrey Linkenheld, PE
Date: November 24, 2025
Re: Traffic comparison – former Dominick's vs. Proposed redevelopment of Chase Plaza

---

Purpose:

This memo is prepared to quantify the expected redevelopment traffic at Chase Plaza in Buffalo Grove, and by comparing with the prior approved development characteristics, show that there will be a net reduction in traffic which substantiates that no further offsite work needed.

Prior Conditions:

Chase Plaza is a multi-tenant shopping center at the northeast corner of Lake Cook Road and Arlington Heights Road in Buffalo Grove, Illinois. Lake Cook Road is a major east-west arterial roadway, with average daily traffic (ADT) of 29,400 (2022) in front of the shopping center. Arlington Heights Road is a major north-south collector within the Village of Buffalo Grove with average daily traffic (ADT) of 24,700 (2023) in front of the shopping center. Historical traffic trends from the State of IL Traffic Statistics website show that traffic along these two streets may have peaked about five years ago due to trends with remote work and an aging population, as traffic on each street is down at least 10% from historical highs in the late 2010's. Comparing to the time about when the main anchor, Dominick's closed in late 2013, traffic on Lake Cook Road is significantly less (was 36,300 ADT in 2010) and traffic on Arlington Heights Road is marginally higher (was 23,100 in 2015), but both are off of their relative peaks of 39,600 ADT for Lake Cook Rd in 2014 and 26,700 ADT for Arlington Heights Road in 2019.

The center's main tenant was a Dominick's grocery store, which closed in 2013. The building has been vacant for many years and there is evidence of past issues with maintenance upkeep, as noted in newspaper article from 2016. There are still ancillary retail stores on either side of the vacant Dominick's, as well as a fast service restaurant outbuilding at the intersection corner. When originally approved and built, this was a thriving multi-tenant shopping center. The center has two main unsignalized access drives, one connecting to each main road, with secondary access behind the center via Timber Hills Road, a public street.

Proposed Conditions:

The current developer proposes to revitalize the former Dominick's with two new tenants. One would be a general retailer and the second a fitness center. In addition, a second out-building is proposed with a coffee user and retail user. The remaining strip retail space would remain the same.

Methodology:

In order to assess the need for additional offsite traffic improvements, the Institute of Traffic Engineers Trip Generation Manual, 11th Edition has been consulted to develop a total traffic comparison between the former development use as approved, and the proposed redevelopment. By using the traffic generated from the ITE manual, an unbiased comparison of traffic volumes can be developed. This comparison of total traffic generated will utilize the afternoon peak hour of adjacent street traffic, which is typically the highest overall traffic volume of the day on the adjacent roadways.

ARC DESIGN RESOURCES INC.

CIVIL ENGINEERING
LAND SURVEYING
LANDSCAPE ARCHITECTURE

5291 Zenith Parkway
Loves Park, IL 61111
815-484-4300 p
815-484-4303 f

Results:

The redevelopment of the Chase Plaza property from a full size Dominck's grocery store to two smaller tenants, along with a likely outlot development, would result in a slight decrease in total traffic generated for Chase Plaza. Below is a tabular summary of total PM Peak Hour traffic generated by the former approved use vs. the proposed redevelopment use. Our findings are as follows:

FORMER USE

ITE Land Use	Name	General Location on site	PM peak hr trip rate	Units	Size	Total Trips
822	Strip Retail Plaza < 40k	west side along Arlington Hts Rd	6.59	per 1K s.f.	12,136	80
823	Strip Retail Plaza < 40k	east side of shopping center	6.59	per 1K s.f.	13,279	88
932	High Turnover Restaurant	SW corner of site	9.05	per 1K s.f.	6,985	63
850	Supermarket	former Dominick's	8.95	per 1K s.f.	62,195	557
	Total Site Trips (in/out) for PM peak hour of adjacent street traffic					**787**

PROPOSED USE

ITE Land Use	Name	General Location on site	PM peak hr trip rate	Units	Size (sq ft)	Total Trips
822	Strip Retail Plaza < 40k	west side along Arlington Hts Rd	6.59	per 1K s.f.	12,136	80
823	Strip Retail Plaza < 40k	east side of shopping center	6.59	per 1K s.f.	13,279	88
932	High Turnover Restaurant	SW corner of site	9.05	per 1K s.f.	6,985	63
850	Retailer	**NEW TENTANT**	8.95	per 1K s.f.	27,094	242
492	Health/Fitness Club	**NEW TENTANT**	1.45	per 1K s.f.	34,453	50
814	Variety Store	**NEW TENTANT @ OUTLOT**	6.7	per 1K s.f.	4,500	30
937	Coffee Shop w Drive Thru	**NEW TENTANT @ OUTLOT**	38.99	per 1K s.f.	2,441	95
	Total Site Trips (in/out) for PM peak hour of adjacent street traffic					**648**

Summary:

Most of the land uses remain the same on the site. Per ITE, the former Dominick's trip generation rate exceeded that of the proposed fitness center by 2.5 times, which more than offsets any other new uses. Therefore the projected total trips in and out of the site during the afternoon rush is expected to drop by around 130 cars per hour (648 compared to 787). Since there are no changes to the proposed access points on either Lake Cook Road or Arlington Heights Road, the inference is that traffic impacts will be less than the prior approved use. With this total expected drop in development traffic, also note that the general traffic patterns of the adjacent street, as noted above, have come down from historical peaks.

No additional offsite work is necessary.

Community Development Department
50 Raupp Boulevard, Buffalo Grove, IL 60089
Phone: 847-459-2530 | www.vbg.org

Planned Unit Development (PUD) Standards

In addition to the special use standards, all planned unit developments shall meet the following (5) general standards:

1. Have the minimum areas as set forth in Section 17.16.060.

Response: *The proposed PUD meets the minimum area requirements set forth in Village Code Section 17.16.060, as required for its underlying zoning classification. The specific lot size for 1160 W Lake Cook Road is 6.28 acres. Based on the underlying zoning district (**B-2 General Retail**), the development is compliant with the minimum lot size, lot width, and yard requirements as established in Table A referenced 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;

Response: *The proposed combined use—a health club and general retail—is a compatible commercial development consistent with the Lake Cook Road commercial corridor.*

- ***Compatibility:** Both uses are common commercial activities that are appropriate for this location and will serve the surrounding community without detriment.*
- ***Traffic & Parking:** A traffic impact study was completed to determine the combined trip generation rates for the 61,000 sf of space to ensure no undue impact on adjacent streets. The parking plan is designed to provide sufficient off-street parking based on the combined square footage, ensuring that the development does not cause spillover parking into nearby residential or business areas.*
- ***Noise & Aesthetics:** The building design, high-quality materials (e.g., brick and stone veneer, EIFS, metal panels, and metal roofing), and required landscape buffering along the right-of-way will ensure that the facility's appearance and operations blend harmoniously with the 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;

Response: *The civil drawings, dated October 15, 2025, demonstrate environmental sensitivity and reuse of the existing stormwater system, making appropriate provisions for the site's physical features.*

- ***Existing Conditions:*** *Based on an analysis of the subject property, the site is generally flat and lacks significant natural impediments. There are no designated regulatory floodplains, no perennial streams, and no mature wooded areas on the parcel that require preservation.*
- ***Grading and Topography:*** *The proposed grading plan is designed to maintain the existing natural drainage patterns to the maximum extent feasible. Finished floor elevations and site grades will remain unchanged primarily to ensure a smooth integration with the existing topography of the surrounding parcels.*
- ***Stormwater Management:*** *The plan incorporates the use of the existing storm drains and regional detention, which meets the detention and water quality volume requirements of the Village of Buffalo Grove and the Lake County Stormwater Management Commission.*
- ***Scenic Views and Aesthetics:*** *While the site lacks significant scenic views, the placement of the existing building and the orientation of the parking and access drives have been designed to maintain a high-quality aesthetic along the Lake Cook Road corridor. A comprehensive landscape plan will establish a perimeter screen using native and adaptive plant species to enhance the visual character of the site and provide visual buffering for the building and parking areas. This landscaping provides a substantial amenity, effectively treating the development possibilities of the property.*

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;

Response: *All requirements for commercial uses, including the health club and the retail components, conform to the individual classification standards established elsewhere in the Village Title. Any necessary variations that are required for the proper, unified, and planned development of this 61,000 sf PUD will be specifically identified and justified as part of the PUD ordinance.*

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.

Response: *The total lot area and width are deemed sufficient by the applicant for the proposed 34,000 sf health club and 27,000 sf retail use, along with all required circulation and parking.*

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Phone: 847-459-2530 | www.vbg.org

Special Use Standards

During the Public Hearing, you will need to present your case for the Special Use being requested. In doing so, please address the six (6) Special Use Standards listed below:

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;

Response: *The proposed 61,000 sf commercial development directly serves the public convenience by providing sought-after services, including a modern, full-service health and wellness facility, and convenient neighborhood retail.*

- ***Public Convenience:*** *The location on West Lake Cook Road is within a major commercial and transportation corridor, offering high accessibility to the surrounding community and furthering the Village's goal of providing regional commercial services.*
- ***No Detriment:*** *The special use will not be detrimental to the public health, safety, or welfare. The buildings will be reconstructed to current Village and state building and fire codes, ensuring structural and life safety. Business operations (Health Club and Retail) are managed through established hours and operational controls (as detailed in the Narrative Statement), minimizing the potential for noise or nuisance to adjacent properties.*

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;

Response: *The proposed Special Use, located on Lake Cook Road in an established commercial district, is entirely in harmony with the orderly development of the area.*

- ***Location and Intensity:*** *The combination of a high-quality health club and general retail is appropriate for a commercially zoned property and reflects the prevailing land use pattern along Lake Cook Road.*
- ***Site and Access:*** *The redevelopment of 61,000 sf is commensurate with the size of the subject property and the capacity of the adjacent street network. The primary access is via Lake Cook Road, a roadway specifically designed to accommodate the high volume of traffic generated by this type of commercial retail development.*

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;

Response: *The development will not be injurious to the use and enjoyment of surrounding properties and is expected to enhance property valuations within the commercial neighborhood.*

- ***Use and Enjoyment:*** *The site plan includes all necessary buffering (e.g., landscaping, screening, and lighting controls) to mitigate potential off-site impacts, such as noise and light spillage, on adjacent properties.*
- ***Property Valuation:*** *The investment in the redevelopment with high-quality architectural finishes will attract customers and new business, thereby stabilizing and increasing the desirability and value of surrounding commercial properties.*

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;

Response: *The buildings' nature, location, and size actively support and encourage the appropriate commercial development of adjacent land.*

- ***Reinforcement of Zoning:*** *The 61,000 sf building is designed to conform to the commercial retail development standards of the district. It is self-contained within the boundaries of the subject property, with all access, parking, and stormwater management handled internally.*
- ***No Impairment:*** *The building's setbacks and design are consistent with the established commercial character, ensuring that the development of any adjacent parcels for similar commercial purposes will not be hindered or discouraged.*

5. Adequate utilities, access roads, drainage, and/or other necessary facilities have been or will be provided;

Response: *Adequate utilities and facilities will be provided as part of the redevelopment plan.*

- ***Utilities:*** *The site is already served by existing municipal water, sanitary sewer, electric, and gas services, which have sufficient capacity to serve the 61,000 sf development. Connection details are included in the final engineering plans.*
- ***Access Roads:*** *Primary access is provided via Lake Cook Road, a fully improved public thoroughfare. Internal access roads and fire lanes are designed to Village standards to ensure safe circulation and emergency access.*
- ***Drainage:*** *The existing and updated stormwater drainage plan, designed to meet the requirements of the Village of Buffalo Grove and Lake County Stormwater Management Commission, will be implemented to ensure proper on-site water retention and prevent adverse impacts on adjacent properties or the public drainage system.*

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.

Response: *The parking areas and access points are designed to meet all necessary safety and capacity requirements.*

- ***Adequate Parking:*** *A detailed parking calculation, based on the specific standards for health clubs (34,000 sf) and general retail (27,000 sf), demonstrates that **281** parking spaces are required, and **363** spaces will be provided, ensuring adequate capacity for peak demand.*
- ***Screening:*** *N/A This redevelopment does not adjoin a residential zoning district.*
- ***Access Design:*** *The entrance and exit driveways will remain the same. This will maintain safe sight distances, minimize internal conflicts, and regulate the flow of vehicles to and from Lake Cook Road, thereby preventing traffic hazards and reducing congestion on public streets.*

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Sign Variation Standards

During your testimony at the Public Hearing you need to testify and present your case for the variance by addressing the six (6) standards listed below:

The Planning & Zoning Commission is authorized to grant variations to the regulations of the Sign Code (Chapter 14.40) ***section 14.16.070 (Wall Signs)*** based upon findings of fact which are made based upon evidence presented at the hearing that:

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;

   Response:

   The property's large, anchor-sized building (61,650 SF) has an extensive linear building frontage. Limiting the tenant to the standard one (or two) wall signs for a building of this scale results in functional invisibility from Lake Cook Road and Arlington Heights Road. The variation is required to achieve basic, adequate identification commensurate with the building's size and the high volume of traffic.

2. The granting of the requested variance would not be materially detrimental to the property owners in the vicinity; and

   Response:

   The proposed wall signs are mounted on two main commercial structures within the B-2 General Retail District. They are proportionate to the building's façade and will not create glare, visual clutter, or harm the character of the B-2 zone or nearby residential properties. The signs support the successful function of the neighborhood commercial center, thereby preventing detriment to the vicinity.

3. The unusual conditions applying to the specific property do not apply generally to other properties in the Village;

   Response:

   This specific property, a major two-anchor building on a multi-street corner lot, presents conditions (size, frontage length, traffic exposure) that are unusual for a typical B-2 General Retail District parcel. The need for multiple signs to cover the building's vast expanse on two major arterials is not a condition generally applicable to other B-2 properties 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.
   Response:

   The variation supports the Sign Code's objective of providing "adequate business identification" (Section 14.04.020). It enhances safety by providing clear direction, minimizing erratic driving that results from poor visibility in this high-traffic area.

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
   Response:

   The proposed wall signs feature high-quality design, utilizing professional construction and lighting, and are well-integrated with the building's architecture, serving as an attractive gateway feature.

2. The entire site has been or will be particularly well landscaped.
   Response:

   The site features mature, well-maintained landscaping that helps mitigate the visual impact of the building and signage. The applicant commits to preserving the landscaping, reinforcing the aesthetic standard per zoning.

Community Development Department
50 Raupp Boulevard, Buffalo Grove, IL 60089
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Sign Variation Standards

During your testimony at the Public Hearing you need to testify and present your case for the variance by addressing the six (6) standards listed below:

The Planning & Zoning Commission is authorized to grant variations to the regulations of the Sign Code (Chapter 14.40) ***section 14.16.060 (Ground Signs)*** based upon findings of fact which are made based upon evidence presented at the hearing that:

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;

   Response:

   *Strict application of **Section 14.16.060** (Ground Signs) creates an undue hardship due to the site's unique location at the major intersection of Lake Cook Road and Arlington Heights Road. Both roadways carry high-speed, high-volume traffic on a daily basis. The property is deeply set back from both streets. A single standard ground sign is insufficient for drivers traveling at prevailing speeds on two major arterials to safely identify the entrance, creating a safety hazard as drivers may slow or stop erratically to search for the business. The requested variation is necessary to provide a safe and legible wayfinding system for traffic approaching the site from multiple directions.*

2. The granting of the requested variance would not be materially detrimental to the property owners in the vicinity; and

   Response:

   Granting this variation will not harm neighboring property owners. The proposed ground signs are located in a B-3 Planned Business Center District and face a commercial corridor, ensuring no light trespass or visual nuisance to residential areas. By improving wayfinding, the sign supports the successful occupancy of the center (formerly Dominick's/Chase Plaza).

3. The unusual conditions applying to the specific property do not apply generally to other properties in the Village;

   Response:

   The conditions at 1160 W. Lake Cook Road are unique and do not apply generally to the Village. Unlike smaller parcels on secondary streets, this site occupies a massive corner at a regional gateway intersection. The simultaneous challenges of road width, high velocity traffic, and the need to service traffic from both Lake Cook Road and Arlington Heights Road necessitate additional visibility that the standard sign code does not permit.

4. The granting of the variance will not be contrary to the purpose of this Title pursuant to Section 14.04.020.
   Response:

   The request supports the Sign Code's purpose to provide for adequate business identification (Section 14.04.020). It enhances public safety by reducing erratic driving and last-second lane changes caused by poor visibility on major roadways.

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
   Response:

   The proposed ground sign is of excellent design, utilizing durable materials and professional typography that complement the shopping center's new architecture. It creates a unified aesthetic that improves the visual character of the Lake Cook Road corridor.

2. The entire site has been or will be particularly well landscaped.
   Response:

   The site features mature, park-like landscaping. The applicant is committed to maintaining and enhancing the green space around the new sign base to soften its appearance, consistent with Buffalo Grove's high community standards.

ORDINANCE NO. 84- 28

AN ORDINANCE PROVIDING FOR A PLANNED UNIT DEVELOPMENT
(Buffalo Grove Business Park and Retail Center)

WHEREAS, the Village of Buffalo Grove is a Home Rule Unit by virtue of the provisions of the Constitution of the State of Illinois of 1970; and,

WHEREAS, the Owners of certain real property, hereinafter described in Exhibit "A" as Parcel A and B, have petitioned the corporate authorities of the Village of Buffalo Grove pursuant to the provisions of Section 17.28.060 of the Buffalo Grove Zoning Ordinance for the approval of a Special Use Planned Unit Development of said real estate; and,

WHEREAS, this Ordinance supersedes Ordinance No. 81-29 which approved a General Planned Development Agreement dated May 18, 1981; and,

WHEREAS, the Plan Commission of the Village has held a public hearing on said development and has recommended the approval thereof.

NOW, THEREFORE, BE IT ORDAINED BY THE PRESIDENT AND BOARD OF TRUSTEES OF THE VILLAGE OF BUFFALO GROVE, COOK AND LAKE COUNTIES, ILLINOIS, as follows:

SECTION 1. That the Buffalo Grove Business Park and Retail Center Planned Unit Development Agreement dated April 2, 1984, which is attached hereto and made a part hereof as Exhibit "A" is hereby approved as to Parcel A and Parcel B which are legally described in Exhibit "A".

SECTION 2. That the Village President and Village Clerk are hereby authorized and directed to execute Exhibit "A" attached hereto.

SECTION 3. That the Village of Buffalo Grove Zoning Map, as amended from time to time, be further amended by classifying the subject premises as a Special Use Planned Unit Development with Parcel A in the Office and Research District and Parcel B in the B-2 General Retail District, all as further set forth in Exhibit "A" attached hereto.

SECTION 4. This Ordinance shall be in full force and effect from and after its passage and approval. This Ordinance shall not be codified.

AYES: 6 - Marienthal, Stone, O'Reilly, Hartstein, Glover, Reid

NAYES: 0 - None

ABSENT: 0 - None

PASSED: April 2, 1984

APPROVED: April 2, 1984

APPROVED:

Village President

ATTEST:

Janet M. Sudbian

Village Clerk

3/29/84

BUFFALO GROVE BUSINESS PARK AND RETAIL CENTER
PLANNED UNIT DEVELOPMENT AGREEMENT
TABLE OF CONTENTS

SECTION		PAGE
1.	Applicable Law.	2
2.	Agreement: Compliance and Validity.	2
3.	Enactment of Zoning Ordinance.	3
4.	Approval of Plats.	3
5.	Compliance with Applicable Ordinances	3
6.	Amendment of Plan.	4
7.	Building Permit Fees.	4
8.	Water Provision.	5
9.	Storm and Sanitary Sewer Provisions.	5
10.	Drainage Provisions.	6
11.	Street and Parking Area Provisions.	6
12.	Security for Public and Private Site Improvements.	6
13.	Exhibits.	7
14.	Building, Landscaping and Aesthetics Plans.	7
15.	Facilitation of Development.	8
16.	Enforceability of the Agreement.	8
17.	Binding Effect of Agreement.	8
18.	Corporate Capacities.	8
19.	Notices.	9
20.	Default.	9
21.	Special Conditions.	9

EXHIBIT A

Ordinance #84-28
(B.G. Business Park & Retail Center PUD)

3/29/84

BUFFALO GROVE BUSINESS PARK AND RETAIL CENTER

PLANNED UNIT DEVELOPMENT AGREEMENT

This agreement (hereinafter referred to as the "Agreement") made and entered into this 2nd day of April, 1984, by and between the VILLAGE OF BUFFALO GROVE (hereinafter referred to as "Village") by and through the President and Board of Trustees of the Village (hereinafter collectively referred to as the "Corporate Authorities") and LA SALLE NATIONAL BANK, not individually but solely as Trustee under Trust No. 104643 dated January 7, 1982, whose beneficiary is Bison #1, a Texas limited partnership and LaSALLE NATIONAL BANK, not individually but solely as Trustee under Trust No. 102367409 whose beneficiary is Arthur Zaltzman (hereinafter jointly referred to as "Owner").

W I T N E S S E T H:

WHEREAS, the Village of Buffalo Grove is a Home Rule Unit by virtue of the provisions of the Constitution of the State of Illinois of 1970; and

WHEREAS, Owner is the owner of a certain tract of property comprising 29.748 acres legally described in EXHIBIT A as Parcels A and B, which exhibit is made a part hereof (hereinafter referred to as the "Property") and which real estate is within the corporate limits of the Village; and

WHEREAS, this Property is currently subject to the Buffalo Grove Business Park Planned Development Agreement dated May 18, 1981, pursuant to Ordinance #81-29; and

WHEREAS, Owner now desires and proposes pursuant to the provisions and regulations applicable to the B-2 and O&R Districts of the Village Zoning Ordinance to amend said Agreement and to develop Property in accordance with and pursuant to a certain Preliminary Development Plan prepared by Wilson/Jenkins & Associates and dated as last revised March 22, 1984, and also Preliminary Engineering Plan

prepared by Cowhey Associates, Ltd. and dated as last revised March 27, 1984, (hereinafter jointly referred to as the "Preliminary Development Plan"), a copy of which Preliminary Development Plan is attached hereto as EXHIBIT C and EXHIBIT D and incorporated herein, and subject to all other exhibits attached hereto or incorporated by reference herein; and

WHEREAS, this Agreement supersedes the Buffalo Grove Business Park Planned Development Agreement dated May 18, 1981, pursuant to Ordinance #81-29; and

WHEREAS, pursuant to due notice and advertisement in the manner provided by law, the Plan Commission of the Village has held such public hearing prescribed by law and made their recommendations with respect to the requested zoning classifications of the B-2 and O&R Districts; and

WHEREAS, the President and Board of Trustees after due and careful consideration have concluded that the zoning and development of the Property on the terms and conditions herein set forth would further enable the Village to control the development of the area and would serve the best interests of the Village.

NOW, THEREFORE, in consideration of the premises, mutual covenants and agreements herein set forth, the parties hereto agree as follows:

1. Applicable Law. This Agreement is made pursuant to and in accordance with the provisions of Section 17.28.060 of the Buffalo Grove Zoning Ordinance (Title 17, Buffalo Grove Municipal Code) and the Village's Home Rule powers. The preceding WHEREAS clauses are hereby made a part of this Agreement.

2. Agreement: Compliance and Validity. It is understood and agreed that this Agreement in its entirety, shall be null, void and of no force and effect unless Property is validly zoned and classified with a special use for a planned unit development in the B-2 and O&R Zoning Districts, all as contemplated in this Agreement.

3. Enactment of Zoning Ordinance. The Corporate Authorities shall adopt a proper, valid and binding ordinance, zoning Property as a special use for a planned unit development in the B-2 and O&R Zoning Districts subject to the restrictions further contained herein and all applicable ordinances of the Village of Buffalo Grove as amended from time to time.

4. Approval of Plats. The Corporate Authorities hereby approve a Preliminary Development Plan (EXHIBIT C & D) pursuant to the provisions of the Development Ordinance. Such plan shall prohibit access to Lake-Cook Road and Arlington Heights Road other than as shown in the plan, and shall establish public access easements on site where recommended by the Village Engineer. In addition, the Corporate Authorities agree to approve a Final Plan of Development or plats or phases of the development of Property upon submission by the Owner of complete and proper materials as required for the issuance of appropriate building and other permits based on final versions of the plans and drawings of the development of Property as submitted by the Owner provided that the plat or plats shall:

(a) conform to the Preliminary Development Plan, (EXHIBITS C & D); and

(b) conform to the terms of this Agreement and all applicable Village Ordinances as amended from time to time; and

(c) conform to the Development Improvement Agreement (EXHIBIT B) as amended from time to time.

It is understood and agreed that the final subdivision plat or plats that will hereinafter be submitted by the Owner shall conform to the phases of the development as shown on the Preliminary Development Plan for the O&R District. Building shall be constructed in the numerical order shown on the Preliminary Development Plan.

5. Compliance with Applicable Ordinances. The Owner agrees to comply with all ordinances of the Village of Buffalo Grove as amended from time to time in the development of the Property, provided, however, that no such ordinance, order or

regulation which would reduce the height, bulk or density limitations or increase the parking requirements now applicable to the Property, shall be applicable to the Property, and provided further that all new ordinances, amendments, rules and regulations relating to zoning, building and subdivision of land adopted after the date of this Agreement shall not be arbitrarily or discriminatorily applied to the Property but shall be equally applicable to all property similarly zoned and situated to the extent possible. Owner, in the development of the Property shall comply with the standards set forth in the Village of Buffalo Grove Development Ordinance as amended from time to time.

6. Amendment of Plan. If the Owner desires to make changes in the Preliminary Development Plan, as herein approved, the parties agree that such changes in the Preliminary Development Plan will require, if the Village so determines, the submission of amended plats or plans, together with proper supporting documentation, to the Plan Commission and/or the Corporate Authorities to consider such changes to this Agreement. The Corporate Authorities may, at their sole discretion, require additional public hearings and may review the commitments of record contained in this Agreement, including, but not limited to fees, prior to final consideration of any change in the Preliminary Development Plan. The Village Manager is hereby authorized to approve such minor changes as he deems appropriate, provided that no such change (a) involves a reduction of the area set aside for common open space; nor (b) increases by more than two (2) percent the floor area proposed for nonresidential use; nor (c) increases by more than two (2) percent the total ground area covered by buildings.

7. Building Permit Fees. The building permit fees may be increased from time to time so long as said permit fees are applied consistently to all other developments in the Village to the extent possible. In the event a conflict arises between the Owner and the Village on any engineering and technical matters subject to this Agreement, the Village reserves the right to pass along any and all

additional expenses incurred by the use of consultants in the review and inspection of the development from time to time. Owner shall pay any non-discriminatory new or additional fees hereinafter charged by the Village.

8. Water Provision. The Owner shall be permitted and agrees to tap on to the Village water system at points recommended by the Village Engineer which points to the extent shown on EXHIBIT D are hereby approved by the Village, however, it is understood that changes to the Preliminary Engineering Plan may be required at the time of Final Engineering. The Owner further agrees to pay to the Village such fees in accordance with the applicable Village Ordinances at the time of the issuance of the water and sewer permits. The Owner agrees to accept any increase in water rates and tap on fees provided such rates and fees apply consistently to all other similar users in the Village to the extent possible. Following such tap on, the Village agrees to provide to the best of its ability and in a non-discriminatory manner water service to all users on the Property in accordance with the Preliminary Development Plan. Watermains serving the Property and those approved as part of the development shall be installed by the Owner and, except for service connections to the buildings shall, upon installation and acceptance by the Village through formal acceptance action by the Corporate Authorities, be dedicated to the Village and become a part of the Village water system maintained by the Village.

9. Storm and Sanitary Sewer Provisions.

A. The Corporate Authorities agree to cooperate with the Owner and to use their best efforts to aid Owner in obtaining such permits from governmental agencies having jurisdiction as may be necessary to authorize connection from the proposed development to the Lake County Public Works Department for the collection of sewage and to the Lake and Cook County Highway Departments as may be appropriate. The Owner shall construct on-site and off-site sanitary sewers as may

be necessary to service the Property, as per EXHIBIT D, however, it is understood that changes to the Preliminary Engineering Plan may be required at the time of Final Engineering. Upon installation and acceptance by the Village through formal acceptance action by the Corporate Authorities, the Corporate Authorities agree to operate and maintain such systems, except for sanitary sewer service connections. The Owner agrees to accept any increase in sewer rates and tap on fees, provided that such fees and rates are applied consistently to all similar users in the Village to the extent possible.

B. The Owner shall also construct on the Property in question any storm sewers which may be necessary to service the Property, as per EXHIBIT D, however, it is understood that changes to the Preliminary Engineering Plan may be required at the time of Final Engineering. Upon installation and acceptance by the Village through formal acceptance action by the Corporate Authorities, the Corporate Authorities agree to operate and maintain that portion of the storm sewer system which serves public streets, or multiple properties, and the Owner agrees to operate and maintain that portion of the storm sewer system located on the subject Property and not dedicated, and shall record a covenant to that effect within thirty (30) days of the recording of the Plat of Subdivision.

10. Drainage Provisions. The Owner shall install any storm sewers and/or inlets which are required to eliminate standing water or conditions of excess sogginess which may, in the opinion of the Village Engineer, be detrimental to the growth and maintenance of lawn grasses.

11. Street and Parking Area Provisions. The Owner agrees that all streets, parking and other areas are to be constructed in accordance with Village standards as set forth in the Development Ordinance as amended from time to time.

12. Security for Public and Private Site Improvements. Security for public and private site improvements shall be provided in accordance with the Development

Ordinance, and the Development Improvement Agreement (EXHIBIT B) as amended from time to time. Any letter of credit issued for such improvements shall be drawn on a financial institution of net worth reasonably satisfactory to the Village Attorney. The issuer may have an equitable or lending interest in the Property provided that the letter of credit, either by its own terms or by separate written assurances of the issuer, shall be honored irrespective of that interest. The Village shall have the right to draw up to the full amount of the letter of credit in order to complete, and have formal acceptance of, all improvements secured by the letter of credit. The amount of the letter of credit shall not be reduced by expenditures made by the Owner until such improvements have been formally accepted by the Village.

13. Exhibits. The following EXHIBITS, some of which were presented in testimony given by the Owner or the witnesses during the hearing held before the Plan Commission and the Corporate Authorities prior to the execution of this Agreement, are hereby incorporated by reference herein, made a part hereof and designated as shown below. This Agreement, upon execution by the parties, together with copies of all EXHIBITS, shall be kept on file with the Village Clerk and be available for inspection to the parties hereto.

EXHIBIT A	Legal Description of Property
EXHIBIT B	Development Improvement Agreement
EXHIBIT C	Preliminary Development Plan
EXHIBIT D	Preliminary Engineering Plan
EXHIBIT E	Landscaping Plan
EXHIBIT F-1 and F-2	Architectural Rendering

14. Building, Landscaping and Aesthetics Plans. Owner will submit building and landscaping plans (which landscaping plans shall conform to the requirements of Village Ordinances) for approval by the Appearance Commission and the Corporate

Authorities before commencing construction of buildings. Lighting and signage shall be compatible with surrounding areas. Phases not under construction or completed shall be maintained in a neat and orderly fashion as determined by the Village Manager.

15. Facilitation of Development. Time is of the essence of this Agreement, and all parties will make every reasonable effort to expedite the subject matters hereof. It is further understood and agreed that the successful consummation of this Agreement and the development of the Property in the best interests of all the parties requires their continued cooperation. The Owner does hereby evidence his intention to fully comply with all Village requirements, his willingness to discuss any matters of mutual interest that may arise, and his willingness to assist the Village to the fullest extent possible. The Village does hereby evidence its intent to always cooperate in the resolution of mutual problems and its willingness to facilitate the development of the Property, as contemplated by the provisions of this Agreement.

16. Enforceability of the Agreement. This Agreement shall be enforceable in any court of competent jurisdiction by any of the parties or by an appropriate action at law or in equity to secure the performance of the covenants herein described. If any provision of this Agreement is held invalid, such provisions shall be deemed to be excised herefrom and the invalidity thereof shall not affect any of the provisions contained herein.

17. Binding Effect of Agreement. This Agreement shall be binding upon the parties hereto, their respective successors and assigns.

18. Corporate Capacities. The parties acknowledge and agree that the individuals that are members of the group constituting the Corporate Authorities are entering into this Agreement in their official capacities as members of such group and shall have no personal liability in their individual capacities.

19. Notices. Any notice required pursuant to the provisions of this Agreement shall be in writing and be sent by certified mail to the following addresses until notice of change of address is given and shall be deemed received on the fifth business day following deposit in the U.S. Mail.

If the Owner: Trammell Crow Company
500 Park Boulevard
Itasca, Illinois 60143
Attention: Ronald C. Lunt

Copy to: Jeffrey Schamis
D'Ancona and Pflaum
30 N. LaSalle Street
Chicago, Illinois 60602

If to Village: Village Clerk
Village of Buffalo Grove
50 Raupp Boulevard
Buffalo Grove, IL 60090

Copy to: William G. Raysa
Bloche', French & Raysa
1011 Lake Street
Oak Park, IL 60301

20. Default. In the event Owner or Developer defaults, in his performance of his obligations set forth in this Agreement, then the Village, may, upon notice to Owner allow Owner sixty (60) days to cure default or provide evidence to the Village that such default will be cured in a timely manner if it cannot be cured during said period.

21. Special Conditions.

A. This Agreement supercedes all the unperformed provisions of the Settlement Agreement between the Village, the Land Trustee and Chesterfield Development Corporation dated December 6, 1976, pursuant to which a part of the Property was zoned in the R-9 District and the remainder in the B-2 District, all subject to certain limitations and provisions.

B. The Owner hereby agrees to install pedestrian crossing signals on Arlington Heights Road in order to facilitate a safe crossing for people using the bicycle path to cross Lake-Cook Road. The specific type of signalization shall be subject to the approval of the Village Engineer.

C. No free-standing fast-food restaurants will be permitted. This also excludes any drive-through facilities.

D. Review and approval of the "Future Restaurant" must be obtained. Approval of "Future Restaurant" must be reviewed against the provisions of the B-2 Zoning District.

E. The Owner agrees to dedicate a twenty (20) foot wide emergency access easement to the Village at a location to be determined by the Village on the northern property line of the Property in order to provide emergency acces to the parcel to the north.

F. The Owner agrees to pay the local share of traffic signals at the two entrances to Parcel A when they are warranted.

IN WITNESS WHEREOF, the Corporate Authorities and Owner have caused this instrument to be executed by their respective proper officials duly authorized to execute the same on the day and the year first above written.

VILLAGE OF BUFFALO GROVE

By _____
Village President

ATTEST:

_____
Village Clerk

B. The Owner hereby agrees to install pedestrian crossing signals on Arlington Heights Road in order to facilitate a safe crossing for people using the bicycle path to cross Lake-Cook Road. The specific type of signalization shall be subject to the approval of the Village Engineer.

C. No free-standing fast-food restaurants will be permitted. This also excludes any drive-through facilities.

D. Review and approval of the "Future Restaurant" must be obtained.

Ap

Zo RIDER ATTACHED TO AND MADE A PART OF DOCUMENT...
DATED 4/24/84 UNDER TRUST NO. 10064642 Parcel 10-23-74-09

This instrument is executed by LaSALLE NATIONAL BANK, not personally
ac but solely as Trustee, as aforesaid, in the exercise of the power and authority conferred upon and vested in it as such Trustee. All the
no terms. provisions, stipulations, covenants and conditions to be performed by LaSALLE NATIONAL BANK are undertaken by it solely as Trustee,. as
pa aforesaid, and not individually and all statements herein made are made on information and belief and are to be construed accordingly, and no personal liability shall be asserted or be enforceable against LaSALLE NATIONAL BANK by reason of any of the terms, provisions,
tw stipulations, covenants and/or statements contained in this instrument.
FORM XX 0421

IN WITNESS WHEREOF, the Corporate Authorities and Owner have caused this instrument to be executed by their respective proper officials duly authorized to execute the same on the day and the year first above written.

VILLAGE OF BUFFALO GROVE

By Velma L Clayton
Village President

ATTEST:

Agnes M. Scanlan
Village Clerk

LA SALLE NATIONAL BANK, not individually but solely as Trustee under Trust No. 104643 dated January 7, 1982

By: _____
ASSISTANT VICE PRESIDENT

~~EXCHANGE NATIONAL BANK OF CHICAGO not individually but solely as Trustee under Trust No. 23674~~

~~By:~~ _____

LA SALLE NATIONAL BANK, Not individually but solely as Trustee under Trust No. 102367409 dated March 4, 1970

By: _____

Beneficiary: Bison #1, a Texas limited partnership, its General Partner

By: _____
General Partner

_____
ARTHUR ZALTZMAN, as Trustee under Declaration of Trust dated October 22, 1980

EXHIBIT "A"

BUFFALO GROVE BUSINESS PARK AND RETAIL CENTER
PLANNED UNIT DEVELOPMENT AGREEMENT

PARCEL A: O & R (OFFICE AND RESEARCH) ZONING PARCEL

Parcel 1 - Lots 1 and 2 in Buffalo Grove Business Park Unit 1, being a subdivision in the west 1/2 of the southwest 1/4 of Section 32, Township 43 north, Range 11, east of the Third Principal Meridian according to the Plat thereof recorded October 15, 1982 as Document No. 2181510, in Lake County.

Parcel 2 - That part of the west 1/2 of the southwest 1/4 of Section 32, Township 43 north, Range 11, east of the Third Principal Meridian, described as follows: Beginning at the northwest corner of Lot 1 in Buffalo Grove Business Park Unit 1, being a subdivision in the west 1/2 of the southwest 1/4 of said Section 32, according to the plat thereof recorded October 15, 1982 as Document No. 2181510; thence south 00 degrees 00 minutes 00 seconds west along the west line of said Lot 1, 38.30 feet; thence 89 degrees 48 minutes 35 seconds west, 149.87 feet; then north 00 degrees 11 minutes 25 seconds west, 196.50 feet; thence north 89 degrees 48 minutes 35 seconds east, 33.99 feet; to a point of curvature: thence easterly along a curved line convex southerly, having a radius of 1600.0 feet and being tangent to said last described line at said last described point, an arc distance of 275.38 feet to a point of reverse curvature (the chord of said arc bears north 84 degrees 52 minutes 44 seconds east, 275.04 feet); thence southeasterly along a curved line convex northeasterly, having a radius of 75.0 feet and being tangent to said last described curved line at said last described point, an arc distance of 130.97 feet to a point of tangency (the chord of said arc bears south 50 degrees 01 minutes 33 seconds east, 114.95 feet); thence south 00 degrees 00 minutes 00 seconds west along a line tangent to said last described curved line at said last described point, 107.70 feet to the northeast corner of Lot 1, aforesaid; thence south 89 degrees 48 minutes 35 seconds west along the north line of said Lot 1, 245.50 feet to the place of beginning, in Lake County, Illinois.

Parcel 3 - That part of the west 1/2 of the southwest 1/4 of Section 32, Township 43 north, Range 11, east of the Third Principal Meridian, described as follows: Beginning at the intersection of a line 1070.75 feet north of and parallel with the south line of said southwest 1/4 with the east line of the west 1/2 of said southwest 1/4; thence south 00 degrees 00 minutes 00 seconds west along the east line of the west 1/2 of said southwest 1/4, 538.26 feet to the northeast corner of Lot 2 in Buffalo Grove Business Park Unit 1, being a subdivision in the west 1/2 of the southwest 1/4 of said Section 32, according to the plat thereof recorded October 15, 1982 as Document No. 2181510; thence south 89 degrees 48 minutes 35 seconds west along the north line of said Lot 2, being also the north line of the south 532.50 feet, as measured at right angles, of the west 1/2 of said southwest 1/4, 373.50 feet to the northeast corner of Lot 1 in said Buffalo Grove Business Park Unit 1; thence north 00 degrees 00 minutes 00 seconds east, 107.70 feet to a point of curvature; thence northwesterly along a curved line convex northeasterly, having a radius of 75.0 feet and being tangent to said last described line at said last described point, an arc distance of 130.97 feet to a point of reverse curvature (the chord of said arc bears north 50 degrees 01 minutes 33 seconds west, 114.95 feet); thence westerly along a curved line convex southerly, having a radius of 1600.0 feet and being tangent to said last described

curved line at said last described point, an arc distance of 275.38 feet to a point of tangency (the chord of said arc bears south 84 degrees 52 minutes 44 seconds west, 275.04 feet); thence south 89 degrees 48 minutes 35 seconds west, 33.99 feet; thence south 89 degrees 32 minutes 31 seconds west, 494.82 feet to a point on the east line of Arlington Heights Road, being a line 50.0 feet, as measured at right angles, east of and parallel with the west line of the southwest 1/4 of said Section 32, said point being 638.38 feet north of the intersection of said east line of Arlington Heights Road with the north line of Lake-Cook Road, being a line 50.0 feet, as measured at right angles, north of and parallel with the south line of the southwest 1/4 of said Section 32; thence north 00 degrees 03 minutes 29 seconds west along said east line of Arlington Heights Road, 382.37 feet to an intersection with said line 1070.75 feet north of and parallel with the south line of the southwest 1/4 of said Section 32; thence north 89 degrees 48 minutes 35 seconds east along said last described parallel line, 1264.72 feet to the Place of Beginning, in Lake County, Illinois.

PARCEL B: B-2 (GENERAL RETAIL) ZONING PARCEL

That part of the west 1/2 of the southwest 1/4 of Section 32, Township 43 north, Range 11, east of the Third Principal Meridian, described as follows: Commencing at the northwest corner of Lot 1 in Buffalo Grove Business park Unit 1, being a subdivision in the west 1/2 of the southwest 1/4 of said Section 32, according to the plat thereof recorded October 15, 1982 as Document No. 2181510; thence south 00 degrees 00 minutes 00 seconds west along the west line of said Lot 1, being also a line 619.0 feet, as measured at right angles, west of and parallel with the east line of the west 1/2 of the southwest 1/4 of said Section 32, 38.30 feet to a point for a place of beginning; thence south 89 degrees 48 minutes 35 seconds west, 149.87 feet; thence north 00 degrees 11 minutes 25 seconds west, 196.50 feet; thence south 89 degrees 32 minutes 31 seconds west, 494.82 feet to a point on the east line of Arlington Heights Road, being a line 50.0 feet, as measured at right angles, east of and parallel with the west line of the southwest 1/4 of said Section 32, said point being 638.38 feet north of the intersection of said east line of Arlington Heights Road with the north line of Lake-Cook Road, being a line 50.0 feet, as measured at right angles, north of and parallel with the south line of the southwest 1/4 of said Section 32, thence south 00 degrees 03 minutes 29 seconds east along said east line of Arlington Heights Road 638.38 feet to said north line of Lake-Cook Road; thence north 89 degrees 48 minutes 35 seconds east along said north line of Lake-Cook Road, 644.69 feet to the southwest corner of Lot 1 in Buffalo Grove Business Park Unit 1, aforesaid; thence north 00 degrees 00 minutes 00 seconds east along the west line of said Lot 1, 444.20 feet to the place of beginning, in Lake County, Illinois.

Containing 383,171 square feet or 8.796 acres.

AGENDA ITEM SUMMARY

PLANNING AND ZONING COMMISSION

Regular Meeting: December 17, 2025

AGENDA ITEM 3.B.
Approval of Draft Minutes from the December 3, 2025 PZC Meeting

Contacts

Liaison: Trustee Ottenheimer
Staff: Kelly Purvis

Staff Recommendation

Staff recommends approval.

Recommended Motion

The PZC moves to approve the meeting minutes from the December 3, 2025 Planning and Zoning Commission meeting.

Summary

None

File Attachments

1. 25-1203 - 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, WEDNESDAY, DECEMBER 3, 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 Davis, PZC Commissioner Gregory.

Also present were: Trustee Liaison Lester Ottenheimer, Village Attorney Patric Brankin, Deputy Communtiy Development Director Kelly Purvis and Associated Planner Andrew Binder.

PUBLIC HEARINGS/ITEMS FOR CONSIDERATION

A. **Consideration of a variation from the Village Zoning Ordinance, Section 17.40, for the purpose of constructing an addition that would encroach into the 40-foot rear yard setback by approximately 7.5 feet, at 1924 Beverly Lane**

Associate Planner, Binder provided an overview of the request and indicated staff's support for the Zoning Variation to allow a rear addition to subject property.

Sam Kang of Airoom, LLC, the architect for the project, was sworn in.

Kang indicated that the lot is an irregular shape and the angle/placement of the house doesn't allow for the addition without an encroachment. He indicated that it is a minimal encroachment and that the owner wants to stay in the community but also wants to expand his living space.

Com. Gregory noted that there was a public comment in the packet provided to the Commission. He asked if the petitioner was aware of the comment and the concern about the windows.

Kang indicated that he was and that he thought the elevations were more attractive with the windows and noted that the addition is very minimal and so is the encroachment.

Chairperson Weinstein asked if an image of the addition in comparison to the setback line could be shown on the screen. He noted that the majority of the encroachment is where the open porch would be and that the enclosed building encroached very little into the setback area.

He asked for confirmation regarding window placement.

Kang confirmed that there are ornamental windows at the top of the facade.

The Staff Report was entered into the record as Exhibit 1.

Daniel Gordon, owner of the property at 1921 Twin Oaks Ct, directly behind the

subject property, was sworn in.

Gordon noted that he sent an email to Associate Planner Binder indicating his concerns about the addition.

He stated that he is concerned about privacy, and asked that the Commission consider modifications to include landscape screening and reducing the windows on the rear facade.

Kang responded that the one-story addition should not have any impact on the rear property's privacy. He indicated that the glass is a nice feature and that the windows that are higher are for aesthetic purposes.

Gordon noted that his property has direct sight lines to the area of the addition.

Com. Moodhe asked what is currently existing on the property where the addition is going to be.

Kang responded that there is currently a patio. He also noted that there is a privacy fence in the backyard.

The public hearing was closed.

Com.Davis made a motion to grant a variation to Section 17.40.020 of the Buffalo Grove Zoning Ordinance to allow the proposed addition to encroach into the rear yard setback at 1924 Beverly Lane, subject to the following conditions:

1. The proposed addition shall be installed in accordance with the documents and plans submitted as part of this petition.

Com. Worlikar seconded the motion.

Chairperson Weinstein spoke in favor of the motion. He noted that the Village has approved many similar small encroachments in the past. He noted that the covered porch is where the majority of the building encroachment occurs, with the enclosed part of the building only encroaching slightly into the setback.

Com. Au noted that she is also in favor of the motion. She stated that the patio that is currently in the rear yard encroaches further than the proposed addition. She also noted that she is not concerned about the windows at the top part of the room, as they are only ornamental and nobody would be able to see out of those.

Moved by Jason Davis, seconded by Neil Worlikar to approve. Upon roll call, the Commissioners voted as follows:

AYES:	7	Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Jason Davis, Chad Gregory
NAYS:	0	None
ABSENT:	2	Sujat Saxena, Don Schwartz

Motion declared Passed.

B. **Consideration of an amendment to the Planned Development approved by Ordinance No. 2022-092, as amended by Ordinance No. 2024-007, and Sign Variations for Veterinary Emergency Group (VEG) at 43 McHenry Road**

Associate Planner, Binder provided an overview of the request and indicated staff's support for the amendment to the Planned Development, Sign Variations and Unified Sign Package for Veterinary Emergency Group.

Charlie Schalliol of Site Enhancements was sworn in.

Schalliol noted that they are updating the brand to their new corporate standards. He stated that the sizing and layout is essentially the same.

He noted they were here a year ago with a similar request and asked if the Commission would have the same consideration.

Com. Spunt asked if the majority of people that come to the business know where they are going and are able to find the emergency room.

Schalliol noted that the business is an emergency room but also offers general veterinary services as well.

Com. Spunt noted that it seems that they are losing signage indicating that it is an emergency room.

Schalliol replied that the sign facing the roadway indicates that it is an "ER for pets".

Com Au. asked why the sign on the east side has a larger sign than the sign over the entrance to the building.

Schalliol noted that the east side has good visibility from Lake Cook Road and the sign above the entrance doesn't need to be a large.

Com. Au noted that the sign on the east elevation looks larger than the existing sign.

Schalliol provided the dimensions of each sign.

Binder pulled up a sign comparison chart for the Commission to review.

Discussion regarding the size of the east elevation sign continued.

Com. Worlikar asked about the "VEG" sign that does not include "ER for Pets", and wanted to be sure they would not come back in the future to add that on to the sign.

Schalliol noted that they would not be coming back for an addition of the "ER for Pets" in the future.

Com. Moodhe noted that we are going to drive businesses away by making them

come back every time they update their brand standards. He stated, if they comply generally with what was approved the Village should be allowing them to be replaced. He noted we have been here before and should not have to be here again.

Chairperson Weinstein asked for the sign comparison chart to be displayed, and noted that the proposed sign is much smaller than what is permitted per code.

Schalliol confirmed the dimensions.

The Staff Report was entered into the record as Exhibit 1.

Com. Davis made a motion to make a positive recommendation to the Village Board to allow an amendment to the Planned Development and unified sign package approved by Ordinance No. 2022-092, as amended by Ordinance No. 2024-007, with Sign Variations for Veterinary Emergency Group (VEG) at 43 McHenry Road, subject to the following conditions:

1. The proposed signage shall be installed in substantial conformance with the plans and documents submitted as part of the plan set.
2. Any directional or incidental signage added to the sign package shall be reviewed administratively by staff.

Com. Moodhe seconded the motion.

Com. Gregory echoed Com. Moodhe's earlier statement regarding allowing businesses to update their branding without having to come back to the Commission if the plans generally comply with what was previously approved.

Chairperson Weinstein spoke in favor of the motion. He noted that he likes that amendments to the sign plans coming back to the Commission for further review, noting that something new may not be appropriate.

Com. Worlikar stated that it is a little difficult to see the current signs, especially if you are more focused on a sick pet. He noted that he likes that the new signs say "ER for Pets" and noted that the changes to the plans will serve the community well.

Moved by Jason Davis, seconded by Adam Moodhe to recommend approval. Upon roll call, the Commissioners voted as follows:

AYES:	7	Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Jason Davis, Chad Gregory
NAYS:	0	None
ABSENT:	2	Sujat Saxena, Don Schwartz

Motion declared Passed.

REGULAR MEETING

A. **Other Matters for Discussion**

B. **Approval of Minutes**

1. **Draft Minutes from the November 19, 2025 Planning and Zoning Commission Meeting**

Moved by Adam Moodhe, seconded by Marc Spunt to approve. Upon roll call, the Commissioners voted as follows:

AYES:	7	Mitchell Weinstein, Amy Au, Adam Moodhe, Neil Worlikar, Marc Spunt, Jason Davis, Chad Gregory
NAYS:	0	None
ABSENT:	2	Sujat Saxena, Don Schwartz

Motion declared Passed.

C. **Chairperson's Report**

None

D. **Committee and Liaison Reports**

Chairperson Weinstein attended the meeting on December 1st. He indicated all three items on the agenda that came before the Commission were approved on the consent agenda, including Dutch Bros. Coffee, the High School parking lot addition, and outside storage in the industrial district at 1051 Commerce Ct.

E. **Staff Report/Future Agenda Schedule**

Deputy Director Purvis indicated that we will have two items on the agenda for the December 17, 2025 meeting. She stated one will be a new single family subdivision and the second would be a redevelopment for the Chase Plaza property.

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 8:13 PM.